

express across the continent. The C.P.R. would double its service on the Pacific so that every week there would be a vessel either from China or from Australia. It is impossible to increase the service now, owing to the difficulty of booking passengers from the west through to Europe by U.S. ports. When this is provided Canada will be the highway of the world. Follow the line of through travel & you follow the line of great progress."

Sir William, continuing, said that any fast Atlantic project would have opposition from two sources. The G.T.R. is now largely interested in Portland, Me., & would regard with hostility an all-Canadian route. Its influence would certainly be felt against the proposition. He did not consider, however, that the true interests of that company were against a Canadian route. The present management, which he did not wish to criticise, was doing its best to lift the property out of a hole. He had nothing to say regarding its policy. He called attention, however, to a statement by Mr. Hays, in an interview with a Montreal reporter, published on Thanksgiving Day, in which he said that one of the things Canada had to be thankful for was that the company's new elevator at Portland was taxed to its fullest capacity (laughter). Another influence that would be against the project would be the existing companies.

"It was said by some that a line would not pay. 'If that is true,' replied Sir William, 'I would have it anyway, because it would be the best possible advertisement of the country. But it is not the case.' He pointed out that our five million Canadians equal in their travel abroad fifteen millions of people in the U.S. Besides this, Canada had the Western States to draw upon, & their trade would grow every year. Moreover, we would have through business. Each week the Pacific steamers of the C.P.R. would bring in from 50 to 80 passengers bound for Europe, & this would be the nucleus of the fast Atlantic passenger trade." In conclusion, Sir William said that perhaps he had been a little indiscreet, & had gone further than he intended to, & said the C.P.R. would be glad if any organization would take hold of the service in a business-like & efficient way, & would willingly co-operate to make it a credit to Canada.

Hon. R. R. Dobell, who followed Sir William, said he had lived in Quebec long enough to have shown that he was true to its best interests. In regard to the fast Atlantic project, he asked his friends to have patience with him & with the Government, & they would in the end give every satisfaction. Before Petersen, Tate & Company took the contract for the service, he had submitted the project to Sir Wm. Van Horne, & that gentleman had expressed his approval.

Sir William—Quite right.

Mr. Dobell was glad to hear this endorsement. Nobody regretted more than himself the failure of Petersen, Tate & Co. But it was due in part to the fact that Mr. Petersen had shown himself to be a weak man. When the failure was realized he (Mr. Dobell) had said to his colleagues: "It is no use crying over spilt milk. Let us get to work right off & endeavor to secure a still better service." He for one still had perfect confidence in the type of vessels he had favored. They had been approved by the British experts. While he did not consider it practicable for a fast passenger service to carry heavy freight, he held to the view that there should be accommodation for cold storage & express freight. He had just returned from England, where he had been endeavoring to secure such a service. He believed he was in a position now to absolutely declare that such a service would very soon be obtained, but further than that he could not go. Canada must not only have the very best vessels afloat as regards accommodation, but they must be unsinkable

ships. They must be so constructed as to absolutely guarantee that no such accident as occurred to the *Bourgogne* would happen to them. He believed the hulls should be constructed in 14 water-tight compartments. Mr. Dobell could not say whether the service should stop at Quebec in summer or not. The contractors, he thought, would have the opportunity of choosing Montreal or Quebec.

As to the natural advantages of this port he had no doubt. The time, he believed, was rapidly coming when there would be winter navigation at Quebec. To that end the Government was proceeding to put permanent light-houses in the Traverse in place of the movable lightships. In conclusion, Mr. Dobell said he was glad that the C.P.R. was ready to co-operate with any company that gave the fast service, for which he was now entering upon a new campaign.

Shipping Revival at Quebec.

It is stated in Quebec that arrangements have been completed for the establishment of a new line of ocean freight steamers which will make Quebec their terminus. The line will be inaugurated in 1900, & will be operated in conjunction with the Great Northern Ry., which is projected to connect with the Canada Atlantic. Steamers of immense capacity have been chartered to run between Duluth & Parry Sound. The belief is that the U.S. traffic in grain which lately congested the port of Buffalo will contribute enough to make an important addition to the trade of Quebec, & in part so revive the languishing business of the port as to make it once more an important Canadian outlet. The project is the outcome of the new activity which has developed in the old historic show town. Great changes are taking place daily, which go to show that Quebec is preparing to take its place in the struggle for commerce which is going on between the ports on this side as well as on the other side of the Atlantic.

Two factors have contributed to stimulate the ambition & arouse the hopes of Quebec. The more important of these is the enlargement of the ocean carriers. Twenty-five years ago, when the bulk of ocean freight was moved in sailing vessels, Quebec was a busy, thriving port. But the general application of steam carried the trade by its doors, & took it to Montreal. The tendency to-day to larger ships, which are unable to safely ascend the river so far as Montreal, threatens to transfer the trade of the St. Lawrence to U.S. ports unless vigorous efforts are made to secure a well-equipped deep-water terminus on the St. Lawrence. It is to meet that need that Quebec is to-day bestirring herself. The other factor in the situation—the deepening of the Canadian canals, which is to be completed next year to 14 ft.—promises to bring from the lakes to the seaboard a larger trade, in which Quebec expects to have a share. For these reasons a revival of the maritime importance of the place is confidently expected, & Quebec counts upon the trade which it has lost being returned with interest.

It is rather remarkable that the oldest part of the Dominion should have awaited so late in the day to be open for settlement. Yet at the back of Quebec, stretching north & west, there is a country that is new to the settler. This district, which until a few years ago was thought to be useless for agricultural purposes, now has some of the best farms in the province. Last year it attracted 1,300 new settlers. It has been opened up by the Quebec & Lake St. John Ry. It contains 6,500 square miles of agricultural land, or 4,000,000 acres. In this immense area are already scattered 40,000 persons, whose numbers are being largely augmented by immigration each season. On the railway which traverses the dis-

trict seven million dollars have been spent. Last year it carried 153,000 passengers, & 199,000 tons of freight, & this year there was an increase of about 20%. No company has a more complete system of looking after immigrants than the Q. & L. St. J. It sends literature & lecturers throughout the continent, & immigrants are carried by it free to their destination. In the past the overflow of population of older Quebec has gone in the direction of the U. S. To-day it is being diverted to the Lake St. John district, & the population is being swelled by the repatriation of exiled Canadians. There is, in fact, growing up in this hitherto neglected country a new province.

The pulp & paper industry have had a great deal to do with the opening of this New East. The clearing of a farm is no longer a loss of time & labor to the settler, but a source of remuneration. In fact, under present conditions the settler makes as much from his first harvest of wood as from any the soil may subsequently yield at his invitation. He has, moreover, a market at his doors for his product. At Chicoutimi there is a mill now shipping three cars of pulp a day. All along the line are mills turning out lumber & railway ties, which give employment in the woods & elsewhere to 6,000 men. There is to-day not one idle man in the Lake St. John district, & it is difficult to get the labor required there. North-east of Quebec, in the country opened up by the Great Northern railway, hamlets, villages, & towns are springing up rapidly around the industries that are being established. Every man in St. Raymond is busy cutting & hauling square timber for the Quebec harbor works, for which 200,000 sq. ft. have been ordered. That place is also turning out a similar quantity for the dam for the Jacques Cartier Electric Power Co. At Grandmere \$2,000,000 has been expended by Canadian & U.S. capitalists in the erection of great paper & pulp mills, employing 1,100 hands, which are shipping largely to the London market. A town of 2,500 has sprung up around the industry. A few miles further west, at Shewanigan, a Boston company is preparing to spend \$4,000,000 in paper & pulp mills. Some 70 to 80 miles of railway have yet to be completed, which, it is rumored, will be done next summer, & Quebec will have direct rail connection with the big paper & pulp establishment projected at Hawkesbury. It is predicted that when the new steamship service is in operation it will command a large traffic from these industries, as well as from the rapidly-growing Lake St. John district.

Quebec will always be handicapped as an ocean port until it has railway communication with the South shore. The fact that the port can be kept open much later in the season than Montreal would before now have made it the outlet for grain were it not for the fact that when the season ends, the grain in store would be tied up in Quebec for the winter. If it could be carried into St. John & Halifax this drawback would be obviated. Hence all parties in Quebec are united as to the necessity for the bridge. The undertaking will cost \$3,000,000. The Federal Government is pledged next session to put through a vote of \$1,000,000 for the bridge. The city is expected to give \$500,000, the province \$500,000, & the balance is to be raised by private subscription. When the bridge is completed Quebec expects to draw the trade of the large and growing district to the south of it, which at presents finds its outlet in U.S. ports. There are many practical men in Quebec who maintain that the port could be kept open all winter. It is altogether likely that an experiment will be made next year to test the practicability of the scheme. The St. Lawrence below the Isle of Orleans, about 30 miles from Quebec, is undoubtedly open the whole year, except a week or so in the spring, when the river is