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in the season to melt away. The part visible above water was about five or six times the size of the *Vancouver*. The northern coast of Newfoundland was in sight on one side and the coast of Labrador on the other, both looking extremely barren and desolate. That evening we had a display of the aurora borealis, though not on a very grand scale.

The following day we passed Anticosti, and on the morning of the 26th were in the mouth of the great river of Canada, the noble water highway of the St. Lawrence, up which Jacques Cartier sailed first of white men in 1535. Its farther bank was not visible from the steamer. At ten o'clock we were abreast of Rimouski, and slackened speed while a tender came alongside to receive the passengers and mails for the Maritime Provinces. These are conveyed eastward by special train of the intercolonial railway, which runs down the right bank of the St. Lawrence from Levis, opposite Quebec, and at Rimouski turns and continues its course to Halifax in Nova Scotia.

Keeping up the river at full steam, the banks gradually became closer to each other, and the villages and farmhouses on our left clustered more and more thickly together. Steamers were going up and down, and sailing vessels and fishing smacks were flitting about in every direction. All day we kept on our course, the scenery changing but little, and at ten in the evening the *Vancouver* was moored to a pier at Quebec.

This famous French city, the cradle of civilisation in Canada, is built on a bold rocky promontory that projects into the St. Lawrence until its extreme point is less than a mile distant from Levis on the opposite bank. Port Elizabeth is the only town in South Africa that in any way resembles Quebec in contour of site. Each has a lower terrace devoted chiefly to commerce, and each has a high background on which the best buildings are erected. But Quebec has six times the population of Port Elizabeth, and its buildings are of course larger, while it is an absolutely safe river harbour, whereas Port Elizabeth has only an exposed ocean roadstead.

The citadel of Quebec stands three hundred and thirty feet above the river, and in it are kept large quantities of military stores and munitions of war. It is occupied also as a barrack by Canadian forces, there being no imperial troops in the Dominion except at Halifax. The site of the old castle of St. Louis, partly erected by Champlain in the early years of the seventeenth century and destroyed in 1834, is now occupied by a palatial hotel called the Chateau Frontenac, from the

windows of which I was informed magnificent views are to be had of the river, the isle of Orleans, the opposite shore, and the valley of the St. Charles. Quebec is the only walled city in Canada; it is the seat of the local government of the province of the same name, and prominent among its institutions is the University of Laval. I cannot describe its streets, its numerous churches and other buildings, nor indeed anything more about it than I have done, because I saw the city only at night, and was obliged to content myself with purchasing at Montreal some photographs and books concerning it, from which I have no right to quote. The great majority of its people are in language and manner of living as French now as their ancestors were when in 1759 the victory gained by Wolfe brought the city within the British dominions.



ARCHWAY, LISBON.

Many of our passengers went ashore here, and cargo was being rapidly discharged by means of electric lamps and steam winches. Gangs of men were as busy as if it had been day, and in five hours an immense quantity of goods was put ashore.

At three in the morning we were under steam again, and from daylight until two in the afternoon, when we reached Montreal, except while we were passing through Lake St. Peter, I feasted my eyes upon the ever varying but always beautiful scenery. On both banks the farmhouses and villages form a continuous chain, almost every knoll has a