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Les fortifications de Québec

concept de mise en valeur



La porte Saint-Louis vers 1870, collection F. Montminy

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Cover illustration :

« La porte Saint-Louis », *Sempronius STRETTON*, c. 1806.

Photo : A.P.C.

Published by Parks Canada under authority of the Honourable John Roberts,
Minister of the Environment.

Parks Canada Publication

No QS-S101-000-BB-AE

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Catalogue no R64-105 2-1980

ISBN: 0-662-50835-1

FOREWORD

Québec can be considered a unique city in North America. Not only is it one of the few cities to have been fortified, it is the only one that has conserved the principal elements of its defence system. These fortifications, tangible proof of the key role Québec City played first as capital of New France then of British North America, recall the important people, places and events which marked our country's history.

Thus, it is of utmost importance that this inheritance be preserved and passed on to future generations. The geographical attributes of the site, coupled with the remarkable style of architecture and the existence of the fortifications, create a unique ensemble. The deterioration of the walls or their environment in any way would undoubtedly constitute an unrecoverable loss.

Although the strong ties which link the fortifications to the city's history justify protecting them, it unfortunately cannot ensure it. Therefore, concerted action on the part of all interested parties, according to their particular areas of jurisdiction, is essential in order to guarantee the preservation of this monument by urging a steady, coherent development of the "old" city.

Since 1971, Parks Canada has been working extensively to restore the fortifications, worn with age, and to prevent the walls from further deterioration. In conjunction with these measures, an intensive research and study programme was undertaken in order to achieve a better understanding of the defence system in Québec. More recently, a general concept and various proposals have been put forth concerning the development of this historic site for the benefit of present and future generations.

This summary, an abridged version of the provisional master plan, is intended to acquaint interested individuals and groups with the objectives and key ideas proposed by Parks Canada for the development of the Québec City Fortifications national historic site in accordance with Canadian government guidelines and with Parks Canada policy.

Introduction

La ville et la fortification

Dès l'origine, le besoin de protéger l'accumulation des récoltes et d'assurer la sécurité des personnes et des biens devait pousser les habitants à fortifier leurs agglomérations ; défendues par des palissades ou des remparts, les villes constituaient des lieux de rassemblement en cas d'attaque et souvent un château-fort ou une citadelle y servait de refuge ultime.

D'abord fonction de leur localisation en des endroits élevés ou stratégiques, les systèmes de défense durent se modifier au fur et à mesure qu'on mettait au point des armes de plus en plus puissantes et meurtrières. Le développement de l'artillerie, en particulier, transforma profondément le système défensif des villes assumant d'importantes fonctions militaires. On donna d'abord plus d'épaisseur aux murs afin qu'ils puissent mieux résister au tir des canons, puis on chercha à éloigner le plus possible l'artillerie ennemie en construisant une série d'ouvrages avancés devant les murailles.

Les principes de la fortification bastionnée furent conçus et mis en application dès le 16^e siècle ; perfectionnés par l'ingénieur Vauban, ces principes de la défense des villes devaient être utilisés jusqu'au milieu du 19^e siècle. C'est à l'intérieur de cette longue période que furent construites les fortifications de Québec.

Pourquoi fortifier Québec ?

Les premiers ouvrages de défense construits en Nouvelle-France — de simples palissades de pieux entourant les habitations — se voulaient à l'origine un moyen de protection contre d'éventuelles menaces des autochtones. Mais, très rapidement, considérant la position stratégique qu'occupait le site de Québec, on prit conscience qu'il fallait assurer la défense de la porte d'entrée du continent, protéger son port et donner un caractère de place forte à cette capitale administrative, culturelle et commerciale.

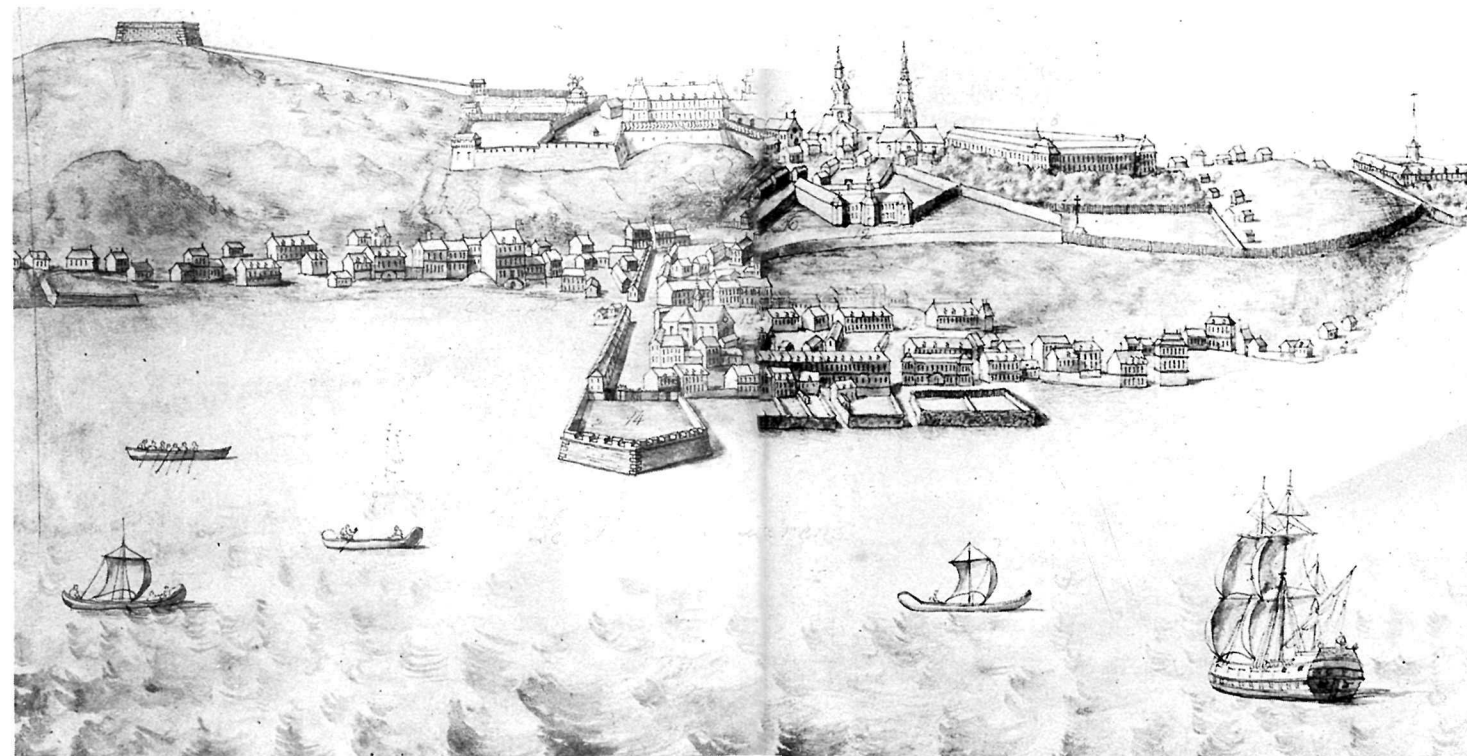
Les Français d'abord, à partir surtout de 1690, puis les Britanniques, de la Conquête jusqu'à leur départ en 1871, doteront Québec d'un système de défense complexe dont une bonne partie demeure encore aujourd'hui intacte.

La préservation des fortifications

Les fortifications de Québec ne représentent pas un exemple unique au monde ; plusieurs villes, notamment en Europe, ont su préserver, en tout ou en partie, les vestiges de leur enceinte fortifiée. Malgré tout, divers phénomènes liés à la croissance urbaine et au « progrès » auront entraîné la destruction de la majorité des ouvrages de défense qui protégeaient jadis les villes.

Québec n'a pas échappé totalement à ce mouvement puisque entre 1870 et 1880, suite à de nombreuses pétitions des marchands et de la population, le système défensif de la ville subissait d'importantes altérations : démantèlement des portes, arasement des ouvrages d'approche, abaissement du mur surplombant la falaise, etc. Dans ce contexte de démolition, l'intervention du gouverneur-général de l'époque, lord Dufferin, allait néanmoins permettre de préserver l'essentiel du réseau des fortifications.

De nos jours, Québec peut non seulement revendiquer le titre de seule « ville fortifiée » en Amérique du Nord, mais s'enorgueillir du fait que ses ouvrages défensifs comptent parmi les mieux préservés à travers le monde.



Québec vers 1745, APC

The Fortifications of Québec : a slow evolution

The French Period

The site of Québec City, perched on a headland surrounded by an abrupt cliff, was early recognized as a natural fortress. The narrowing of the river at this spot facilitated the control of movement above this point.

1608–1624

The first permanent construction, Champlain's *Habitation*¹ situated near the shore, was surrounded with a palisade. A few years later, the first Fort Saint-Louis was also enclosed by a palisade banked with earth. The *Habitation* and Fort Saint-Louis constituted the major defensive strongholds of the city at that time. A battery was built to defend the harbour and port.

1634–1691

After the construction of these temporary works, the military engineers up until 1690 each brought along slight improvements. Aware of the weakness of the west flank of the city, and expecting attack from the English Phipps, town-major Provost took the initiative, in the absence of Governor Frontenac, to build a palisade flanked by ten stone redoubts.

1691–1692

Two batteries were built to complete the defence of Lower Town : the *Batterie Royale*, which was recently reconstructed by the Ministère des Affaires culturelles, and the *Batterie d'Hazeur*².

1693

Hastily built for short term purposes only, the defensive works of town-major Provost did not last long. However, the engineer Beaucours was appointed by Frontenac to put up a new entrenchment with a palisade including two stone gates — the first Saint-Louis and Saint-Jean gates — and to complete two stone works : du Cap redoubt³ and du Moulin cavalier⁴ both increasing firing power on the west side of the city.

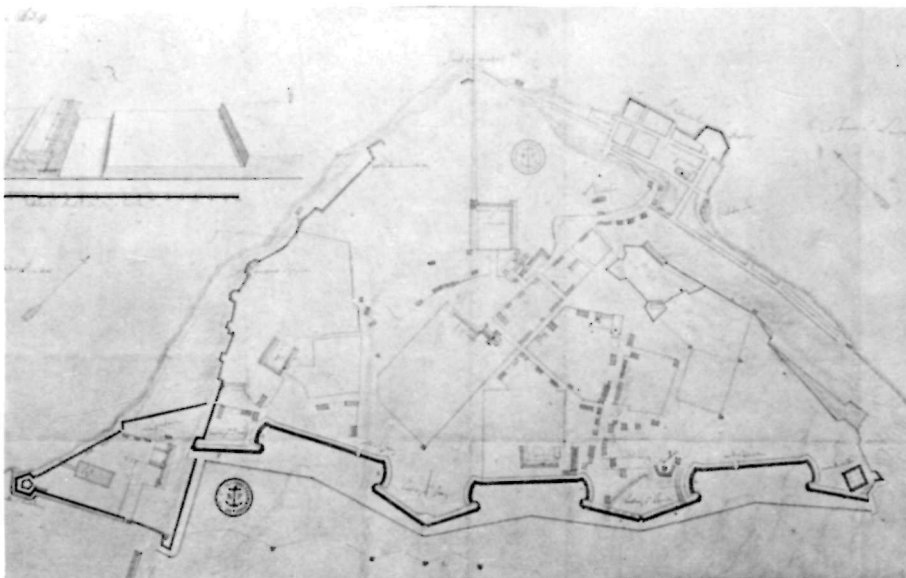
1701–1713

With the dawn of the 18th century, New France officials undertook the construction of the first permanent fortifications — an earthen rampart covered with masonry — again, to insure better protection of the west side. The work began in the Cap-aux-Diamants sector. Two bastions and a demi-bastion were completed (project of Levasseur de Néré) as well as the *Redoute Royale* (project of Beaucours)⁵. However, the treaty of Utrecht signed between France and England in 1713 made the defence of Québec City less urgent and work was suspended in 1720. Because this fortification was incomplete, Beaucours' old enclosure had to be conserved.

1745–1754

The fall of Louisbourg in 1745 aroused fear amongst the administrators and work on the west side of the fortifications was started up again.

The enclosure was built according to the plans prepared by Chaussegros de Léry, more or less in the same shape and trace that exist today. The wall, stretching from the heights of Cap Diamant to the Côte du Palais, included three gates : Saint-Louis, Saint-Jean and du Palais, as well as a dozen posterns. It is situated farther out than Beaucours' enclosure in order to include the heights of the Cap inside the walls, and at the same time, allow for urban expansion.



Engineer Beaucours' enclosure, 1693, PAC

1. Where Notre-Dame-des-Victoires church is located today.
2. On the site of Îlot Fargues.
3. Inside the present-day Citadel.
4. At the end of Mont-Carmel Street.
5. On the Morrin College site, Saint-Stanislas Street.

The British Period

1759-1779

After the conquest, the British inherited these incomplete fortifications lacking outworks in certain places. Because of economic restraints at that time, they had to be satisfied with simply repairing the west rampart.

1779-1783

Agitation in the American colonies and the War of Independence prompted the new colonial authorities to build a temporary citadel on the heights of Cap Diamant.

1786-1812

In 1786, Hope Gate was constructed at the foot of Côte Sainte-Famille, and in 1797, Prescott Gate was built on Côte de la Montagne. From 1804 to 1812, the walls around the top of the cliff between du Palais Gate and Fort Saint-Louis were reconstructed to form a continuous network. Also at this time, the Martello towers and various approaches in front of the west enclosure were completed.

1820-1832

The citadel was built under the direction of the engineer Durnford. The main elements of Québec City's defence system were then in place.

1865-1871

Three forts were built on the south shore across from Québec City in order to protect the capital from the possibility of attack by the Americans from the south.

The Canadian Period

1871-1873

The growth of the city and traffic problems led to the demolition of Saint-Louis and Prescott Gates in 1871, then in 1873, of Hope and du Palais Gates.

The wall skirting the top of the escarpment on des Remparts Street was lowered.

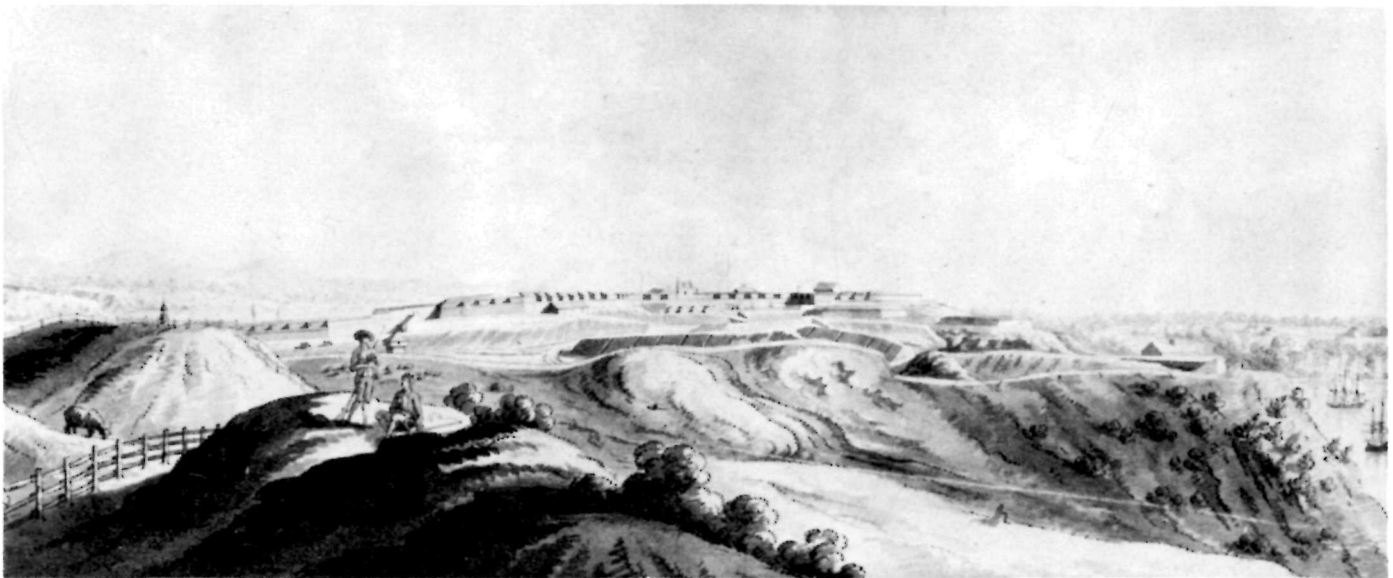
1873-1939

Lord Dufferin, the Governor-General of Canada, intervened to put an end to the destruction. This constituted one of the first attempts in Canada to preserve and develop its national heritage. The plan envisaged the restoration of the fortifications and constructing a continuous walkway around the ramparts and the city.

Lord Dufferin's initiatives continued long after he was gone, and inspired other works right up until the last major construction, that of the Saint-Jean Gate in 1939, in spite of some less constructive operations such as the destruction of the *demi-lune* battery, the third Saint-Jean Gate (1897), Martello tower number 3...



Lord Dufferin, Governor-General of Canada, *L'opinion publique*, 1872



The temporary Citadel by J. Peachey, 1784, PAC

The Present Situation

The walls of Québec City are of unquestionable historical importance and constitute a first-class tourist attraction. Today, the existence of the fortifications around the city still considerably affects its development and lends a particular character to the urban landscape, which immediately sets it apart from other cities. A walk along the top of the ramparts affords an extraordinary and diversified view highlighting the ideal location of the city. Situated in the heart of the historical Old Québec City area, the fortifications offer a variety of resources to both Upper and Lower Towns, such as typical architectural constructions, parks and green spaces, commemorative plaques and monuments... not to mention the lively atmosphere which has traditionally animated the old city and its surrounding suburbs.

The fortifications today are rather different from the way they appeared when they served as defence structures. When defensive works were no longer required, and as a result of urban growth, several parts of the fortifications were destroyed while others were modified or simply buried...

Three basic types of changes were made to the defensive system :

- interruption in the continuity of the wall
- destruction of outworks
- changes in the du Palais ramparts

- Interruption in the continuity of the wall

Today, the wall is interrupted by four gaps which were made to accommodate the flow of traffic between Upper and Lower Towns. These breaches are found at :

- Côte de la Montagne
- Côte de la Canoterie
- Côte du Palais
- Richelieu and McMahan Streets

- Destruction of outworks

The glacis of the Citadel is the only outwork existing today. All the works outside the west wall were levelled during Lord Dufferin's restoration project at the end of the 19th century. Part of these former raised earthworks have been turned into green space in the Saint-Louis Gate area, however, all the rest have been built up.

On the one hand, several of these buildings offer obvious architectural or functional qualities as well as high market value. Yet on the other hand, they unfortunately hide the fortifications completely from view.

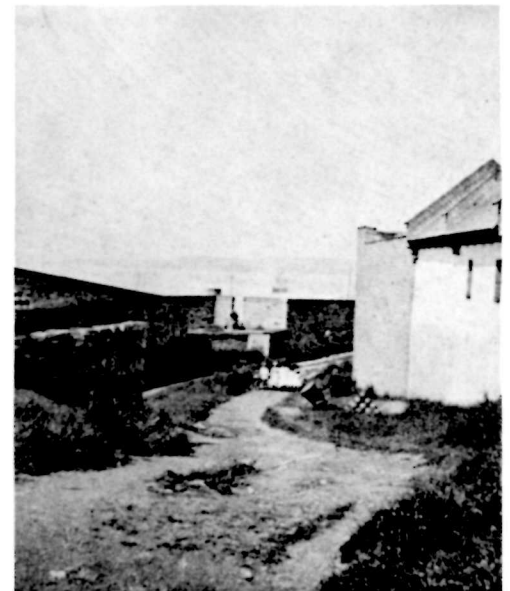
- Changes in the du Palais ramparts

During the time the fortifications played an active defensive role at the beginning of the 19th century, the wall on top of the escarpment along des Remparts Street was about ten feet high. After the soldiers left, the wall was considerably lowered and the street was filled in in order to accommodate vehicles. Thus the street level of des Remparts was raised which meant that several cannon platforms and battery vestiges were buried. Furthermore, during the 1930's while Côte Dinan was being built, the trace of the wall was altered, thus destroying the battery located



Prescott Gate on Côte de la Montagne by T. Wakeman, c. 1850, PAC

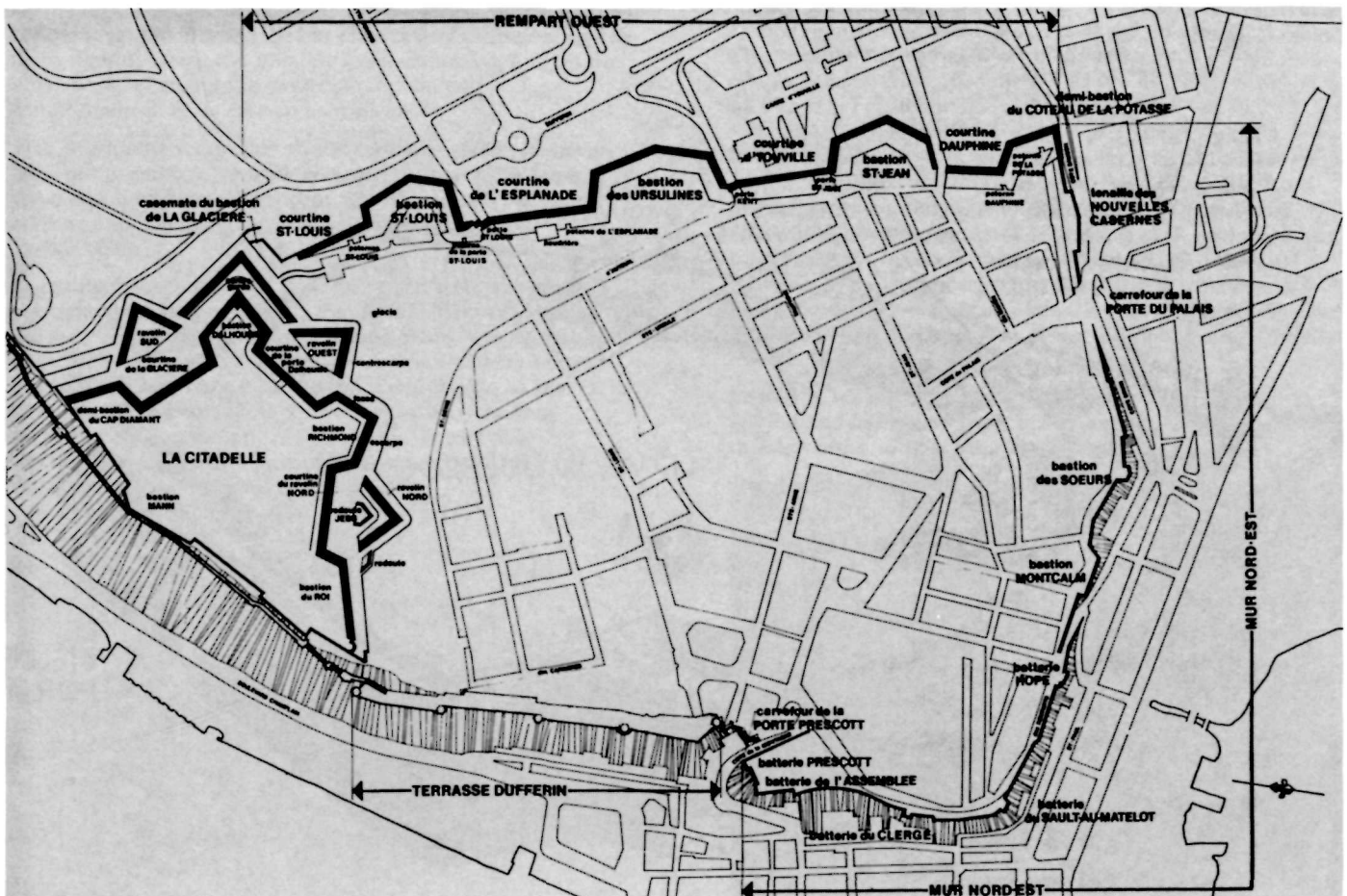
Des Remparts Street, W. Notman, c. 1870, McCord Museum



behind the Hôtel-Dieu. The road system in this area was completely rearranged to improve traffic from the port and the train station in Lower Town to the commercial area in Upper Town. Nowadays, the du Palais intersection completely destroys any impression of continuity between the wall, already interrupted at des Remparts Street, and the *Nouvelles Casernes* building.

Moreover, it is important to underline that a large section of the fortifications, the north wall and the *Nouvelles Casernes* tenaille remain inaccessible to pedestrians from the du Palais intersection to Coteau de la Potasse demi-bastion. This obliges pedestrians to detour away from the fortifications trace a fair distance before coming back to the defensive system circuit to continue their walk.

Finally, a good part of the Esplanade lands, in particular the gorge of the Ursuline bastion, is used today as a parking lot, which is obviously not the green space it was traditionally meant to be, and thus reducing the possibilities of its use.



The Fortifications : map of the defensive works

Development

Concept and Objectives

The development concept proposed by Parks Canada for the fortifications of Québec is based on six key ideas :

At the root of Parks Canada's interest in this project are : the authenticity of the fortifications, their historical significance and their architectural value. This concept is based on the foundation that this monument must be conserved in its entirety and developed to ensure that it cultivate the awareness and appreciation of the public.

The progressively changing character of the monument adds to the richness of its development potential. The fortified system as we know it today is the fruit of a long evolution. It changed incessantly to adapt to developing war techniques and the restraints imposed by modern living.

Therefore, development should be based on a dynamic conception of the history of the fortifications, exploiting the progressive character of the works while still respecting their authenticity.

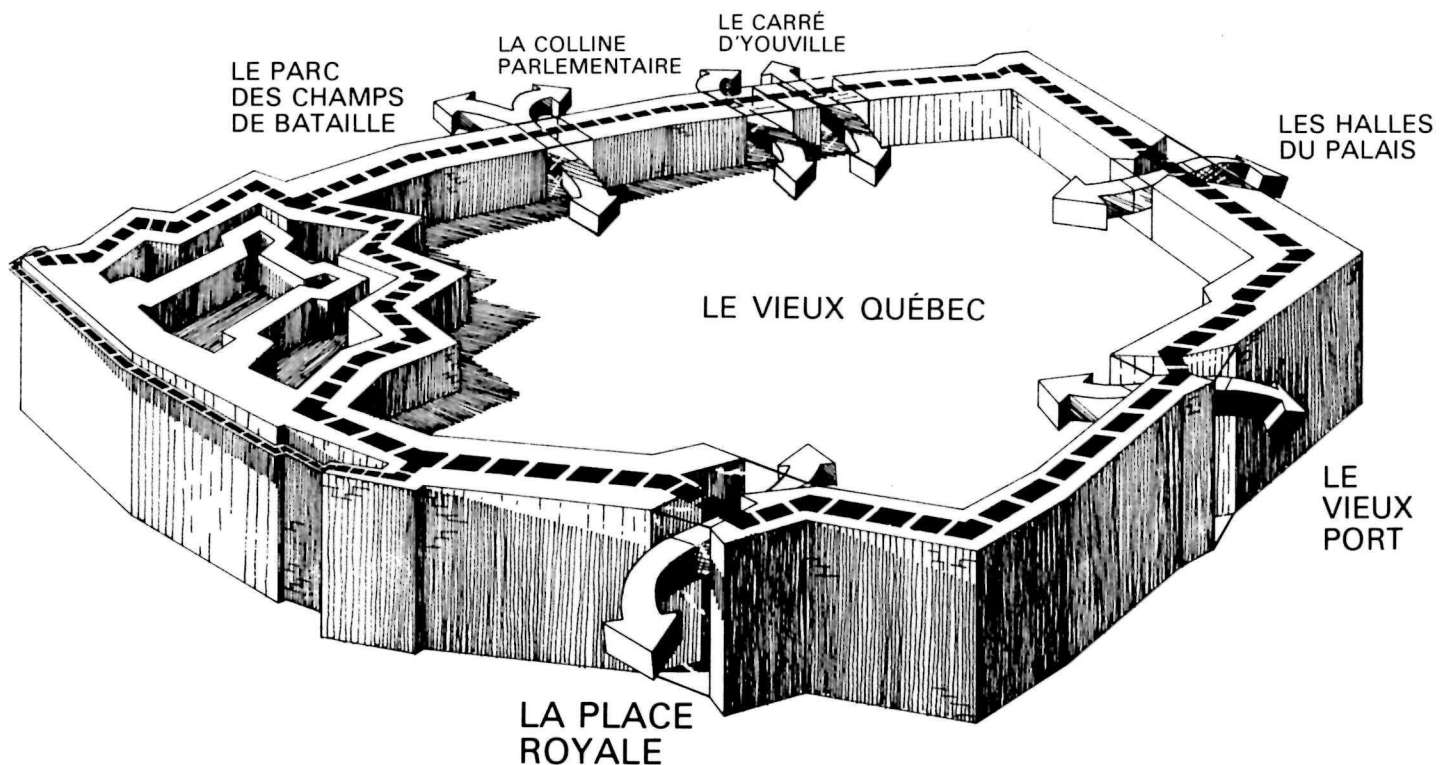
Given this, the representative elements of the first development plans by Lord Dufferin should be conserved : Kent Gate, Saint-Louis Gate, the Dufferin Terrace and Saint-Jean Gate which was built later according to Lord Dufferin's plans.

In addition, all future restoration measures should carry the mark of our times in order to distinguish the contemporary works from the authentic ones.

The interaction between monument and city growth represents a significant historical reality in favour of the development of the fortifications. Both structures had to adapt to different functions and requirements and influenced each other to give the city as it exists today.

An overall view of the fortified system as a whole would be essential to the total development of the monument so that the public will become fully aware of its scope, role and meaning. The ideal overall view would involve reestablishing the physical continuity of the fortifications around the city and providing an unobstructed view of the defensive works.

The abundance of points of interest around such a monument makes this project all the more desirable. All along the fortifications area, the surrounding environment continually captivates the attention of strollers-by and reveals many aspects of the character and history of the city. The fortifications enclosure also links up the several high-quality green spaces and cultural sites throughout the "old" city, for example, the Esplanade, the Governors Garden, *la Place Royale*, Montmorency Park, the Artillery Park, the Battlefields Park, the old Port area... The fact that



The Fortifications network : proposed concept

the fortifications contribute so much to the recreational and cultural spaces in and around Old Québec City ought to facilitate their integration into the community life of the area.

Interest in developing the fortifications only takes on meaning when applied to communicating to the public their history and significance, their raison d'être and strategic importance, the methods of construction of the era, their impact on the evolution of the city and of their preservation since the first changes wrought by Lord Dufferin.

Four main objectives underlie the proposed development concept :

- to preserve the fortifications from deterioration of any kind ;
- to restore the overall conception of a fortified city ;
- to acquaint the population with the evolution of the system of defence in Québec City and to use the most important works for interpretation purposes ;
- to improve the quality of urban life by developing the recreational potential of the fortifications.

Conserving and restoring the works to their most significant stage while keeping in mind the progressive character of the fortified system should lead to, on the one hand, reestablishing the uninterrupted enclosure, and on the other hand, ensuring the global perception and comprehension of its role and significance.

This development concept on the fortified system, however, does not purport to be exclusive, as it pursues the same goals as a development concept geared towards the urban context and its close relations with the future of Old Québec City.

Once the fortification ring is restored and interpreted, it ought to contribute greatly to the development of Old Québec City and the historical sector. Being integrated with Old Québec City and linking the centres of activity outside the walls should make it all the more worthwhile as the fortifications will constitute in themselves a continuous system encircling the original "old" city, as well as representing unique vestiges of defensive works in North America, and their evolution.

Proposals

The development proposals given in this booklet are proffered as samples simply meant to generate stimulating and constructive exchanges on the future of Québec City's fortifications.

Nevertheless, Parks Canada believes that, by way of mutual determination to preserve and develop this monument, these draft proposals ought to lead to a more precise definition of the means best suited to attaining the objectives in view.

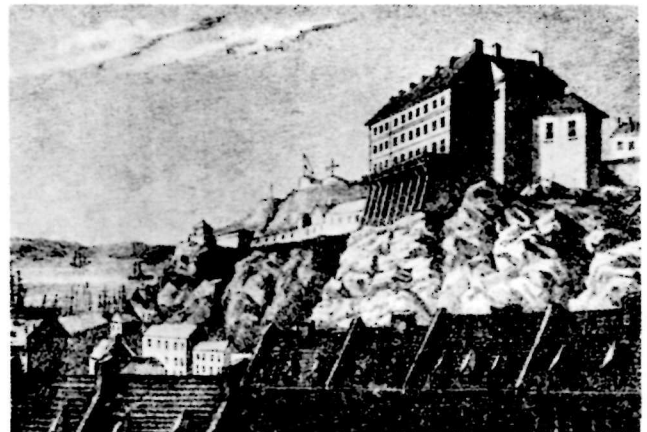
THE DUFFERIN TERRACE

The present-day Dufferin Terrace constitutes an extension of the Durham Terrace built around 1840. Completed around 1884, as part of Lord Dufferin's restoration project, the terrace covers the foundations of the Saint-Louis Fort and Château as well as various remains of the defensive system. Today the Dufferin Terrace is one of the most popular meeting place in the city. Overlooking Lower Town, the terrace offers spectacular views of the river, the south shore and the *Île d'Orléans*.

This site probably turns out to be one of the richest in the history of the country as it housed the governors of New France right from the earliest days of the colony. In 1620, Champlain had a wooden fort built here, which Montmagny rebuilt in stone from 1636 on. When the Fort and Château fell in ruins, Frontenac had it rebuilt in 1694.

Under English rule, the fort retained its original vocation and served for almost a century as administrative, political and military centre of the colony. Although the Château was spared the bombardments of 1759, Murray nevertheless had it restored in 1764-65. Between 1784 and 1787, Château Haldimand was built inside Fort Saint-Louis, which served as the governor's residence while the "old Château" became the meeting place of the executive council of Lower Canada from 1791 on.

In 1834, Château Saint-Louis was completely burned to the ground and four years later, Lord Durham had the ruins rased in order to construct the first terrace. In 1892,



Château Saint-Louis by R. A. Sproule, c. 1830, PAC

deviendra le siège du Conseil exécutif du Bas-Canada à partir de 1791.

En 1834, un incendie ravageait complètement le Château St-Louis et quatre ans plus tard, lord Durham en faisait raser les ruines pour y construire une première terrasse. Le Château Haldimand fut cédé en 1892 à la compagnie de l'Hôtel Château Frontenac et fut démoli; une partie de l'hôtel s'élève aujourd'hui sur l'emplacement qu'occupait le bâtiment.

Parcs Canada propose de :

- conserver à la terrasse ses fonctions actuelles et de préserver son cachet caractéristique de la fin du siècle dernier ;
- mettre en valeur les vestiges que l'on retrouve sous la terrasse (Château Saint-Louis, anciennes batteries Palisser, Caronade, du Château, corps de garde) afin d'en permettre la découverte et l'interprétation.

LE JARDIN DES GOUVERNEURS

Le jardin des Gouverneurs occupe un quadrilatère adjacent à la terrasse Dufferin. Il est flanqué d'une part par le Château Frontenac et, d'autre part, par les rues Laporte et Sainte-Geneviève. Le jardin descend en pente douce jusqu'à la terrasse Dufferin et offre une perspective ouverte sur le fleuve et la rive sud; durant l'été, de nombreuses manifestations culturelles s'y déroulent.

Le jardin des Gouverneurs forme l'espace vert aménagé le plus ancien de Québec, voire même du pays; ses origines

remontent au début de la colonie. Il représente de nos jours le seul vestige des jardins du Château St-Louis qui, déjà en 1660, figuraient sur les plans de la ville.

Parcs Canada propose de :

- conserver à cet espace vert sa vocation de parc urbain ;
- réaménager le jardin dans un style qui s'apparente davantage au caractère de la terrasse Dufferin ;
- intégrer le parc visuellement et fonctionnellement à la terrasse en éliminant la circulation automobile sur la rue des Carrières.

LE PARC MONTMORENCY

Site du premier cimetière de Québec, de la maison de Talon, du Palais épiscopal puis des deux premiers parlements, le parc Montmorency ne fut converti en espace vert public qu'à la fin du XIX^e siècle.

Lieu serein et reposant, le parc forme l'un des rares espaces verts bien ombragé situé dans les limites de l'arrondissement historique et il accueille tous les jours de nombreux promeneurs.

D'après l'iconographie du XIX^e siècle, un kiosque semblable à ceux que l'on retrouve sur la terrasse Dufferin existait dans le parc, vers lequel convergeaient trois allées.

Les propositions de mise en valeur se traduisent comme suit :

- conserver la vocation actuelle d'espace vert public ;
- redonner au parc Montmorency un caractère plus

conforme à son état de la fin du siècle dernier et rétablir la continuité visuelle avec la terrasse, par exemple :

- en reconstruisant un kiosque semblable à ceux de la terrasse Dufferin ;
- en réaménageant certaines allées ;
- en construisant un trottoir de bois le long du mur...

LA PORTE PRESCOTT

Cette porte, érigée par les Britanniques en 1797, fermait la côte de la Montagne entre le parc Montmorency et l'actuel bureau de poste. Elle fut démolie en 1871 suite à de nombreuses pétitions des marchands et de la population qui considéraient les fortifications, et plus particulièrement les portes étroites, comme une entrave à la circulation. La disparition de la porte a créé une discontinuité qui atténue largement la perception du système de défense et oblige les promeneurs à traverser une artère achalandée pour rejoindre le parc Montmorency.

Parcs Canada propose de :

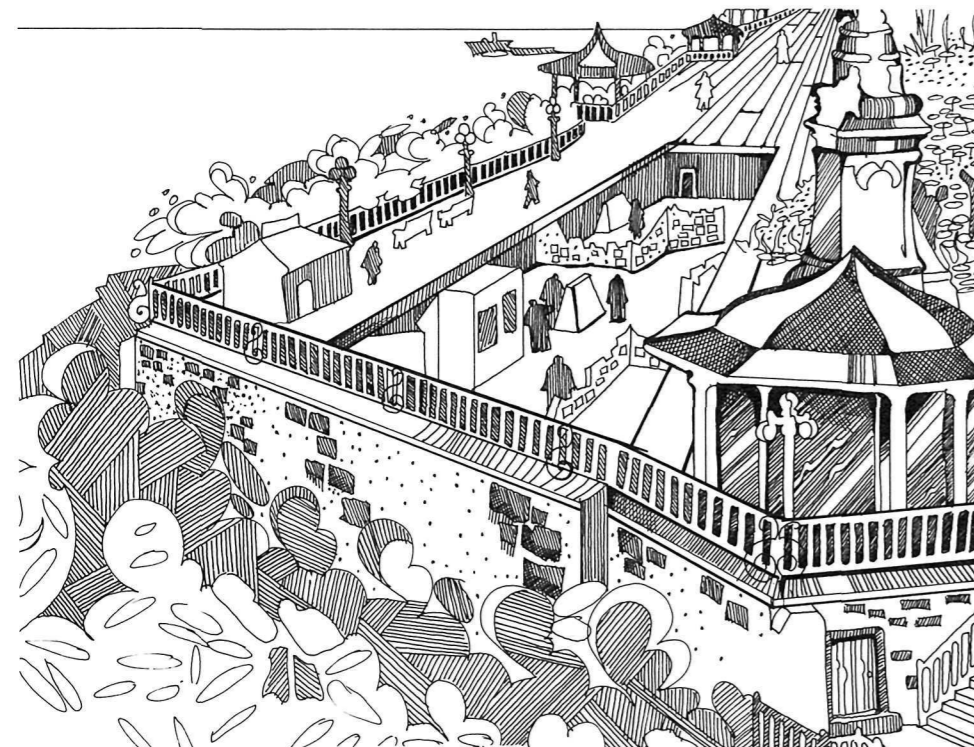
- créer l'impression de continuité physique de la muraille et de faciliter la traversée des piétons entre la terrasse Dufferin et le parc Montmorency, par exemple au moyen d'une passerelle franchissant la côte de la Montagne, à l'endroit où se trouvait jadis l'ancienne porte Prescott.

LES REMPARTS, DEPUIS LE PARC MONTMORENCY JUSQU'À LA CÔTE DU PALAIS

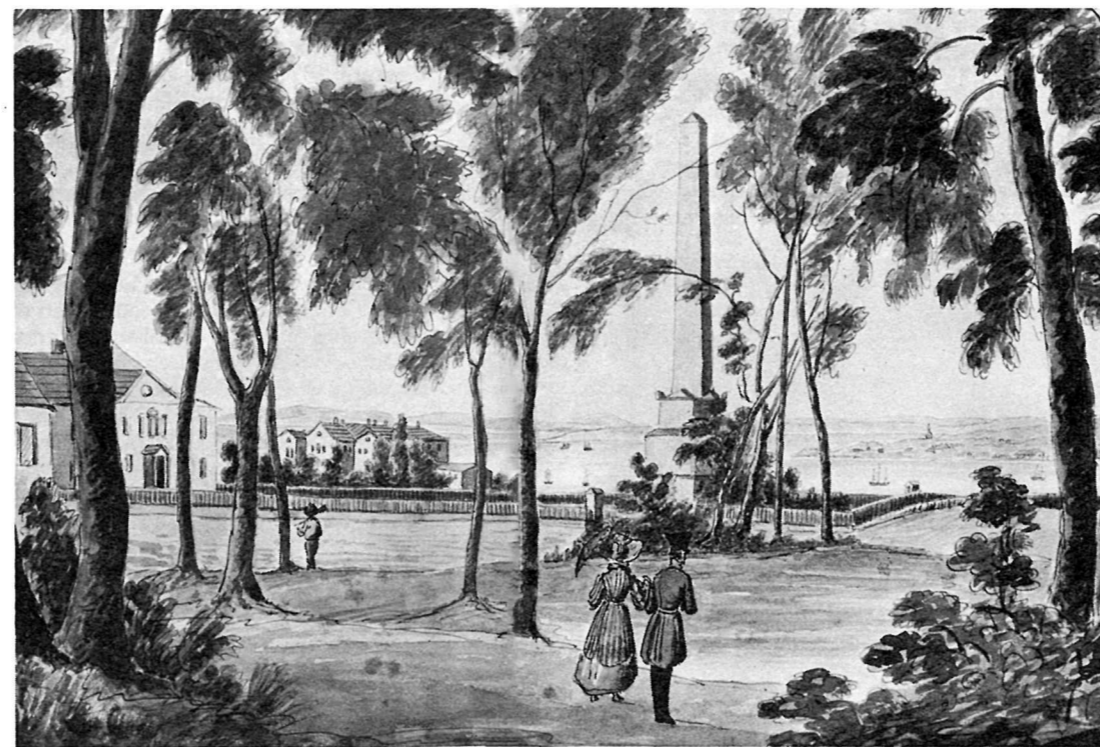
À la fin du 18^e siècle, Gother Mann, ingénieur en chef à Québec, préconise d'affermir la défense de la haute-ville. Il suggère de consolider les fortifications le long de la falaise afin d'en contrer l'escalade. Ces travaux seront exécutés entre 1806 et 1812. Le passage de la côte de la Canoterie (rue Ste-Famille) avait déjà été refermé par la porte Hope dès 1786. Le tracé du mur de maçonnerie suit alors le faite de l'escarpement en créant à intervalles réguliers des saillants, ouvrages débordant l'alignement et permettant de tirer parallèlement à la ligne de défense.

Vers 1870, on remblaya la rue des Remparts, ensevelissant du même coup plusieurs plates-formes à canons et vestiges de batteries, puis on abassa le mur lui-même. La porte Hope connut le même sort que la porte Prescott et fut démantelée en 1873. De 1929 à 1932, on construisit la côte Dinan sur l'emplacement d'un ensemble résidentiel adossé au roc le long de la rue St-Vallier. En pente douce, elle permettait aux tramways de relier la basse-ville à la haute-ville.

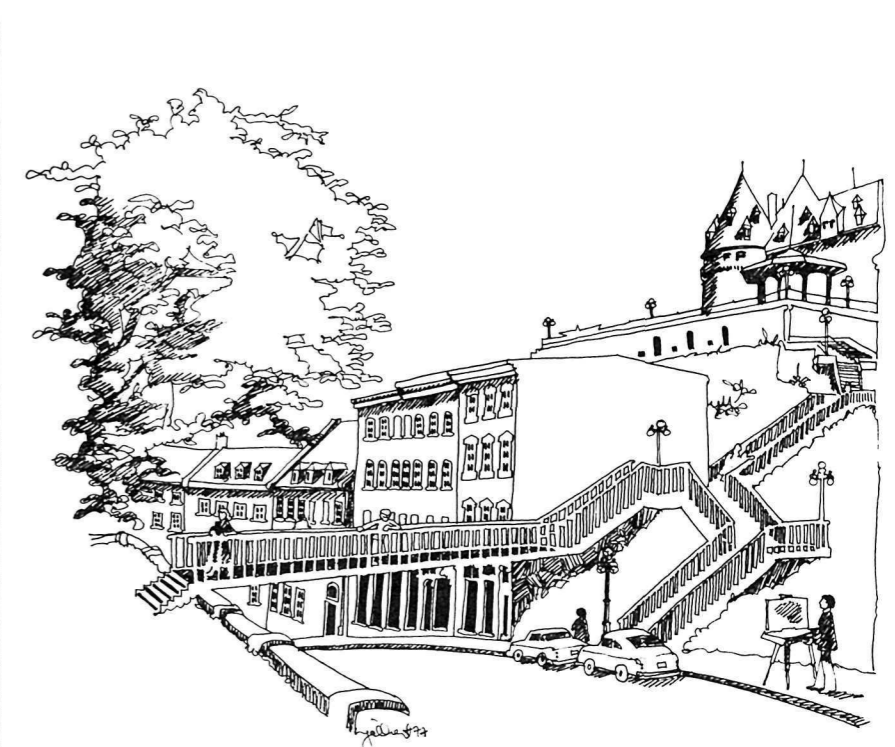
Cette infrastructure n'est guère conforme à la trame urbaine traditionnelle; en outre, elle ne draine qu'un flux de circulation négligeable depuis la mise en service de l'autoroute Dufferin. En plus de faire perdre l'importance et l'échelle de la falaise et du mur qui la surplombe, cet ouvrage, vu de la basse-ville et de la rue St-Vallier, offre un coup d'œil somme toute peu engageant.



La mise en valeur des vestiges du fort et du Château Saint-Louis; vue conjecturale



Le jardin des Gouverneurs par J.P. Cockburn, c. 1830, Royal Ontario Museum



Lien aérien au-dessus de la côte de la Montagne; vue conjecturale

Parks Canada proposes restoring the genuine character of the defensive works to this area by :

- building up the wall in certain places ;
- partially restoring des Remparts Street to its original level where possible ;
- realigning the fortifications along Côte Dinan according to their original trace ;
- partially or entirely reconstructing Hope Gate and its guardroom. This is probably the most advantageous place to reconstruct a military gate and to illustrate its function of controlling access to the city.
- fixing up des Sœurs, Saint-Charles and de l'Assemblée batteries, des Sœurs and Montcalm bastions and the Grande Batterie...
- as a long term project, possibly demolishing Côte Dinan and clearing a view of the cliff by removing the constructions obstructing it.

As this constitutes a complex project implying various consequences, development of this part of the fortifications would not be undertaken without close consultation with the municipality.

DU PALAIS GATE

Du Palais Gate, built in 1752, added the finishing touch to the French defensive system by joining the ramparts to the *Nouvelles Casernes* situated inside the Arsenal block. The guardroom dates back to 1804.

In 1873, the gate and guardroom were demolished. Du Palais intersection was rearranged several times and was constantly being enlarged to ensure better communication between Upper and Lower Towns. Côte Dinan and the du Palais intersection constitute the most obvious breach in the fortifications network and thus represents the area where the defensive character of the works is the least evident.

Therefore, a reappraisal of the value of this sector would seem desirable for historical, functional and esthetic reasons.

Parks Canada proposes to :

- reestablish the continuity of the fortifications enclosure and the defensive character of this area ;
- restore this site to a more compatible level with the urban framework of Old Québec City ;
- reduce the importance of vehicular traffic and facilitate pedestrian movement in this intersection.

Several ideas have been proposed in view of this, such as :

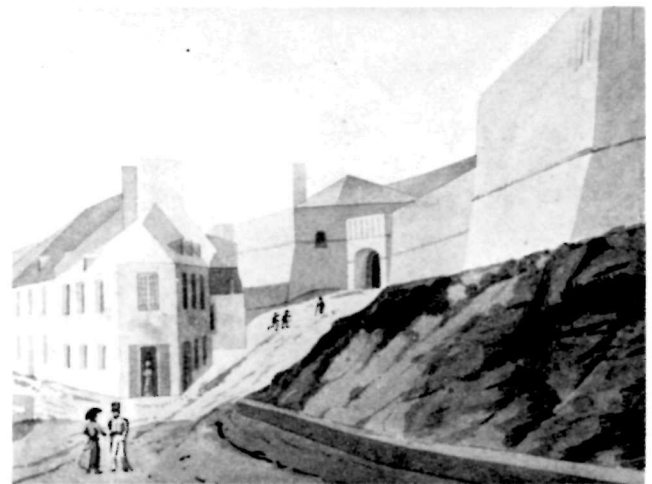
- reconstructing the former gate and guardroom or erecting contemporary works which would recall the historical gate ;
- eliminating the Saint-Vallier tunnel and reducing the angle of the côte du Palais ;
- reducing the volume of traffic in the area.

Most of these solutions raise important problems as to their impact on automobile traffic within Old Québec City.

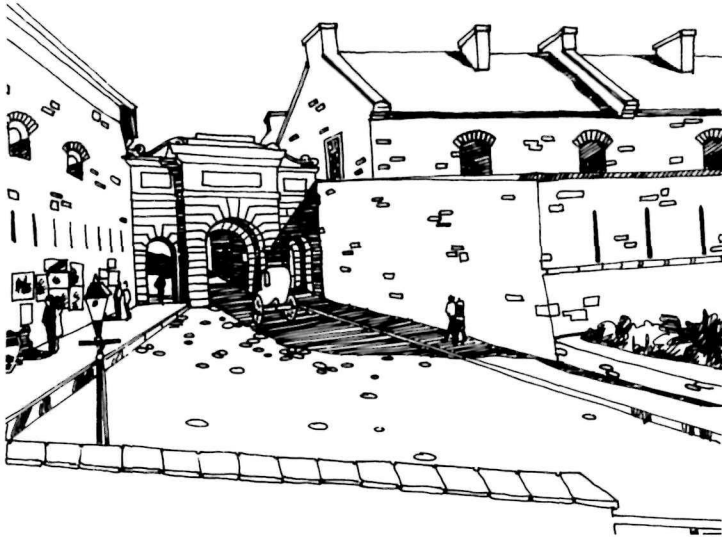
Therefore, only after closely concerted discussion on the implications of each idea would a choice be made and the work undertaken.



Hope Gate, reconstructed ; artist's conception



Du Palais Gate by J.P. Cockburn, c. 1830, PAC



Du Palais Gate and guardroom, reconstructed; artist's conception

THE ARTILLERY PARK AND THE ARSENAL BLOCK

(The north wall and the *Nouvelles Casernes* tenaille, the *Nouvelles Casernes* and the Dauphine Redoubt)

The fortifications wall from Coteau de la Potasse demi-bastion sector up to du Palais Gate were built by Chaussegros de Léry between 1745 and 1754. The system included a curtain against which the *Nouvelles Casernes* were built, and a *tenaille*, a low work in front of the curtain. This network constituted a two-level defensive system.

The Dauphine Redoubt located in the present-day Artillery Park and currently undergoing restoration, predates the ramparts. This redoubt, begun in 1712 and terminated in 1748, is one of the oldest military works in Canada.

The *Nouvelles Casernes* building was constructed by Chaussegros de Léry between 1749 and 1754. It was to

serve as quarters for the garrison, as an arms room, prison and warehouse.

Every ship going up the Saint-Charles estuary could be spotted and exposed to the cannon fire of the barracks.

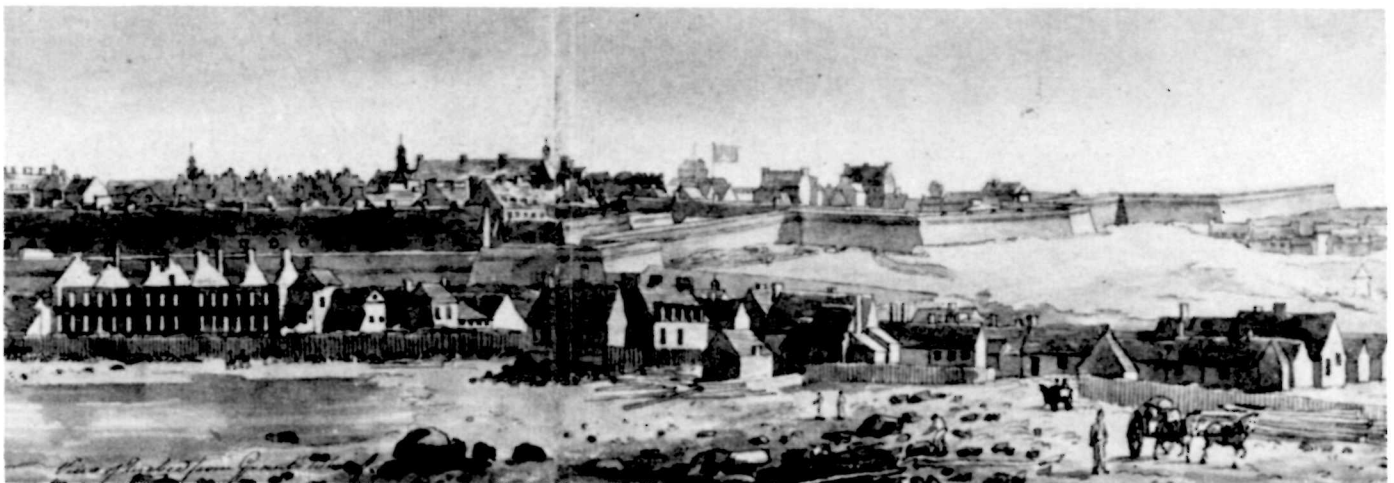
Considerably damaged by two major fires during the 19th century, the building underwent significant transformations when the Dominion Arsenal installed a cartridge factory there in 1880. Shut down in 1964, this area is used as parking space today.

Parks Canada suggests restoring the principal constructions of the defensive system in this area, clearing the cliff, and ensuring the continuity of the fortifications enclosure, for example, by :

- restoring the *Nouvelles Casernes* tenaille and building ;
- as a long term project and only after required consultation, eliminating Côte Samson and the Saint-Vallier tunnel ;
- redeveloping the former côte "à Cotton" as a pedestrian passageway between Lower Town and Coteau de la Potasse demi-bastion.



Dauphine Redoubt
by H. Bunnet, c. 1885,
McCord Museum



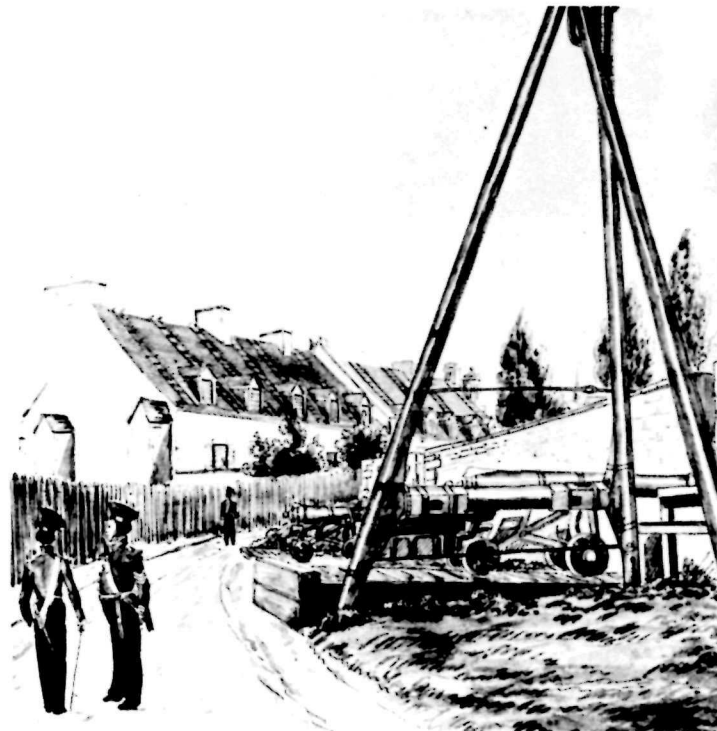
View of the fortifications from Lower Town by G. Heriot, 1791, PAC

THE WEST RAMPART

The sector of the fortifications stretching from the Citadel to the Artillery Park (or more precisely from du Cap demi-bastion to Coteau de la Potasse demi-bastion) is representative of the development of the bastioned fortification which reached its peak during the reign of Louis XIV. A follower of Vauban, Chaussegros de Léry adapted this classic form which was prevalent in Europe at that time, to the fortifications of Québec City. Many examples of this style can still be found today.

The western flank of the fortifications probably affords the best global view of the defensive works that once protected the city. Nevertheless, this view is hindered in several places by buildings set against the fortifications and by the fact that the outworks no longer exist.

Parks Canada's proposals aim to restore the defensive significance to the western ramparts in order to communicate to visitors the scope and basic principles of the bastioned fortification.



Interior of Coteau de la Potasse demi-bastion by J.P. Cockburn, c. 1830, PAC

Coteau de la Potasse demi-bastion

This demi-bastion which forms the northern extremity of the rampart is perched on the summit of the escarpment overlooking the Saint-Charles River. Construction of this work was begun by Chaussegros de Léry in 1746 and completed, along with the outworks, in 1754.

Parks Canada suggests recalling the characteristics both interior and exterior of the demi-bastion defence system by possibly :

- rebuilding the outworks outside the walls, for example, the *glacis*, ditch, counterscarp, etc. ;
- clearing the inside of the bastion of the buildings ; presently occupying this space and restoring the former defensive works (*parapet, banquette, terre plein...*)

The Richelieu sally port

The Richelieu sally port used to exist where McMahon Street meets the rampart. It was destroyed in 1897 to join up McMahon and Richelieu Streets.

Opening the street in this manner interrupts the wall and now obliges pedestrians to come down to street level and climb back up to the wall on the opposite side.

Several development proposals can be suggested for this area :

- reconstructing the Richelieu sally port as it was at the end of the 19th century thus completing restoration of the curtain and outworks ;
- building a new contemporary sally port ;
- building a footbridge above the street to form a continuous walking path for pedestrians.



Richelieu Sally Port reconstructed ; artist's conception

The Saint-Jean Bastion

The present-day trace of the Saint-Jean bastion is identical to the plans of Chaussegros de Léry near the end of the French period. This impressive structure reaches a height of twelve metres in some places, from the bottom of the ditch to the summit of the parapet.

The gorge of the bastion is now occupied by the Arsenal's foundry building which was recently restored to house the Artillery Park interpretation centre.

The outside faces and flanks of the bastion are almost invisible because of the numerous buildings between the Carré d'Youville, Côte des Glacis and Richelieu Street.

Despite the fact that these buildings obstruct the view of a large part of the west rampart, Parks Canada would suggest eliminating only certain ones hugging the wall in order to allow for pedestrian traffic along the bastion and also to afford a better view of the wall from the Carré d'Youville.

Saint-Jean Gate, d'Youville Curtain, Kent Gate

Saint-Jean and Kent Gates are joined up by the d'Youville curtain which, along with the entire defensive system from Saint-Jean Gate to Saint-Louis Gate, was built by the French between 1746 and 1754. Kent Gate was constructed under Lord Dufferin's orders following the city's outward growth in 1878. Saint-Jean Gate underwent numerous

changes over the years as it was in turn built and demolished several times between 1745 and 1939 when the present-day gate was built.

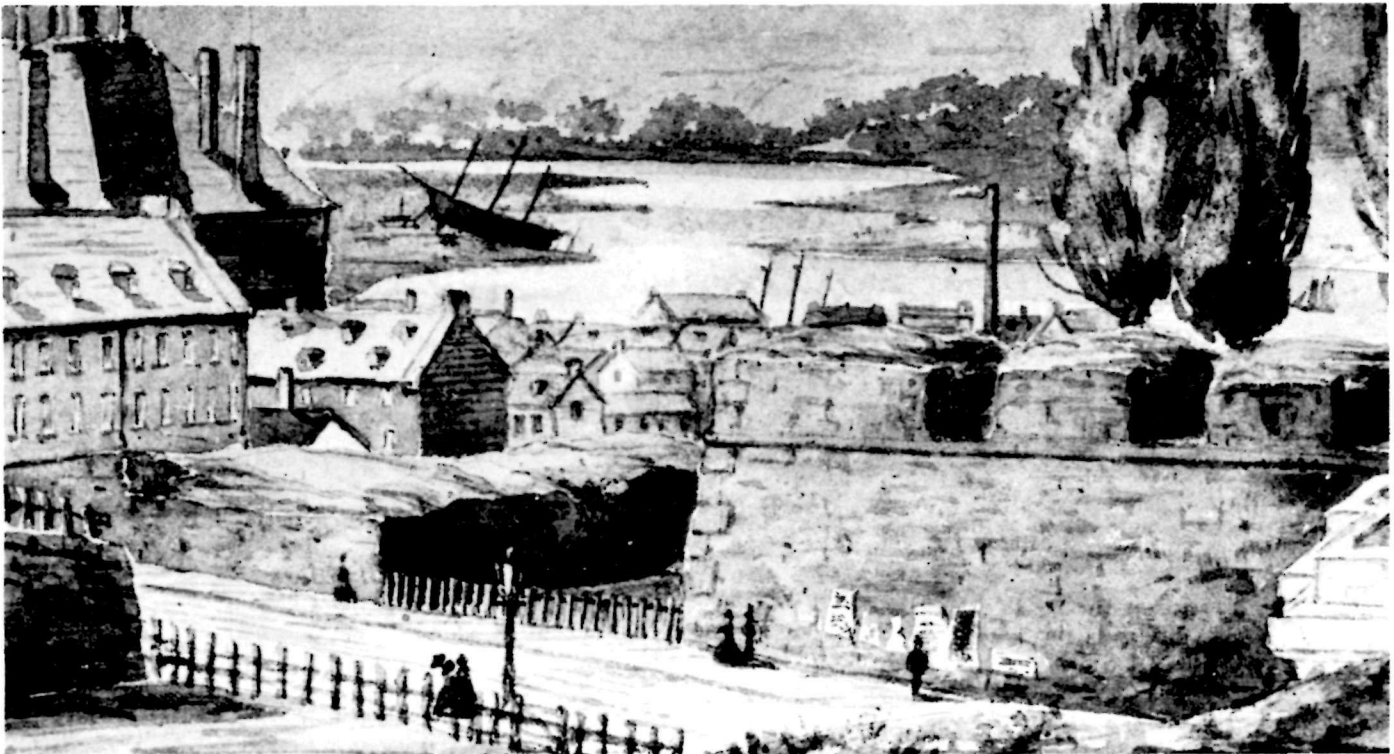
Parks Canada proposes to :

- conserve the present-day works by restoring them as necessary (work in progress);
- restore the defensive character of the curtain.

Moreover, the present layout of the Carré d'Youville would surely benefit being reorganized to better suit pedestrians. Rearranging the square by reorganizing public transit, developing green spaces and assembly and animation areas, while upgrading the quality of life in this zone, would certainly improve the global perception of the west wall.

The Fortifications, from Kent Gate to Saint-Louis Gate

This sector includes Saint-Louis Gate and the Ursulines bastion linked by the Esplanade curtain. Because it was too narrow, Saint-Louis Gate was demolished in 1871 shortly after the British garrison left. Under Lord Dufferin's supervision, the present gate, as well as Kent Gate, was built between 1878 and 1881.



View of Saint-Jean bastion by H.S. Sitwell, c. 1870, PAC

The defensive works in front of the rampart were levelled at the end of the 19th century. Construction of the d'Youville underground parking lot in the early 1970's completely transformed the landscape. The ground level was raised during construction, which affected the fortifications by lowering the height of the wall considerably. Without the ditch, the wall today is barely three metres high, whereas the original rampart was over ten.

Inside the walls, the Esplanade Park, formerly a military drill and parade ground, used to attract many spectators. During the 19th century, the Esplanade resembled a clear, uncluttered space with a few poplars dotting the terre plein and a picket fence surrounding the land.

Today, a relatively well-conserved powder magazine built by the British around 1820 can be found on the Esplanade near Saint-Louis Gate.

The Esplanade now serves various purposes from a playground, and a tourist information office, to a parking lot and a horse-and-buggy post...

Parks Canada wishes first of all to ensure that any new changes to the sector will not further detract from the importance of the fortification by raising the ground level. A further proposal suggests recreating the former ditch in front of the walls, if technically possible, in order to restore a meaningful character to the rampart.

In addition to conserving the present Saint-Louis Gate, Parks Canada proposes to :

- rearrange the Esplanade landscape so that it evokes the clear, uncluttered area of the 19th century ;
- determine, in collaboration with the local population and the authorities concerned, what functions should be conserved or eliminated for a more rational use of the area ;
- restore the powder magazine to make it accessible to the public and to use it for interpretation purposes.

The West Wall, from Saint-Louis Gate to the Citadel

This sector includes the Saint-Louis bastion and curtain, and de la Glacière bastion which is now part of the Citadel. All these constructions date from the French regime. Although the outworks no longer exist, this sector constitutes the best example of what once was the entire west rampart. Creating the Battlefields Park has helped prevent urban encroachment and allowed the space needed to step back and grasp the scope of the works that had been built to protect Québec City.

For this sector, Parks Canada proposes restoring the outworks characteristic of the bastioned fortification, such as ditch, counterscarp, covered way, *glacis*, etc. to be used for interpretation purposes.



The Esplanade by J.P. Cockburn, c. 1830, Royal Ontario Museum

Conclusion

THE CITADEL

The Citadel, built between 1820 and 1831, has conserved its military vocation. In addition to the soldiers' barracks, it houses the official residence of the Governor-General in Québec City and the headquarters of the 22nd Regiment.

Inside the Citadel can be found buildings dating back to the French regime. The oldest is du Cap Redoubt. The Citadel Museum occupies the powder magazine which was constructed by Chaussegros de Léry. Guided tours through the grounds are organized during the tourist season.

To this list of elements must be added the Citadel's *glacis*, a hilly green space along Saint-Denis Street, and much appreciated by strollers.

Built off-centre into the cliff, the *Promenade des Gouverneurs*, inaugurated in 1958, runs along the Citadel, links the Battlefields Park to the Dufferin Terrace and lends a magnificent view of the river and the south shore. This is probably where the observer can best become aware of the natural attributes of Québec City for defensive purposes.

Its military vocation is reinforced by the presence of the Canadian Armed Forces inside the Citadel today even though the initial vocation of the site has changed considerably over the past century.

Given the present context, Parks Canada proposes integrating the Citadel into its project for reanimating the fortifications by urging the organization of an interpretation programme inside the stronghold to complement the general interpretation programme of the fortified system in its ideas and approaches.

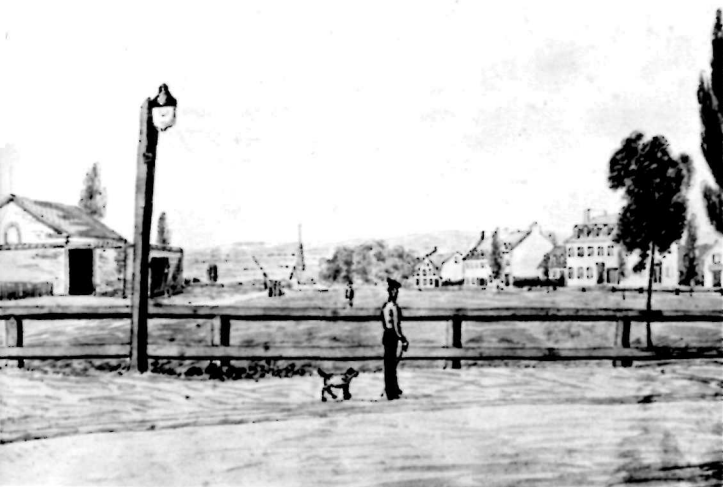
A further suggestion would be to reappraise the value of the Citadel's earthworks and to set up a culturally oriented pedestrian walkway along the top of the *glacis*.

This development concept for Québec City's fortifications is based on objectives and principles which Parks Canada deems to be compatible with those already expressed by the groups involved in developing Old Québec City.

However, this type of ambitious project must be approached in stages, and its realization will not be possible without the collaboration and agreement of all interested parties.

In addition, it would seem mandatory that the general public be involved in the various stages of the project by making known its expectations and points of view through an open consultation programme.

With these conditions fulfilled, the fortifications of Québec City could become one of the most dynamic ingredients in the historic Old Québec area, as well as a first-class means for interpreting the history of Canada to present and future generations.



The Esplanade by J.P. Cockburn, c. 1830, Royal Ontario Museum

GLOSSARY

Bastion

A projecting part of a fortification, pentagonal in shape and made of earth which could be covered with masonry. A bastion includes two faces, two flanks and a gorge.

Cavalier

A sturdy structure three to four metres higher than the rest of the works, to command the adjacent works and country around. It is generally situated inside a bastion.

Covered Way

A strip of earth approximately ten to twelve metres wide extending round the ditch and protected by a *parapet* formed by the *glacis*. This *parapet* is equipped with a *banquette* (a raised step running along the inside of a *parapet* or ditch, on which soldiers stand to fire at the enemy) for infantry covering the *glacis*.

Citadel

Fortress joined to the works of a stronghold fortified both towards the town and the country (outside). An area of final retreat for the garrison.

Counterscarp

The outer wall or slope of the ditch, which supports the covered way.

Curtain

Defensive walls connecting the bastions of a fortification.

Demi-bastion

A work with one face and one flank, like half a bastion.

Ditch

A trench in front of the fortifications enclosure, between the *escarp* and the *counterscarp*. Its length and depth are proportional to the dimensions of the works of the fortification.

Glacis

A bank gently sloping from the *parapet* to the covered way towards the country. While camouflaging the fortification from the enemy, it remains open enough to defend from the ramparts.

Martello Tower

An armed, massive, round tower made of brick or stone.

Sally port

A concealed passage at the foot of a rampart opening into the ditch, and by way of which the soldiers could quickly enter the fortress.

Redoubt

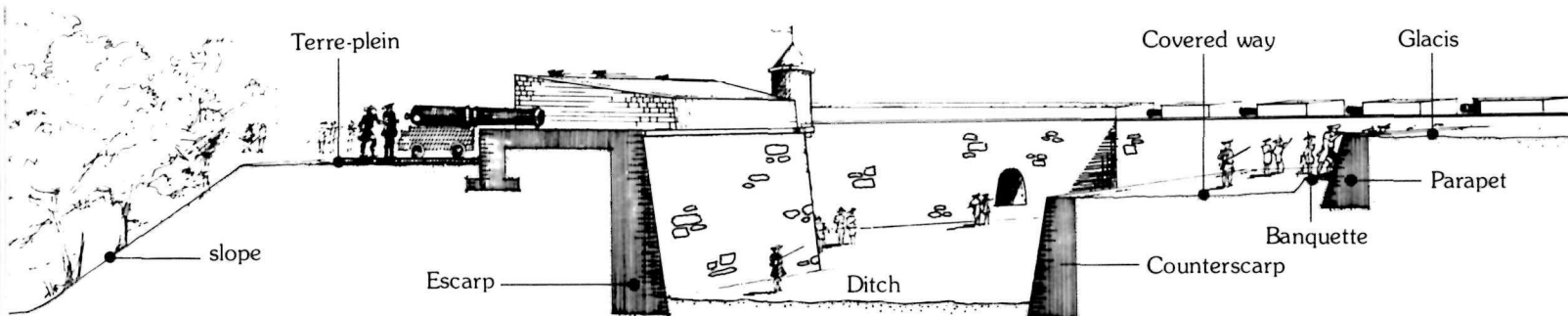
A detached work used to defensively occupy a strategic position outside the fortification. This type of redoubt had no particular shape.

Salient

Angle pointing towards the outside of the fortifications, that is, towards the country.

Tenaille

A low work inside the main ditch in front of the curtain and between the flanks of two bastions. While hiding the entrance to the sally port, it served more particularly to defend the ditch.



Typical cross-section of the west rampart of the fortifications