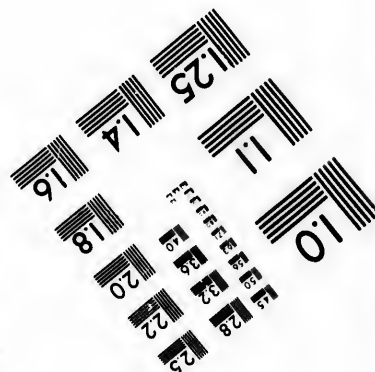
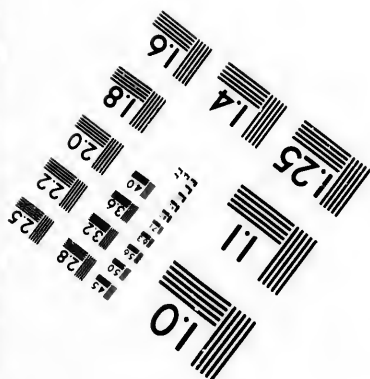
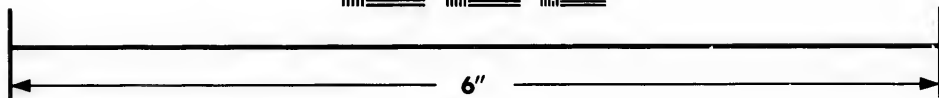
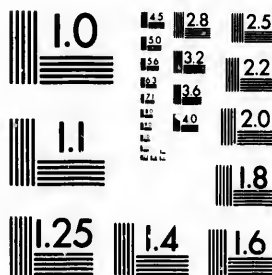


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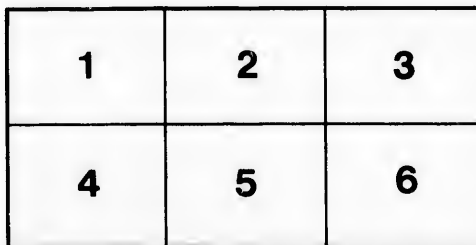
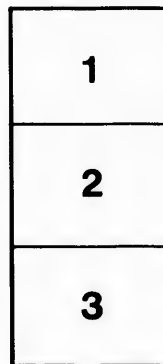
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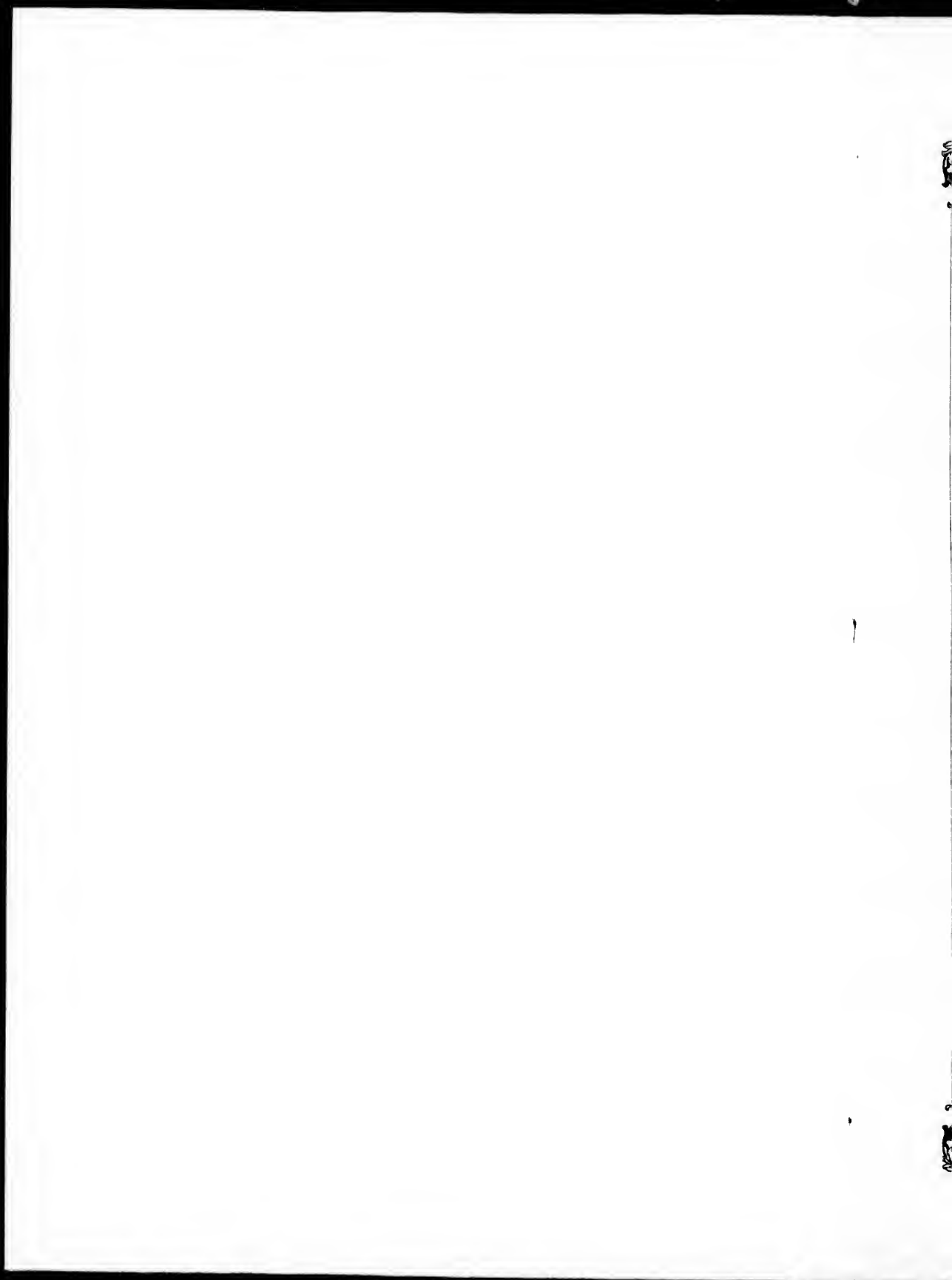
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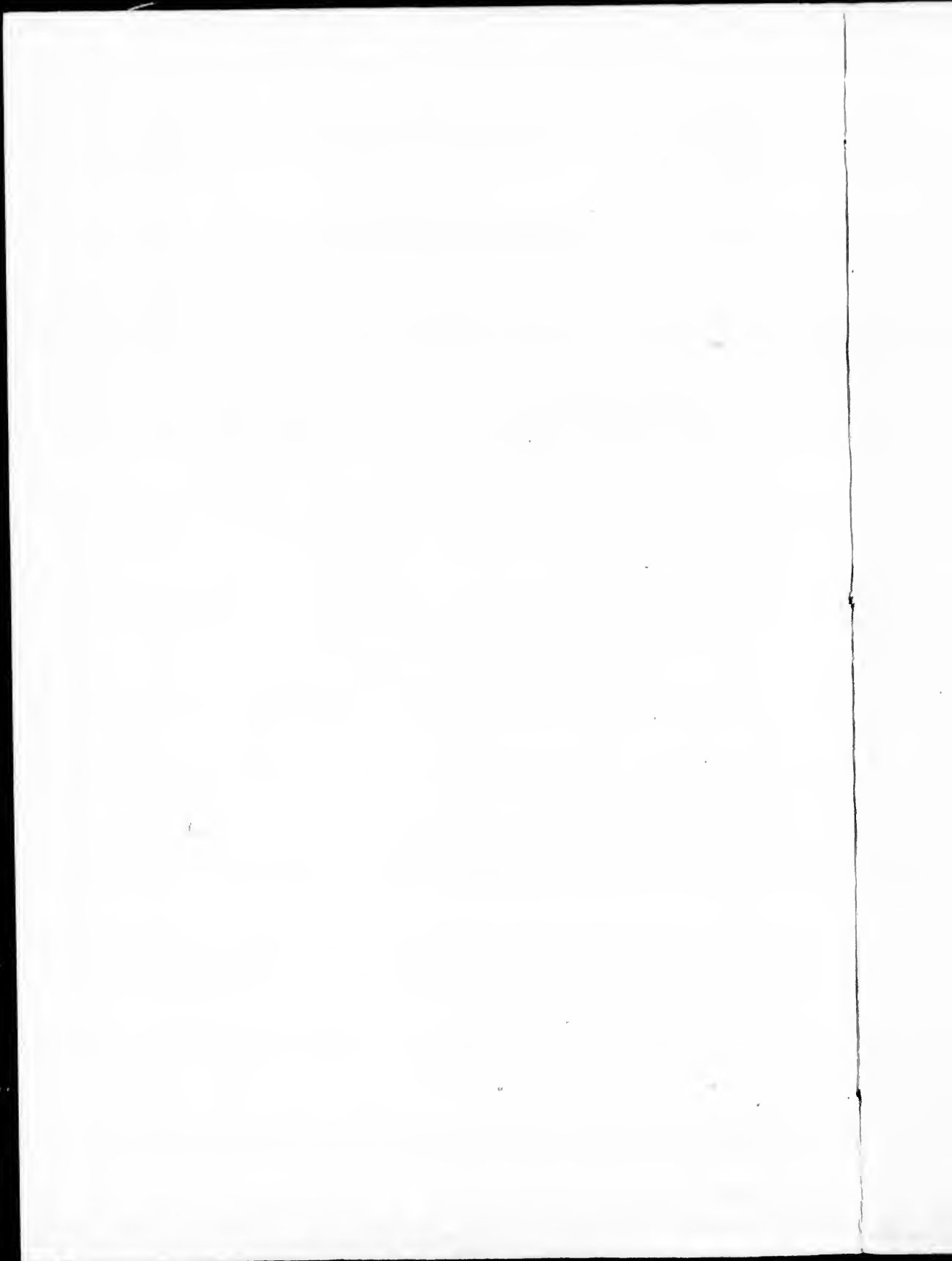
LANDING
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QUEBEC :
PRINTED BY L. J. DEMERS & FRÈRE
Editors of "Le Canadien" and "L'Événement."

1889



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*Copy of Correspondence of the Quebec Board of Trade and
other details relating to the superior advantages offered
to Immigrants for landing and transferring luggage
to Railway trains at Quebec bound for Manitoba
and the Great North Western Territories.*

[Circular.]

OFFICE OF THE QUEBEC BOARD OF TRADE,

12th June, 1889.

SIR,

I am directed by the Council of the Quebec Board of Trade to set forth great advantages arising from landing immigrants and intending settlers in the Dominion of Canada at Quebec instead of Montreal.

The following resolution, memorial, correspondence and opinions of Press, on this important subject will shew the necessity for action taken to date.

In view of the reply received from the Right Honorable Sir John A. Macdonald, G. C. B., Premier of the Dominion of Canada, the Quebec Board of Trade feel it imperatively their duty, alike in the interest and comfort of immigrants, as in the general welfare of the Dominion, to add a few remarks which may tend to enlist your influence and aid towards the desired end of inducing immigrants to secure their being booked to Quebec *via* such steamship lines as touch at the said Port.

Quebec is the first inland port at which is centred the eastward river St. Lawrence terminus of the Canadian Pacific Railway, by which road passengers are carried from Quebec to the Pacific coast, and is also the terminus of the Grand Trunk Railway, whose extended western connections ramify all Canada, and connect with Chicago, these two great railways, notably the Canada Pacific, control the transport of all immigrants to the West, the latter to the Great Western territories, and through to New Westminster, British Columbia.

The terminus of the Intercolonial, the Quebec and Lake St. John, the Quebec, Montmorency and Charlevoix railroads are also at Quebec, hence the centrality of Quebec as a radiating point at the choice of intending settlers in the Dominion or any part thereof is clearly established.

The reasons why Quebec should be chosen as a point of disembarkation by European immigrants requires but few words in explanation.

On arrival there, the most complete arrangements exist in spacious, commodious buildings on the steamship wharves, where they can leave ship-board, refresh themselves on shore, prepare their luggage for their long westward journey, take train immediately, on arrival if desired, and hasten to their destination, saving time in almost every instance, from 14 to 24 hours; over the inland and continued crowding on ship, necessitated by remaining on board until the vessel has reached Montreal, the delays attending the latter course having frequently from river fogs caused a much greater delay between Quebec and Montreal than the hours above named. An important point in local advantages possessed by Quebec in the premises, is the fact that steamers can land their passengers on wharves within 200 feet of the rails of either C. P. R. or G. T. R. and luggage be then put on board the through trains on the spot ready to receive it, while in Montreal, the steamer landing point, is over half a mile from railway terminus, hence the cost of cartage falls on the immigrant. Lavatories and baths are also furnished at Quebec which do not exist at Montreal.

The Council can safely assert, that if the personal experience of immigrants who are settled in the West, and who adopted the route direct from Europe to Montreal, was echoed to their friends at home, no necessity would exist for this explanation regarding the superior advantages over Montreal afforded by Quebec as a landing point for immigrants, as its claims in this respect are openly admitted by the Montreal press, and by humane contributors thereto.

I have therefore to ask your kind and extended influence in placing the foregoing data before intending settlers in Canada.

I beg to remain,

Your obedt. servt.,

F.-H. ANDREWS,
Secretary Quebec Board of Trade.

RESOLUTION *passed at Quarterly General Meeting of the Quebec Board of Trade on 1st May 1889, and sent by telegram to Right Honourable Sir John A. Macdonald, G. C. B., Premier of the Dominion of Canada.*

That the Council of the Quebec Board of Trade be requested to memorialize the Dominion Government on the question of Ocean Steamships passing Quebec and carrying immigrants to Montreal, whereas the accommodation for landing passengers both at Quebec and South Quebec is most complete, and that this Board do immediately telegraph the substance of this resolution.

(Copy.)

MEMORIAL *sent to the Governor General by the Council of the Quebec Board of Trade, on the 6th May, 1889.*

That the accommodation provided by the Quebec Harbor Commission at the Princess Louise Docks at Quebec, and by the Grand Trunk Railway Company at South Quebec, for the reception and comfort of immigrants, arriving by steamers and other vessels, at the above last named places, *en route* for the Great North West, is unequalled in the Domi-

nion, and is in every respect first class in arrangements.

That passagers landing from steamers at the said Docks, and at South Quebec, are, and can always be forwarded by train, at the shortest notice on their arrival, either via Canada Pacific Railway, or Grand Trunk Railway, instead of proceeding on vessels to Montreal, and losing valuable time thereby.

That it is in the interest of immigrants, after a sea voyage, to seize on the earliest and most rapid route to reach their destination.

That the course indicated above, namely, from Quebec to the West by train, affords superior advantages over remaining on board ship, and taking cars at Montreal.

That two Ocean Steamers, the *Lake Nepigon* and *Lake Superior* of the Canada Shipping Company, have already passed Quebec, and proceeded direct with their passengers to Montreal.

That your memorialists, while not desirous of unduly reflecting on the effects of the recent changes in passing Quebec with passengers on board would strengthen their position by respectfully annexing extracts from public prints which have not as yet met with any refutation.

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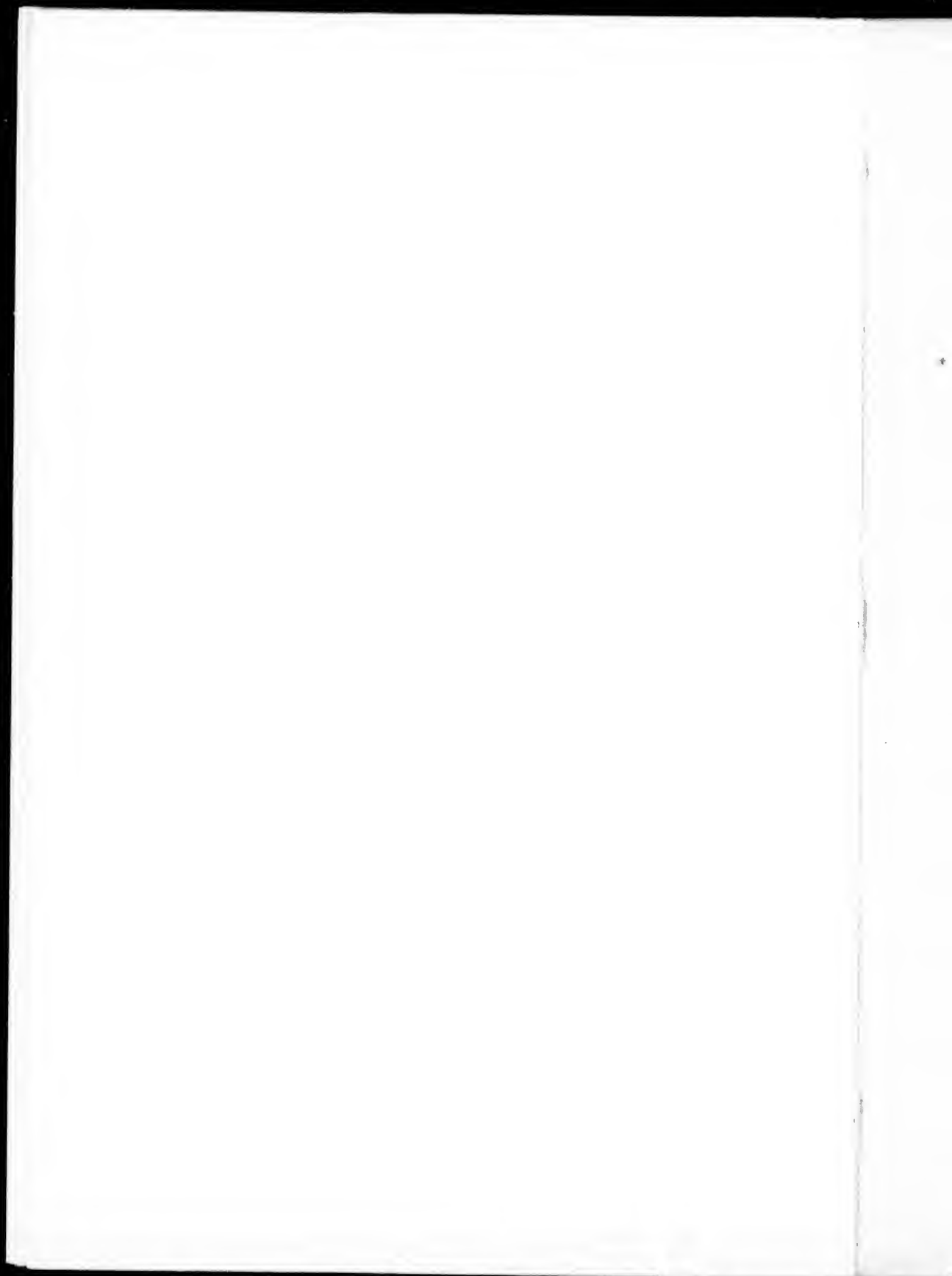
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That in view of the benefits to be derived from shortening the time on board ship, as well as effecting an earlier arrival for intending settlers at the West, your memorialists would humbly pray, that the Government may not permit the object for which the complete sheds at Quebec were constructed, to be frustrated through the inauguration of an inferior landing point for immigrants, and be pleased, in consideration alone of the superior and advantageous position of Quebec for a point of disembarkation; to take such measures as may bear fruition in the direction herein solicited.

On behalf of the Quebec Board of Trade.

(Signed) R. TURNER,
President.

(Signed) F. H. ANDREWS,
Secretary.

(Extract from *Montreal Gazette* of 3rd May, 1889.)

“ Communication ”

“ What next ”

To the Editor of the *Gazette*.

SIR,

The above heading, over a resolution passed by the Council of the Quebec Board of Trade, at Quebec, at a meeting of that body held on the 1st instant, and which appears in the *Gazette* this morning, is calculated to convey very misleading ideas on the question of which the above Council takes notice.

The interference of the Council in the matter, being dictated by motives of humanity, is as proper as the conduct of steamship agents in this city is sordid and cruel.

The Dominion, with a view of affording comfortable facilities for landing and transferring passengers from Ocean Vessels to Railways, has at great expense erected commodious, comfortable and extensive buildings at Quebec, for the exclusive use of immigrants, where, on arrival, they can clear up, collect, and put together, their effects, and leave their women and children under shelter.

But heartless men, for the sake of gain, have made a new departure, and persist in landing

immigrants upon the wharves at Montreal, in all kinds of weather, and treating them somewhat after the manner that calves and sheep are treated by our city butchers.

I have seen a cargo of human beings landed from a steamship, on a rainy day last autumn, (and you know how nice and clean our wharves are in rainy weather), their baggage put out into the mud, and the whole, men, women, children and baggage, carted off in open "Express Waggon" to Bonaventure station; and, would you believe it, as many as twelve persons besides bundles packed into each waggon.

Such treatment should be cried down by the press of the city, instead of being encouraged.

It is not calculated to impress the immigrant with favorable ideas of the country, and may, to some extent, account for the falling off of immigrants to Canada.

"MODERATION."

May, 2nd 1889.

(Extract from the *Montreal Witness*, May 1889.)

“ If the practice is to continue of landing the immigrants at this port, the Federal Government should be asked to provide some accommodation for them on the wharf. As it is, *they are landed in the mud in the most pitiable plight. It was nothing short of a scandal to note the way their luggage has been treated to-day. The bags, boxes and tin trunks of one party were simply coated with thick wharf mud, into which they had been dumped. The baggagemen at the Grand Trunk complained of handling such dirty goods. An official said it was a scandal to treat the poor people's luggage in such a manner.*”

(Also from *The Montreal Star*, May 1889.)

“ It is not very encouraging to the immigrants who come to Canada to find themselves dumped out, bag and baggage, on the wharf at Montreal and left to shift for themselves. They know nothing about the country, and not being burdened with funds are at a serious disadvantage. If first impressions are the most lasting, as it is said that they are, the impressions of the immigrants in regard to Canada on landing in Montreal are not apt to be as favorable as on landing at Quebec. At Quebec there are immigrant sheds and other accommodation for them ; they are given free meals, and

the officers of the Government and the officials of the railways are on hand to give them information and explain to them the easiest way to reach their destination, or if they have not decided upon any particular place, to advise them as to what they had better do. The contrast between Quebec and Montreal in these respects is striking. Montreal is anxious that all immigrants should be brought as far as the steamship companies can bring them, instead of landing them at Quebec, and it seems only reasonable that this should be done. The steamers come through to Montreal and the immigrants would be more comfortable remaining on board than in following on after by rail. But if Montreal is anxious that all immigrants should be brought to the head of ocean navigation, it is her duty to see that proper accommodation is provided for them when they reach here, as at Quebec. The City Council should lay the matter before the Government and urge it to provide the necessary accommodation in the interest of the immigrants themselves."

REPLY received from the Right Honorable Sir John A.
Macdonald, G. C. B., Premier of the Dominion of
Canada.

EARNSCLIFFE, OTTAWA,

10th May, 1889.

SIR,

I have to acknowledge the receipt of your telegram of the 1st instant, transmitting copy of resolution passed by the Quebec Board of Trade on the subject of carrying immigrants to Montreal, instead of landing them at Quebec.

In reply, I beg to state that no immigrants are aided by the Canadian Government, and that each of them controls his own movements.

The Government maintains no accommodation at Montreal for them. We keep open the present appliances for the convenience of all immigrants landing at Quebec or Levis.

I presume that most of these people coming by the way of the St Lawrence will land at Quebec, unless they are ticketed through to Montreal or West of that point.

I remain, Sir,

Your obedient servant,

(Signed),

JOHN A. MACDONALD

F. H. ANDREWS, Esq.,

Secretary, Board of Trade, Quebec.

