

QUEBEC AND RETURNING SOLDIERS.

Potentialities and Advantages of the Province.

Canada entered the war moved by righteous indignation against treaty-breakers and enemies of freedom and justice, and Canada has never repented her noble impulse. Though essentially a peaceful nation and therefore ill-prepared for the arts of war, she faced her new problems with a confidence in her initiative and resourcefulness which events have amply justified. Her deeds of valour upon the battlefields, which have made her name imperishable in history, have been backed by deeds of energy, ability and self-sacrifice in her workshops, her farms, and her homes. Well may our country be proud of its glorious share in the victory which has made the world safer for freedom and justice.

Peace brings problems of reconstruction no less important to mankind than the winning of the war. Our nation will again prove equal to the occasion and the right solutions of the new problems will be found. The Khaki University idea is but one instance of her ability to do the right thing at the right time.

Quebec sees in settlement upon the land one of the best channels in which to direct the energies and ensure the happy future of our returning heroes. A hungry world clamours for food, and for years there will be hardly enough foodstuffs to appease the hunger of the new-born nations as well as of the old. The millions of men who have fallen victims to Teutonic ambitions were for a large proportion tillers of the soil. Their labour is lost to mankind. The dark chaos in Russia may deprive Europe for a long time of the huge stocks of foodstuffs hitherto obtained from the empire of the Tsars. For these reasons the shortage of foodstuffs all over the world is enormous, and farmers are ensured permanent markets for their produce. Hence security for the future is assured to them.

The Quebec Government offers special inducements to soldiers who earnestly elect for an agricultural career. Lots of 100 acres of fertile land is given free, and generous help is guaranteed for the making of roads, building of churches, schools, and other essentials of civilised and healthy life, moral and physical. Special cheap rates have been obtained from transportation companies, and every possible help is rendered to make their start upon the land as easy as possible.

The co-operative idea, which has brought so much prosperity to Denmark and other countries, has been developed to a very high degree in Quebec, and soldier-settlers will find in our thousands of co-operative societies valuable assistance for the marketing of their products with the maximum profit to themselves.

In the very important matters of the education of children, English settlers need not fear any handicap in Quebec. Our English and Protestant citizens have their educational needs looked after by men of their own race and religion, chosen by themselves, and those delegates of the British-Protestant community alone control school programmes. Those delegates form what is known as the Protestant Committee of the Council of Public Instruction. It is a permanent institution, whose members are elected for life, and are not therefore subjected to the changes of political regimes. They are never interfered with by the Government of the day. As the men who form this Committee are chosen

amongst the best and foremost educationists in the Province, it ensures to Protestant children school programmes which are nowhere excelled in the Dominion for practical utility. Another provision of Quebec school laws deserves mention. Wherever ten families petition to have a school for their children apart from that of the majority of the place, be it French or English, Catholic or Protestant, the petition is granted automatically as a matter of right, and not left to the discretion of any minister or official. The school rates of the ten families are devoted to the support of that particular school, and out of the public funds a sum is provided to complete the amount necessary for its efficient maintenance.

We have in Quebec a large number of Agricultural Schools and Colleges, Experimental Farms, Schools for the Dairy Industry, whilst travelling instructors are constantly visiting farmers all over the Province. Schools of Good Housekeeping (*Ecoles Ménagères*) have been opened in almost every part of the province in which young girls are taught the domestic sciences, so essential to the health and happiness of all members of the family.

One need not necessarily speak French to settle in Quebec. There is hardly a spot in the province where English is not spoken and understood. In fact there is not a single obstacle to settling in Quebec, and English-Canadian soldiers would be welcomed by our rural population, who will prove, upon close acquaintanceship, good neighbours, hospitable, sociable, willing to help and sympathise, eager for enjoyment once the daily tasks have been accomplished—for our population, happily, has not yet sacrificed the healthy pleasures and amenities of life upon the altar of mere money-making.

To those who are inclined to commerce and industry, Quebec offers opportunities which are nowhere excelled in Canada. The raw materials abound for countless industries, whilst our favourable position, at the head of oceanic navigation, makes easier the development of export trades. Our technical schools are the finest in Canada and compare favourably with the best in the United States. The School for Higher Commercial Studies in Montreal can stand the comparison with similar institutions in France and other countries. In these special schools the soldier who may want to perfect his technical or commercial knowledge, will find a course of instruction as complete and high-grade as can be found anywhere in Canada or America.

Roads and Highways of Quebec.

In 1916, there were 1079 rural municipalities in the Province. They had a length of 32,388 miles of public roads, while the independent municipalities, cities and towns, had 1684, making a total of 34,072 miles of verbalized public roads. Apart from these were the colonization roads in the townships not organised as municipalities, which add some hundreds of miles more to above total.

The Government's attention has, for over 15 years, been given to the maintenance of public roads. Nevertheless, since 1911, it has striven to get the municipalities to make gravel and macadamised roads, by lending the necessary money for that purpose, the muni-

cipalities repaying only 2 per cent. of the interest on such loans.

The total amount spent by the Government down to the 31st December, 1916, was \$16,537,806.50.

During the same period, there have been made under the Government's control 1,279 miles of macadamised and 568 of gravel roads, making a total of 1847 miles of roads permanently improved.

Railways and Canals of Quebec.

In 1900, there were, in the Province of Quebec, 3,387 miles of railway and, in 1916, 4,383, an increase of 966 miles. There are 45 steam and 8 electric railways.

The steam railways have an aggregate length of 4,154 miles and the electric railways, 229.

Previous to 1836 there were no railways in the Province of Quebec. The first line was that built between St. Johns and Laprairie. At the date of Confederation, all the lines combined had a length of 575 miles only.

The railways having the longest lines in the Province at present, are: the Canadian Pacific, with 560; the Grand Trunk, 450; the Intercolonial, 328; the Quebec and Lake St. John, 298; the Quebec Central, 276.

The canals of the Province of Quebec form three great systems:

The first comprises the St. Lawrence canals; the Beauharnois canal from lake St. Francis to lake St. Louis; the little Carillon canal; the Chambly canal which connects St. Johns with Chambly on the river Richelieu; the Grenville canal, from Carillon to Grenville on the Ottawa; the Lachine canal, from Montreal to Lachine; the Soulanges canal, from lake St. Francis to lake St. Louis on the St. Lawrence, and which is destined to replace the Beauharnois canal, now too old and too small for modern traffic. This system is completed by the two locks at Ste. Anne.

The second system renders the Ottawa river navigable by means of the Carillon and Grenville canals in the Province of Quebec.

The third system comprises the river Richelieu, the Chambly canal and lake Champlain. The St. Ours lock on the Richelieu also forms part of this system, giving a navigable length of 411 miles, from Sorel to New York.

Iron Bridges and Toll Bridges.

The policy of aiding municipalities which build iron bridges has always been maintained by the Government, by granting subsidies.

Thus, since 1908, the Government of this Province has contributed \$1,588,345.51 towards the construction of iron bridges, a sum larger than the share of the municipalities. In fact, the latter furnished only \$1,285,312.25.

Since 1910, the Government has abolished the tolls on certain toll-bridges, or has made arrangements with the municipalities for that purpose. Fourteen such bridges are now free to travellers. To attain this end, the Government spent \$310,366.00 in 1916.

We cordially invite returning soldiers to study conditions in Quebec, the oldest province of the Dominion, where first was unfurled the banner of Christianity and Civilisation. And those who will decide to settle among us and help us with their energy and ambition, their ability and character, their muscle and brawn, to build up a prosperous and contented Canadian nation, united in a common ideal of freedom and justice, which are the keystones of a sound patriotism, will be sure of a hearty welcome and a prosperous future for themselves and their descendants.