

One Saturday morning, in the middle of May, my first trip was made from Quebec to Father Point. From South Quebec to Rimouski the distance is 191 miles by rail. By water, it is only 151 miles and Father Point is six miles further down the river. By rail on the Intercolonial the trip to Rimouski is made in seven hours—including stoppages, a stoppage of half-an-hour for dinner being made at Trois Pistoles. The fastest of the ocean steamers make the trip up the river, from Father Point to Quebec, in twelve hours. The slower boats take three or four hours longer in coming up. The trip down the river is made in much quicker time by the outgoing steamers, which are generally favored by the tide. The Parisian and Sardinian of the Allan line, and the Vancouver of the Dominion line, have made the downward distance in ten hours, and sometimes the boats of the Beaver line make equally fast time. A most delightful prospect of the picturesque scenery, and numerous towns and villages on both banks of the river is obtained from the deck, and will be enhanced and more enjoyed by the aid of a good glass.

From Rimouski village there is a short spur of about four miles of rail, running from the main line to the water's edge, and a wharf, or pier, about three-quarters of a mile in length, on which the cars are run extending into the river for that distance. Here the mails are delivered and placed on board the tender, which takes them to and from the Allan Royal Mail steamers waiting farther out in the river, and which also conveys passengers by the Intercolonial Railway to and from the big sea-going vessels. With Father Point there is no direct railway communication, the traveller to

the latter place has to drive or walk the six miles from the railway station at Rimouski. All the Allan steamers are boarded by their pilots at Rimouski. There they get on or off the tender which conveys the mails and passengers to and from the ocean steamer. The pilots from the other steamship lines board their steamers in an open sail-boat at Father Point—the steamers slowing up and waiting for them about two miles out in the stream. At the latter place there is a light house and signal station from which all passing vessels are reported. These reports flashed over the wires, are anxiously looked for by the steamship agents and all interested. From them the time of arrival of incoming ocean steamers at Quebec or Montreal can be calculated to a nicety. But to return to my first trip and its results.

I started from South Quebec by the Intercolonial at 8 o'clock in the morning. The train was due at Rimouski at 3 p.m. It was, however, half an hour behind time in reaching that place. At the railway station I engaged a seat with the mail-carrier for Father Point. The (then) new boat, Vancouver, of the Dominion line, was expected that evening—she had been already reported from Cape Ray. It was her first trip. Expectation was on tiptoe as to her capabilities, and the likelihood of her making a quicker passage than the mail steamer, Sardinian (which had left Liverpool at the same time), was much discussed. And having engaged to write a description of this fine new vessel for the press, as well as to interview the six hundred immigrants on board, I was doubly anxious to be in time, and urged the driver to make all possible speed, so as to enable me to get off with the pilot boat. Our conveyance was