

QUEBEC, ITS COMMERCE, MONUMENTS, AND SCENERY.

COMMERCE AND STATISTICS.

There has long been a rivalry between Montreal and Quebec, but it hardly exists now. The former has far outstripped the latter, though why this should be the case is something of a problem. Geographically and topographically Quebec has unrivalled advantages as a shipping port and a commercial emporium. Its roadstead is far superior to that of Montreal, because it is natural, while the other is almost wholly artificial. It has no channel difficulties to encounter, while for dockyards and lying-in basins its facilities are abundant. There is no telling, however, what the future has in store for Quebec. When the Intercolonial shall be put in regular working order; when the Grand Trunk shall have renewed its rolling stock on the Richmond branch; when the North Shore shall have been built, and the whole of the magnificent table-land, from the margin of the St. Lawrence to the foot of the Laurentian hills shall have been settled, the trade of Quebec will not only revive, but may run parallel to that of Montreal. There is more. Rupert's Land will not always be a bleak wilderness. In fifty years from now—nay, by the end of this century, the Hudson's Bay Territory will be open to colonization, and its boundless resources will find their natural outlet at Quebec. That unfortunate Gosford Railroad, which has been so badly treated and made a laughing-stock of throughout the Province, is destined to be one of the main arteries of Quebec life. It needs no stretch of imagination to calculate the possibilities of that line. Let it be pushed as far as Lake St. John, and a great acquisition will be made. That will be the first station to James Bay and the heart of the great Moose Territory. Everything cannot be done at once. The few emigrants that come to us at present prefer the prairie lands of Manitoba or the free grants of upper Ontario. But in time there will be found thousands of hardy pioneers who will fancy instead the wooded tracts of the Abitibi and the Haricanaw. To reach these they must find a route from Quebec, and to Quebec they must return or send their produce when the seeds of their toil shall have blossomed and borne an increase.

At present Montreal is working to secure the eastern terminus of the Pacific Railway, and, thanks to her enterprise, she will have it. No matter how long, owing to unfortunate and perhaps mysterious circumstances, the great transcontinental trunk line may be delayed, the Northern Colonization is being carried forward, and will be completed. That will be the first link of the Canada Pacific, and Montreal will enjoy the advantage of possessing it. But in the not distant future to which we have already looked forward, it is not impossible that Quebec may have its independent branch of the Pacific Railway, either direct from Lake Nipissing, tapping the yet unexplored interior of the Province of Quebec, or flexed northward from the Saskatchewan valley, and cutting through the core of Rupert's Land.

There is another point which demands the immediate attention of the commercial people of Quebec. It is the early breaking up of the ice-bridge. This may look like a minor business, but experience has proven that it is of really major importance. Last year the delay in the opening of navigation at Quebec gave a bad start to the Spring trade throughout the Province, to say nothing of the unfavourable impression produced on the minds of underwriters and forwarders. It has been said that the river can be kept open all winter in front of Quebec by mechanical or chemical means. However that may be, there is no doubt that the ice impediment can be removed at an early date by proper appliances; and we trust that next season the blundering and apathy of last year will not be repeated.

Quebec has already direct communication with the United States by the Passumpsic. At present this is hardly more than an advantage to passengers, who can thus pass their luggage in bond to the ancient capital or the seaside without transhipment. But with the operation of the Reciprocity Treaty the direct route will be a channel of freight and produce as well. The lower Eastern Townships, also, are gradually being linked with Quebec instead of Montreal. By the opening of highways and railroads they find their market there for buying and selling.

From the opening of navigation up to the 30th of June of this year, the arrivals and departures at the old port show an increase on the preceding year of 79 vessels and 53,594 tons. Of vessels arrived with cargoes the increase this year is 17 vessels and 29,326 tons; of those arrived in ballast 62 vessels and 44,170 tons. The number of steamships above that of last year is four, and the tonnage 9,887; the increase on British vessels being 43 and 50,773 tons, and in foreign vessels 36, with 22,723 tons. The preponderance of foreign crafts consists mainly of Swedish and Norwegian vessels.

Timber, which has always been Quebec's chief article of export, has undergone a notable depression this year, and the number of Custom-house clearances has diminished in consequence.

The number of sea-going vessels entered inwards at the Custom-house up to the 1st inst., including 145 from the lower

ports, is 831. Since the opening of navigation, 164 vessels have been licensed by the Quebec Customs for the local trade of the Province.

The imports of salt, coal, and pig-iron to date, as compared with imports to corresponding date in previous year are:—

SALT—1872	14,906 Tons.
" —1873	13,619 "
" —1874	20,258 "
COAL—1872	12,914 "
" —1873	80,081 "
" —1874	86,736 "
PIG IRON—1872	1,253 "
" —1873	4,250 "
" —1874	1,175 "

THE MONUMENTS AND SCENERY OF QUEBEC.

By its historical associations, its numerous monuments, and the lovely scenery that surrounds it, Quebec has a triple claim to the title of the most picturesque and interesting city in North America. Every foot of the city and surrounding country is hallowed with remembrances of the past, and of the monuments with which its streets are thickly strewn, many have been silent witnesses of the greatest events in the history of this country. For years the pristine glory of the Ancient Capital has been on the wane, but it still possesses powerful attractions for tourist and traveller, upon whom it produces an impression that is not easily effaced. Its hilly streets and quaint by-ways, the peculiarity of its position, its fortifications, and relics of antiquity, once seen are not easily forgotten. With such picturesque beauties to reward the visitor, it is small wonder that Quebec is a favourite resort.

THE FORTIFICATIONS.

The first fortifications on the site of Quebec were erected three centuries ago, and were intended to protect the embryo city from the attacks of the Iroquois. The fortifications proper were commenced in 1535, and have since undergone great modifications and changes. Of late years they have been in some measure allowed to fall into ruin, and four of the gates—St. Lewis, Prescott, Palace, and Hope—have been removed, leaving only St. John's gate, a modern erection, still standing. The first Palace Gate, Dr. Anderson informs us, was one of the original gates of the city; and through it a great portion of Montcalm's army, passing in by St. John's and Lewis gates, after its defeat on the Plains of Abraham, went out again, and crossed by the Bridge of Boats to the Beauport Camp. The Palace, St. John's, and St. Lewis gates were reported in such a ruinous condition in 1791 that it became necessary to pull them down successively and rebuild them. The last Palace Gate was built about 1830, and the present St. John's Gate is only a few years old. Hope Gate was built in 1784, and Prescott Gate in 1797. Near Prescott Gate, between the Parliament House and *Sault-au-Matelot*, is the Grand Battery of twenty-four 32-pounders and four mortars, standing at a height of two-hundred feet above the St. Lawrence. From Prescott Gate the main wall extends to Durham Terrace, the rampart of which was the site of the Castle of St. Louis, which, founded by Champlain in 1623, continued to be the residence of the Governors until its destruction by fire in 1834. The Chain Gate, which is still standing, defends the citadel on the approach from the St. Lewis Road.

PUBLIC BUILDINGS AND HISTORICAL MONUMENTS.

By the destruction of the old gates, Quebec has lost some of its oldest and most interesting monuments. It has not, however, been completely shorn. The house where Montgomery lay after his tragic end on the 31st December, 1775; that in which the Council of War was held; the celebrated *Chien D'Or*, and the Roman Catholic Cathedral, are among the earliest relics of the past of Quebec. The first of the two houses mentioned, is on St. Louis Street, on the east side; the other on the same street, opposite the St. Louis Hotel.

The *Chien D'Or* used to occupy a position in the wall of a house, on Buade Street, which was partly used as a post office. The full story of this remarkable tablet is given at length in the CANADIAN ILLUSTRATED NEWS of August 13, 1870. The legend is briefly told as follows by Dr. Anderson: "It (the tablet) was formerly inserted in the front of a house which till lately occupied the site of the present Post Office, and which was built by M. Philibert, a merchant of Quebec in the time of Intendant Bigot. The story goes that M. Philibert and Bigot were on bad terms, and the former, feeling that he could not hope or seek for redress from his enemy, unwisely placed the image of a dog gnawing a bone in the front of his house, with the following lines beneath:

"JE SVIS VN CHIEN QVI RONGE LO.
EN LE RONGEANT JE PREND MON REPOS
VN TEMS VIENDRA QVI NEST PAS VENU
QVE JE MORDERAY QVI MAYRA MORDV."

"I am a Dog gnawing a bone,
While I gnaw I take my repose;
The time will come, though not yet,
When I will bite him who now bites me.

"M. Bigot could not misunderstand this, and Mr. Philibert, as the reward of his verse, which may be said to contain more truth than poetry, received through his back, as he was descending Mountain Hill, the sword of an assassin, an officer of the garrison. The murderer was permitted to escape, being transferred to a regiment in the East Indies, where he was followed by a brother of the murdered man. The parties met on the streets of Pondicherry, drew their swords, and after a severe struggle the assassin fell by the hand of the avenger of his brother's blood. Doubt has been thrown over the truth of the legend, but it is given as most generally received." The tablet has been inserted in the north front of the new post-office building.

The Roman Catholic Cathedral stands on the east side of the Market-square. The present edifice was erected at the time of the cession on the site occupied by the first Cathedral of the Immaculate Conception, which was built in the middle of the seventh century, and subsequently destroyed by fire. The present building is dedicated to Our Lady of Victory. It forms a parallelogram, measuring 216 feet in length by 108 feet in breadth; it belongs to no regular style of architecture, and has an unfinished appearance, one of the towers having never been completed, owing, it is said, to the foundation being insecure.

Of later date, and but little less interest, are the three monuments erected respectively in memory of Wolfe, Wolfe and Montcalm, and those who fell at the battle of St. Foy. Of these the Wolfe and Montcalm, in the Governor's Garden, is the oldest, the foundation-stone having been laid by Lord Dalhousie in 1827. The monument, which is sixty-five feet in height, is after a design by an officer of the 79th regiment, and cost upwards of £700. It bears two inscriptions, one of which is exceedingly felicitous:—

*Mortem Virtus Communem,
Famam Historia,
Monumentum Posteritas
Dedit.*

Some years ago this monument was so neglected that it threatened to fall to pieces. It was finally taken down and restored in 1869.

The Wolfe monument stands, and appropriately so, on the Plains of Abraham, within one hundred yards from the main road,—its site being the very spot where Wolfe was carried to die. It consists of a square pedestal, from which rises a circular column surmounted by a sword and helmet. Two sides of the pedestal bear inscriptions, as follows:—

HERE DIED
WOLFE
Sept. 13,
1759.

*This Pillar
was erected by the
BRITISH ARMY
in Canada, 1849;
His Excellency
Lieutenant-General
SIR BENJAMIN D'URBAIN,
G. C. B., K. C. H., K. C. T. S., &c.
Commander of the Forces;
To replace that erected by
Governor-General LORD AYLMER, G. C. B.
in 1832,
which was broken and defaced,
and is deposited beneath.*

The St. Foy monument stands on the St. Foy-road, about a mile from the toll-gate. It is a handsome column of fluted bronzed iron on a stone pediment, and surmounted by a handsome figure of Bellona, the gift of Prince Jerome Napoleon. It bears two shields, one on the east side with the name of Murray and the British insignia, and the other on the west with the name of Levis and the arms of France. The spot on which this monument stands is the site of Dumont's mill, famous as the scene of a series of sanguinary attacks and repulses on the day of the battle of St. Foy.

The Custom House and Methodist Church are quite modern buildings, each of which is handsome in its way. The Champlain Steps, a series of break-neck and break-wind stairs, leading from Champlain-street to Mountain-hill, are one of the queerest of the many quaint features of the ancient capital.

SCENERY AND SURROUNDINGS.

The principal objects of interest in and around Quebec are the Plains of Abraham, the Falls of the River Montmorency, the Falls of the Chaudière, and those at Indian, or La Jeune, Lorette.

The celebrated Plains of Abraham—the scene of the decisive battle between Wolfe and Montcalm's troops on the 18th of September, 1759—are too well known in history to need any description. They form a broad table-land in the immediate vicinity of the city on its south-west side. Beyond their historic association the Plains have no further interest.

The Falls of Montmorency are situated at the mouth of the Montmorency River, nine miles north-east of Quebec. They form a prominent object in the scenery, the ribbon-like line of water being visible from a considerable distance, and having an especially fine effect when viewed from the river below the city. The height of these falls is placed by some authorities at 270 feet, by others at 240 feet, 70 feet higher than Niagara. The breadth is from sixteen to twenty yards. A little declination of the bed of the river before it reaches the ledge gives a great velocity to the stream, which, being impelled over the brink of a perpendicular rock, falls in an extended sheet of water, of a whiteness and fleecy appearance nearly resembling snow, into a chasm among the rocks. An immense cloud of spray arises from the bottom in curling volumes, which, when the sunshine displays its bright prismatic colours, produce an effect inconceivably beautiful. When in the winter the river St. Lawrence becomes frozen at the foot of the falls, the spray descends as sleet, forms at the base of the cataract, and gradually accumulates until it assumes the shape of a gigantic cone. On the inner side the face of this cone presents a stalactical structure, but the outer side shows a clear slope of ice, attaining a sheer height of sometimes as much as 126 feet. This is a favourite place of resort during the winter season for tobogganing parties, the icy descent forming an admirable slide.

Indian Lorette, or Jeune Lorette, possesses a double attraction in the shape of a magnificent water-fall and a real Indian village. The inhabitants of the village, which is neatly built but irregularly laid out, are the remains of the Huron tribe, which, driven from the shores of the lake that bears their name by the Iroquois, took shelter at Lorette. They are few in number and comparatively civilised, occupying themselves in winter with hunting, and in the summer by making snow-shoes, moccasins, and a variety of bark-work. The village is about eight miles from Quebec.

The Chaudière Falls are seven miles distant from Quebec, and, even after Niagara, are highly interesting. In the deep seclusion of a thick wood the river, nearly 250 yards wide, precipitates itself one hundred feet into a rocky channel, which appears to have been rent asunder by some terrible convulsion of nature, by which the rock has been broken into huge masses that combine with the surrounding objects to impart an air of most magnificent wildness to this extraordinary scene.