

# Correspondence

## Quebec, an All-the-Year-Round Port

*To the Editor of THE NATIONAL MONTHLY.*

**I**N your issue of March you have given a series of beautiful views in and around Quebec, and I am sure no Canadian can look upon them without a feeling of pride arising in his or her heart, that in this fair Dominion of ours we have the finest scenery on the American continent.

In a brief paragraph you mentioned that a vessel had left the port of Quebec as late as Dec. 6, 1903, and made a splendid run down the Gulf of St. Lawrence, and incidentally mentioned what might be the result if heavy ice-breakers were used to keep the channel clear.

I am more than pleased to see your Monthly drawing attention to this most important winter port. I have hoped for years that some one of authority would draw public attention to Quebec as a possible winter port. With the improved ice-breakers which are now made, and which can still be much improved, there is, I believe, no great reason why vessels should not pass to and from Quebec all winter at their pleasure.

The City of Quebec, assisted by the Dominion Government, could not do better than make arrangements for next fall, and have in readiness one or two (even more if thought expedient) first-class, up-to-date ice-breakers, and start them agoing when the ice begins to form, and by skimming along near the sides of the river, keep the ice from forming; the outward flow of the mighty St. Lawrence would carry the broken ice out to the ocean. Keep the ice-breakers going night and day if necessary, up one side and down the other. If this is practicable (and who will say that it is not), the results would be an enormous increase in the shipping trade of Quebec, the city waking up to her true destiny, and becoming one of the great, if not the greatest, shipping centres on the continent of America.

The Canadian Pacific, the Grand Trunk Pacific and the Canadian Northern Railways, will not be the only transcontinental lines required to handle the immense traffic of the Dominion. The great central plains of our immense West are now being filled up, the enormous traffic in lumber and pulp is but in its infancy, and the through carrying trade between Europe and the Orient will keep increasing by leaps and bounds as rates are lowered and the facilities for handling this profitable through traffic are increased.

I would like to impress upon the members of Parliament and the citizens of Canada, one and all, that Canada is on but the threshold of her destiny. To-day we are about six millions of people, but we are destined to increase at an immense rate. In a few years our population will be doubled, in a few years more it will be trebled, and the vast increase of commercial life will be surging east and west, demanding the shortest and easiest route to the seaboard.

Knowledge is power; a large number of the manufacturers came west last year, and the West was a revelation to them. Aye, as men born and raised in the East they had not the slightest conception of the vastness of the West. And if the manufacturer, from a business standpoint, thought it necessary to come west and see for himself, what can we say to those members of the Senate and House of Commons who have never been west of Ottawa. There should be this one important item insisted on, that all members of the House should travel to the Pacific Ocean at the country's expense, and then they would be in a position to have some grasp of the immense country they are legislating for, and lay down broad lines of policy to meet the requirements of the teeming millions that will soon be populating the Dominion.

All aboard for Quebec. The S.S. Parisian sails promptly from Quebec, February 14th, 1905, at 3 p.m.