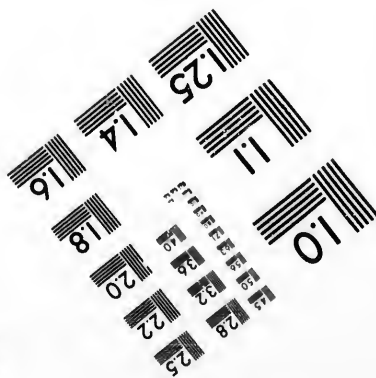
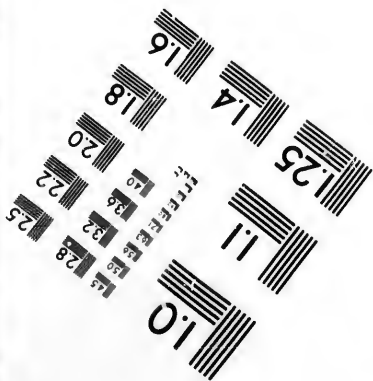
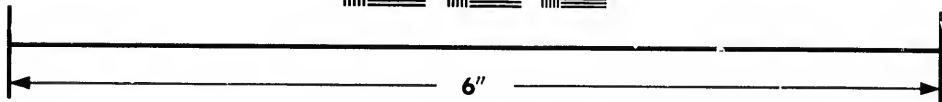
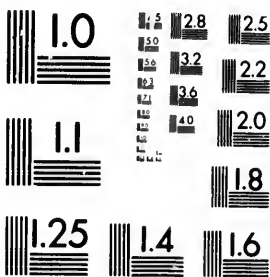


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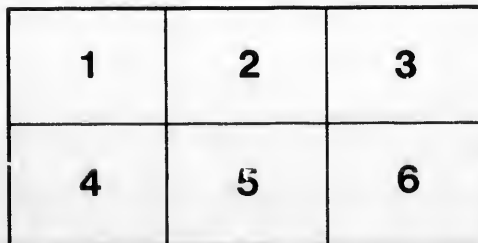
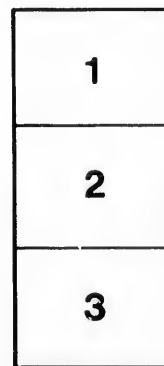
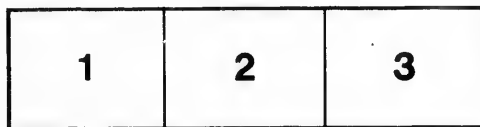
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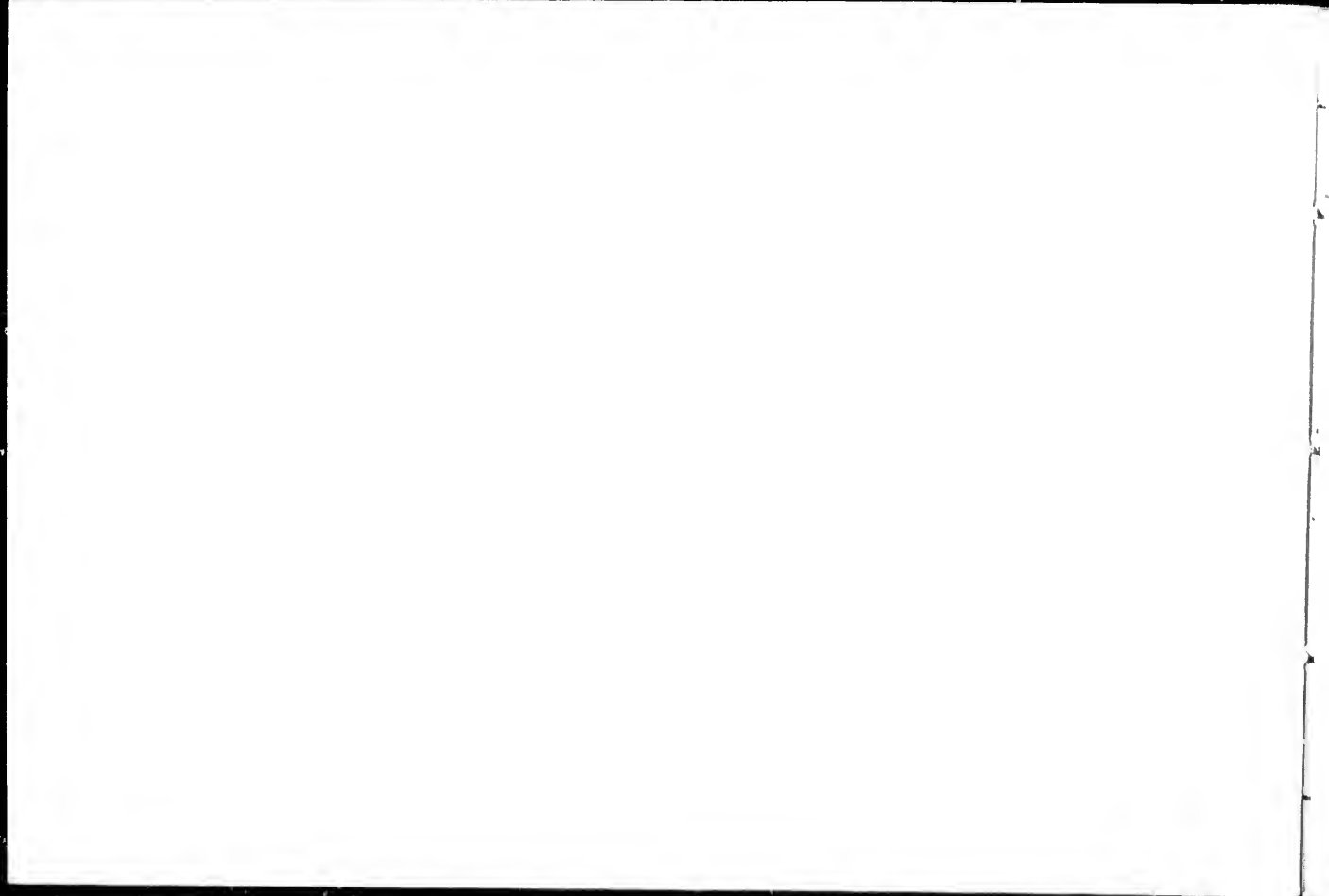
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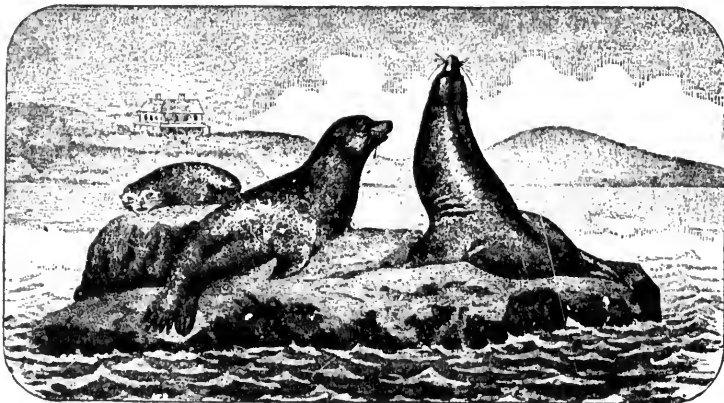
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Earth has not anything to show more fair ;
Dull would he be of soul who could pass by
A sight so touching in its majesty.
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IN THE pleasant days of summer, when the skies are clear and bright,
When the maple is an emerald from which the robins sing,
When the river laughs and ripples into diamonds in the light,
And the pulses beat more joyously in every living thing,
There is one thing that is needed to perfect life's happy cup,
One thing on which enjoyment of all the rest depends ;
And this day, of all others, has filled our measure up
With the faces, and the greetings, and the hand-shakes of our friends.

Oh ! broad and long the path that lies between the East and West,
O'er mountain, and in valley, and through prairie lands that runs :
But scant the space 'twixt heart and heart in w'ry wheelman's breast
And close the tie that binds us all, our fair Dominion's sons.
So we bid a hearty welcome to our brothers of the wheel,
To the rollers from the far East where the broad Atlantic roars,
To the Midland riders dwelling where the great Lake's waters peal,
And to those where the Pacific beats the sounding western shores ;

We, dwellers on the Rock that through the countless years has stood
Grim watcher o'er the smiling plains that stretch out at its feet,
Seeing the swift St. Lawrence roll along his mighty flood,
And list'ning to the music of his waters' rhythmic beat.
Blown by the cool spring breezes eve ; tossed by the summer's storm ;
Burnt by the suns of autumn ; nipped by the winter's snow ;
But blown, or toss-ed, or burnt, or nipped, our hearts are always warm,
And your visit, brother wheelmen, has set them all aglow.

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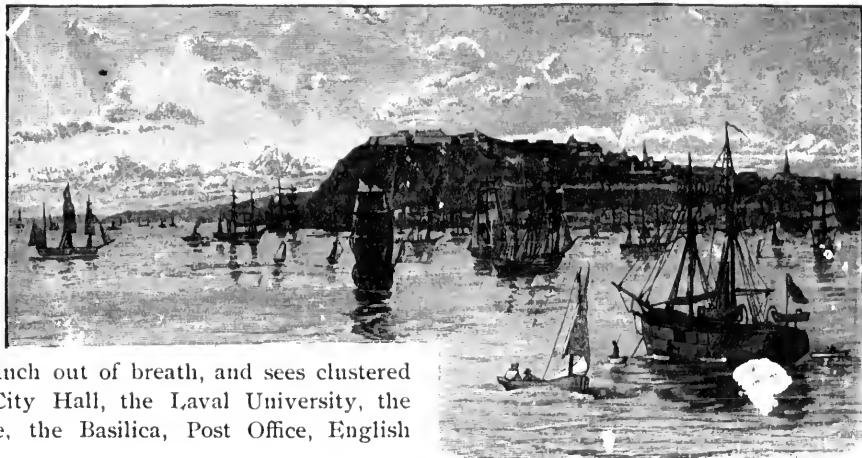
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QUEBEC, CANADA.

“Ze word ‘Quebec’ surprises by himself,” as Count Smorltork would have said. Quebec is, in fact, the city of surprises, par excellence. The visitor has no sooner got it into his head that he is in a military post, and a particularly strong fortress by nature, than the aspect of the magnificent land locked harbour, and the wharves along the St. Lawrence and St. Charles, convinces him that he is among a people of traders, men who go down into the deep waters in ships. When he is thoroughly satisfied on this point, he wanders into the suburbs of St. Roch and St. Sauveur, and there thriving factories present themselves, at whose sight he abandons the commercial, as he did the military theory, and adopts the manufacturing one. Then, when with much toil, and by routes that enable him to comprehend the sensations of a cat on an extra-steep roof, he has arrived at the

Upper Town very much out of breath, and sees clustered together the new City Hall, the Laval University, the Archbishop's Palace, the Basilica, Post Office, English



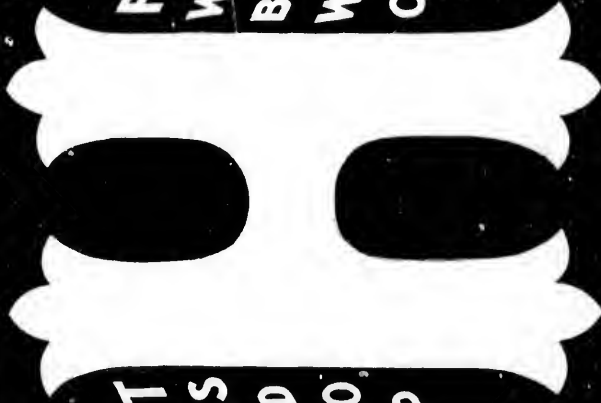


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THE
WHEELMEN OF CANADA**

Cathedral, Ursuline Convent, and Courts of Law; Morrin College, and the Chalmers, St. Andrews, and Methodist churches, he begins to suspect he has got into a university town, and growing bewildered rushes off to the Victoria to recuperate, or to the Dufferin Terrace to compose his thoughts.

Equally difficult is it to determine satisfactorily on cursory inspection the age of Quebec. Of course, we all know that she was founded in 1608 by Champlain, who started a general store very near the site of the present Champlain Market in that year, and began the swap of beads and hatchets with the Indians for furs and other commodities, but the many handsome public buildings, the fine and commodious hotels, the shops, the banks, the railways, of which three have their termini here, do not give the idea of antiquity. On the other hand, the narrow streets of the Lower Town, St. Peter's, dear to the mercantile mind, Sault-au-Matelot, Sous-le-Fort, and others, might, for all evidence to the contrary have existed at the time of the Deluge, and still retain a great deal of the sediment deposited on that occasion. On market days, especially in the Finlay and Champlain markets, when the habitants come in from the country districts, with their wares, dressed in the homespun and the style, and driving in the rigs of a century ago, the sense of standing in the presence of a departed age comes upon one possibly. But it is not safe to trust to it in making purchases. The simple and primitive looking-Canadian farmer is very *fin de siècle* in his manner of transacting business, and the unwary purchaser is very apt to find that Johnny Canadian is very much up-to-date, and that he himself is not.

The Quebec streets, too, are a succession of surprises. There are wide streets with modern shops, and narrow ones of the old style where the people on one side of the way can kiss those on the other from the topmost windows of the houses, if they only lean out far enough;

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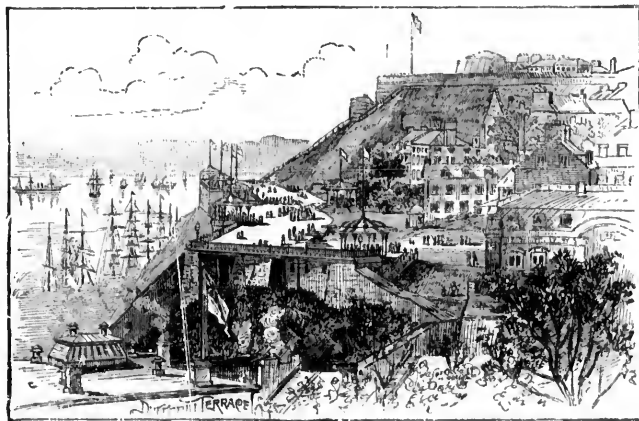
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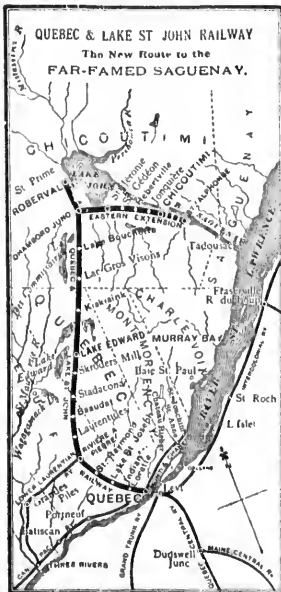
straight ways, and crooked ways; angular roads and circular roads. It has been said that the unwary guest, stepping round the corner from his hotel, would spend the whole day in trying to find it again, and was lucky if he did not bring up miles away at the Beauport



Lunatic Asylum, or at the Quebec Gaol; and it was further asserted that the police was a sort of coast guard, organized to rescue such cast-a-ways, and bring them safely to their homes. There is some colour for this last charge, for the Quebecers are a quiet and peace loving people, and the principal duty of the police consists in picking up cast-a-ways, (generally residents), who are "half seas over," only they don't take them home; they take them to the station. But, in reality, the plan of the city is very simple, though it is, like life, full of ups and downs, which are first rate for coast-

ing. As a general rule, whenever you are going on what is here called a level road, you are going out of the city; when you are toiling up the sides of a precipice, you are in the city, or the suburbs, and if you go on far enough will get on to the St. Louis street, or the Grande Allée; when you are going violently down a steep place, you are still in the city, and will

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Trains connect at Chicoutimi with Saguenay Steamers for . . .

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either arrive finally through the suburbs of St. Roch. or St. Sauveur in the St. Charles River, or through St. Peter and Champlain streets in the St. Lawrence River. In either case you will be sure to know where you are. The three great straight roads which cut the precipitous ones, curving, loosely speaking, east and west, are the St. Louis road, passing into the Grande Allée through the St. Louis gate; the St. Foye road, passing through the St. John's gate; and the St. Valier road which passes through no gate at all but a turnpike one. Of these, the most elevated, and, perhaps, the most attractive, is the St. Louis, a broad, well-paved, and beautiful thoroughfare, which, starting from the Dufferin Terrace, passes the Plains of Abraham, and the residence of the Lieutenant-Governor, at Spencer Wood, and from which the beautiful cemeteries of Mount Hermon and St. Patrick may be reached. At first, it is a city street, along which is the Court House on the right, and further on the house where Montgomery's body lay, and on the left, the Academy of Music, and the Union and Garrison clubs. As we reach the latter, a road at right angles leads up to the Citadel, and here, in the yard of the old storehouse on the right-hand side was buried General Montgomery; and in the military storehouse on the same side, a tablet, erected through the efforts of the two young daughters of Mr. George Fairchild, jr., of Cap Rouge, marks the spot where the remains of thirteen of his soldiers, were discovered in December, 1894, while workmen were engaged in making repairs, and subsequently reburied by the orders of Lieutenant-Colonel Forest. Opposite to the Garrison Club, and the large stone building which is the official residence of Lieutenant-Colonel Montizambert, Commandant of Quebec, is the Esplanade, which was formerly the parade of the troops when an Imperial garrison was kept here.

The gate marks the transition from St. Louis street to the Grande Allée, with the



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Will not scratch or rust.

It is the only ALL-STEEL frame made.

Never been known to break.

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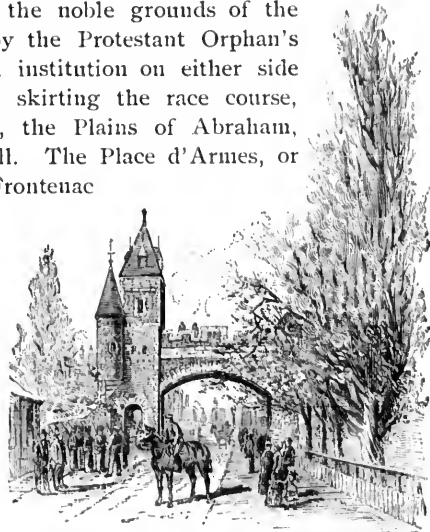


257 & 259
 St. John Street,

...QUEBEC.

**Gendron
 Bicycle**

Parliament House rising grandly in front on the right, and the Quebec Skating Rink lower down on the left. Further on, on the same side is the Drill Hall, with the monument to Major Short and Staff Sergeant Wallick, of B Battery, R. C. A., who perished fighting the flames in the great fire that devastated St. Sauveur in 1889. Still further on to the right is the Franciscan Convent, looking down on the noble grounds of the Q. A. A. A. which are faced at their further extremity by the Protestant Orphan's Home; and so past many a pretty villa, and benevolent institution on either side to the toll gate, where the country road proper begins, skirting the race course, and a little lane on the left leads to the Quebec Gaol, the Plains of Abraham, and the monument that marks the spot where Wolf fell. The Place d'Armes, or "The Ring," is bounded by the Dufferin Terrace and the Frontenac on the south side, and the Court House, and English Cathedral on the west. It communicates with Buade by Du Fort street, which passing the office of the G. T. R. The Post Office, and the office of the C. P. R., skirts the Cardinal's Palace, Laval University, and the old Parliament grounds as Port Dauphin street, and melts into the Grand Battery, where a splendid view of the St. Charles river, the Louise basin and docks, and the country towards Lorette of the Hurons, and the Beauport shores may be obtained Buade street commences with the steps from Mountain Hill, half way down which are the iron ones that replace the old "Break neck steps," leading to Little



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Spécial,	-	-	\$100.00
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Champlain street, and from thence to the Champlain market, and the Government and Allan wharves along Champlain street proper. Buade runs past the Basilica, on one side, and Renfrew's fur store on the other, is terminated at the new City Hall on the old Jesuit barracks, and is met by Fabrique, which sweeps round past the entrance to the Little Seminary and Laval University. At its foot it is met by St. John street, running through St. John's gate, and skirting the Montcalm market on its right, opposite the building of the Y. M. C. A., and passing St. Matthews Church, in whose burial ground, close to the street, lies the brother of Sir Walter Scott. This handsome thoroughfare in which are the principal stores of the Upper Town melts finally into the St. Foye road, on which stands the Finlay Asylum, and the monument to the English and French soldiers who fell in the last victory of the French arms at the second battle of the Plains of Abraham in 1760. Like its parallel higher up, it is remarkable for its beautiful scenery, and the elegance and taste of the residences which border it.

In the Lower Town Dalhousie street runs from the Champlain Market Place past the Finlay Market to the Louise embankment, and is affected by the shipping companies and shipping interests generally. Further from the river, and parallel to it is Peter street, where are the banks and insurance offices. It terminates at St. Paul street, which leaves it at an obtuse angle, and has on it the station of the C. P. R., at its further end. It is continued by St. Joseph street, which contains the shops of the Lower Town, rivaling, if they do not even surpass, those of the upper portion. On this street is situated the Jacques Cartier Market, Square, and Hall, which is used as a theatre. Further on it is crossed at right angles by the broad and fine Boulevard Langelier, and is finally merged in St. Valier street, which commences at Lemesurier Tobacco Factory in St. Paul street, cuts Palace Hill on which

WHEN a pneumatic tire is "punctured" it is because something has penetrated to the INSIDE of it, and it stands to reason, therefore, that the INSIDE



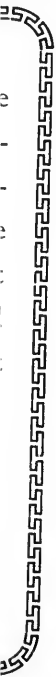
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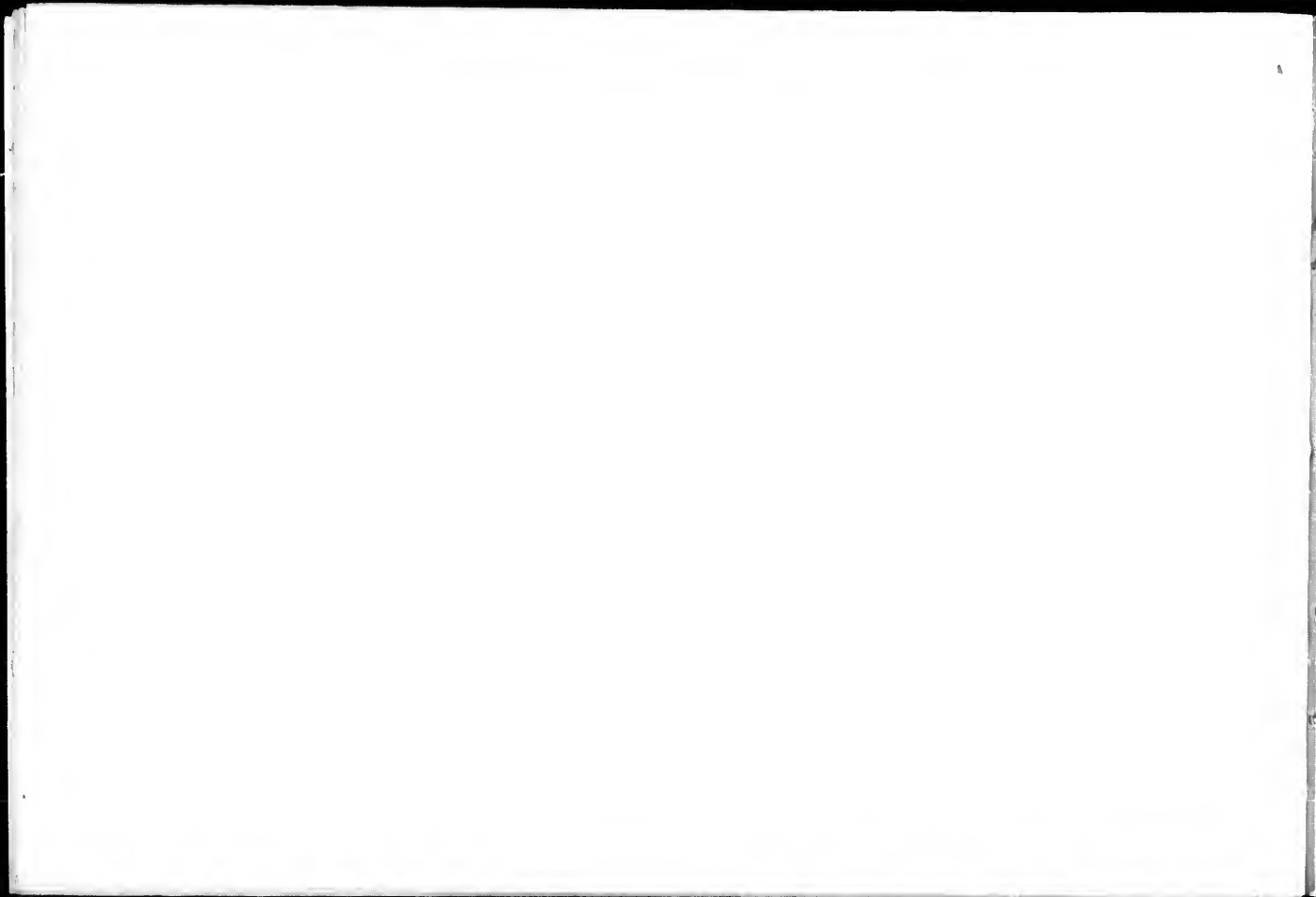
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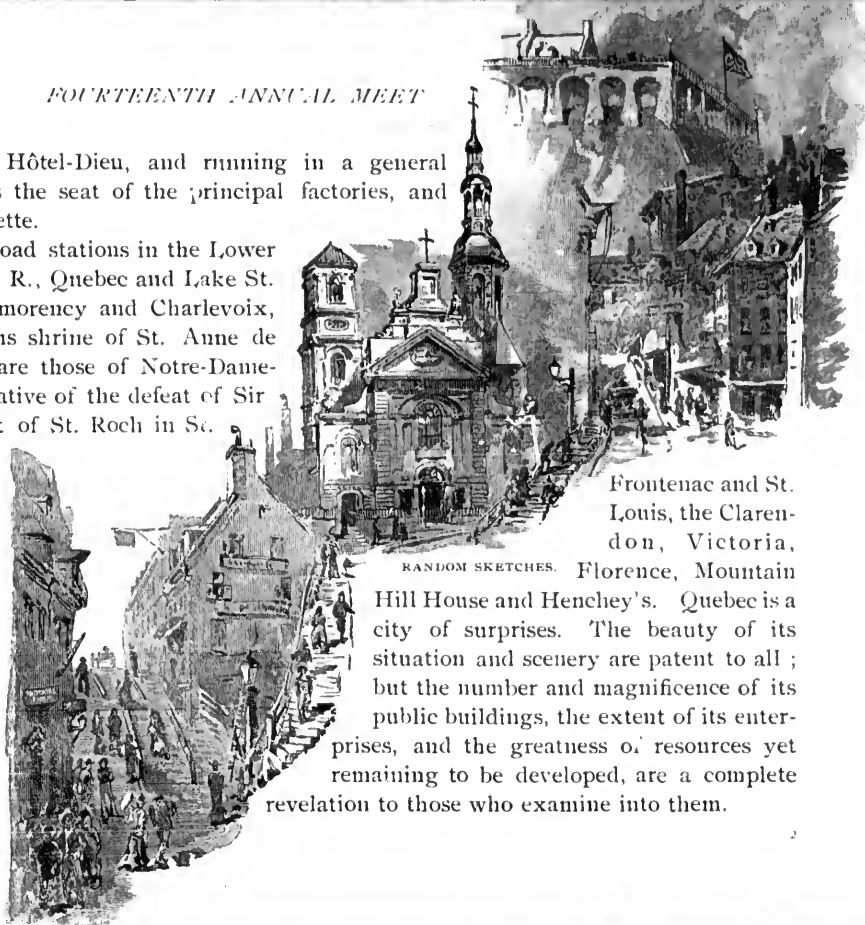


FOURTEENTH ANNUAL MEET

is the Hospital of the Hôtel-Dieu, and running in a general northwesterly direction is the seat of the principal factories, and the road to Indian Lorette.

There are three railroad stations in the Lower Town ; those of the C. P. R., Quebec and Lake St. John, and Quebec, Montmorency and Charlevoix, which runs to the famous shrine of St. Anne de Beaupré. The churches are those of Notre-Dame-de-la-Victoire, commemorative of the defeat of Sir William Phipps, and that of St. Roch in St.

Joseph street. The Upper Town contains the University of Laval and Morrin College, the Basilica, and fine church of St. Jean-Baptiste, the English Cathedral, St. Matthews, Chalmers, St. Andrews, Methodist and Trinity churches ; the Ursuline and other convents ; the charitable institution and the principal hotels : The



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On the afternoon of a summer day in the early part of September, 1535, three small vessels, of which the largest was not above 120 tons burthen, came to anchor in an arm of the magnificent river by way of which their dauntless commander cherished the hope of reaching China. On the right of the St. Malo navigator—for it was Jacques Cartier who commanded the little fleet—was the north shore of the St. Lawrence. On the other side lay



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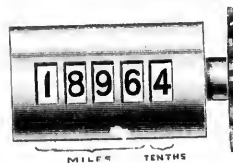
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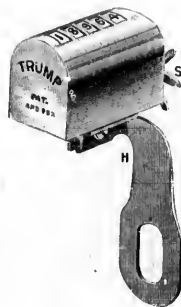
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a richly wooded island, which, from the profusion of the grapes that clustered about its vines, he named the isle of Bacchus. (*) The channel was not very deep and Cartier, in a small boat, explored it until it expanded before him into a broad and picturesque bay, and European eyes for the first time feasted themselves upon the site of the future show city of the American continent. "A mighty promontory, rugged and bare, thrust its scarped front into the surging current. Here, clothed in the majesty of solitude, breathing the stern poetry of the wilderness, rose the cliffs now rich with heroic memories, where the fiery Count Frontenac cast defiance at his foes, where Wolfe, Montcalm and Montgomery fell. As yet, all was a nameless barbarism, and a cluster of wigwams held the site of the rock-built city of Quebec. Its name was Stadacona and it owned the sway of the royal Donnacona." (†) Swarms of Indians put out in canoes to meet the French sailors and after having proceeded up the river as far as Hochelaga, now Montreal, Cartier returned to Stadacona, and wintered at the mouth of the St. Charles. On the return of spring Jacques Cartier planted the emblem of christianity upon the shore, stole away Donnacona and some of his chiefs from their homes and kindred and returned to France.

It was not until 1608 that a permanent European settlement was established upon the bank of the St. Lawrence at Stadacona. To Samuel de Champlain belongs the honour of founding Quebec. "The saving of a soul," he was wont to say, "is of more value than the conquest of an empire"; and his piercing vision saw in the rocky promontory washed on three of its sides by the St. Lawrence and St. Charles, the site for an establishment which might serve not only as the headquarters of French traders and French Dominion of Canada, but also as the nucleus of missionary enterprise amongst the infidels of the New World.

(*) Now the Island of Orleans

(†) Francis Parkman.

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Having previously landed at the mouth of the St. Charles, Champlain, on the 3rd July, laid the foundation of the first European building in Quebec, in the locality lying between the present site of the Lower Town church and that of the Champlain Market Hall, and forming at that period the very brink of the river. The environs may be well seen and easily distinguished from Dufferin Terrace. The infant settlement was formed of three buildings, containing quarters for the commander and his men; which, with the adjoining courtyard were enclosed by a strong wooden wall surmounted by a gallery and loop-holed for musketry. The whole was surrounded by a moat and a couple of small canons were mounted on platforms commanding the river.

Tragedy marked the history of the colony from its very inception. Quebec had been barely founded when a conspiracy was formed amongst the settlers to murder the commander and deliver the fort into the hands of rival Basque traders. One Antoine Natel, either conscience or terror stricken, revealed the plot. The ringleaders were entrapped and placed under arrest. The body of Duval, the author of the plot was immediately suspended from a gibbet and three of his accomplices were carried to France where they made their atonement in the galleys.

The first settler in the Upper Town of Quebec was a Parisian druggist named Louis Hébert, who, in 1617, "commenced to grub up and clear the ground upon the site on which the Basilica and the Seminary adjoining it now stand, and upon that portion of the present Upper Town which extends from St. Famille street to the Hôtel-Dieu." (†) In the spring of the following year Hébert sowed on the site of the present Seminary garden, near the Grand Battery, the first grain garnered in Canada. Hébert street, on the Battery, perpetuates the name of the first Canadian farmer.

(†) Abbé Ferland.

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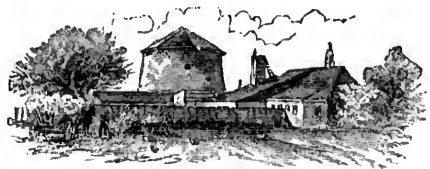
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In 1620, the year in which Champlain brought out to Canada, on his return from one of his voyages, the wife whom he had married at the age of twelve, the original Lower Town settlement was abandoned as the residence of the Governor, for a temporary fort built by Champlain, on the site of the north end of the present Dufferin Terrace, a little to the north east of where the Chateau Frontenac now stands. Four years later this fort was rebuilt of stone and fortified. The remains of its original cellar are beneath the flooring of the Terrace.



MARTELLO TOWER, PLAINS OF ABRAHAM.

Behind the fortress, which was subsequently known as the Chateau St. Louis, was the court yard, comprising part of what is now known as the Place d'Armes.

Means of communication were of course necessary between the Upper and Lower Town of Quebec, and in 1623, a foot-path, which formed the first highway constructed in Canada, was opened by way of what is now Mountain Hill.

The first child of European parentage born in Quebec was Eustache, son of Margaret Langlois and Abraham Martin, who was christened on the 24th October, 1621. This Martin had settled upon land which formed a portion of what is now known as the Plains of Abraham, and which derived its name from that of its first holder.

In 1629, an English squadron under command of Sir David Kirk, a Huguenot refugee, who, with his brothers Louis and Thomas, had been expelled from Quebec as a settler, sailed up the St. Lawrence, and, having intercepted and captured the French vessels on their way to relieve Champlain's settlement, summoned the fort to surrender. So courteous were the proposed terms of capitulation and so distressed the condition of the little garrison, that Quebec

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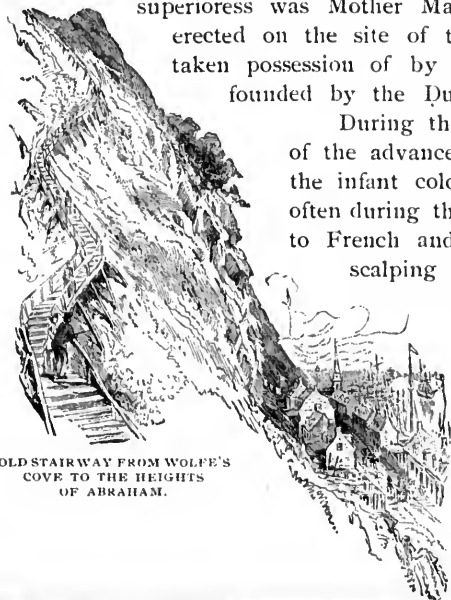
Quebec Representatives.

was, for the first time, ceded to the English and its gallant founder and commander conveyed to France. By the treaty of St. Germain-en-Laye in 1632, Canada was restored to France and Champlain returned to Quebec as governor. He survived his return but three years.

In 1637 the first Huron seminary and also a college for the French youth in Canada were established at Quebec, and in 1639 the first Ursuline and Hôtel-Dieu nuns arrived in the colony. Madame de la Peltrie founded the Ursuline convent in this city, and its first superioress was Mother Marie de l'Incarnation. Their first stone building was erected on the site of the present establishment of the sisterhood, and was taken possession of by them in 1642. The Hôtel-Dieu convent here was founded by the Duchesse d'Aiguillon, a niece of Cardinal Richelieu.

During the twenty years which followed the arrival in Canada of the advance guards of these devoted and self-denying sisterhoods, the infant colony was devastated by the Iroquois war. Often, very often during this period, did the fortress of Quebec afford an asylum to French and Huron fugitives fleeing before the war-whoop and scalping knife of their common foe, and not infrequently were Iroquois prisoners brought to the town and burned at the stake.

In 1659 Quebec virtually became the see of a bishop and to Francois-Xavier de Laval-Montmorency was delegated the episcopal charge of the church in Canada. One of the most remarkable of the many noteworthy characters who figure in the history of

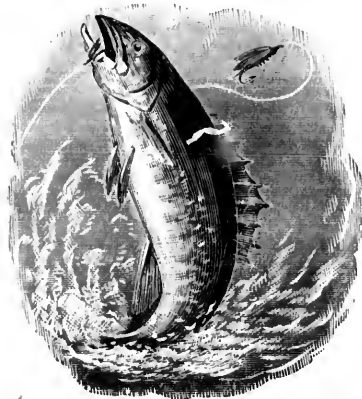


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New France, his name is perpetuated in the magnificent university which, to men of culture or letters, is one of the principal attractions of the ancient capital of Canada.

The year 1672 witnessed the arrival at Quebec of one whose name occupies a foremost place in the list of French governors of Canada, Louis de Buade, Count of Frontenac. He gave to Quebec its first form of municipal government, consisting of three aldermen elected by the citizens, of whom the senior was mayor.

The fire fiend, than whose visitations no greater scourge has befallen the city of Quebec, desolated the infant settlement on the 4th August, 1682. Fifty-five buildings in Lower Town were burned to the ground, most of them having been storehouses filled with merchandise, and Chartier de Lotbinière reports that "the property consumed was more in value than all that remained in Canada."

Quebec was besieged in 1690 by Sir William Phipps, in charge of a squadron of thirty-four vessels, several of them, however, being mere fishing craft. The expedition had been fitted out by the New England colony of Massachusetts for the capture of Quebec and in retaliation for the attacks of the French and their Indian allies upon the subjects of William and Mary in the New World. That sturdy old soldier Count Frontenac—he was now in his seventieth year—had been reappointed Governor of New France in the preceding year. Having learned of the approach of the hostile fleet ten days before its arrival, he employed the intervening period to great advantage in strengthening the somewhat neglected and dilapidated fortifications of the town. Arrived before the city, Phipps sent ashore an officer to summon its surrender within an hour. The messenger was conducted into the presence of Frontenac, whose defiant reply was characteristic of the grand old Frenchman. Astonished and startled the envoy asked if the governor would give his answer in writing. "No," returned Frontenac, "I will answer



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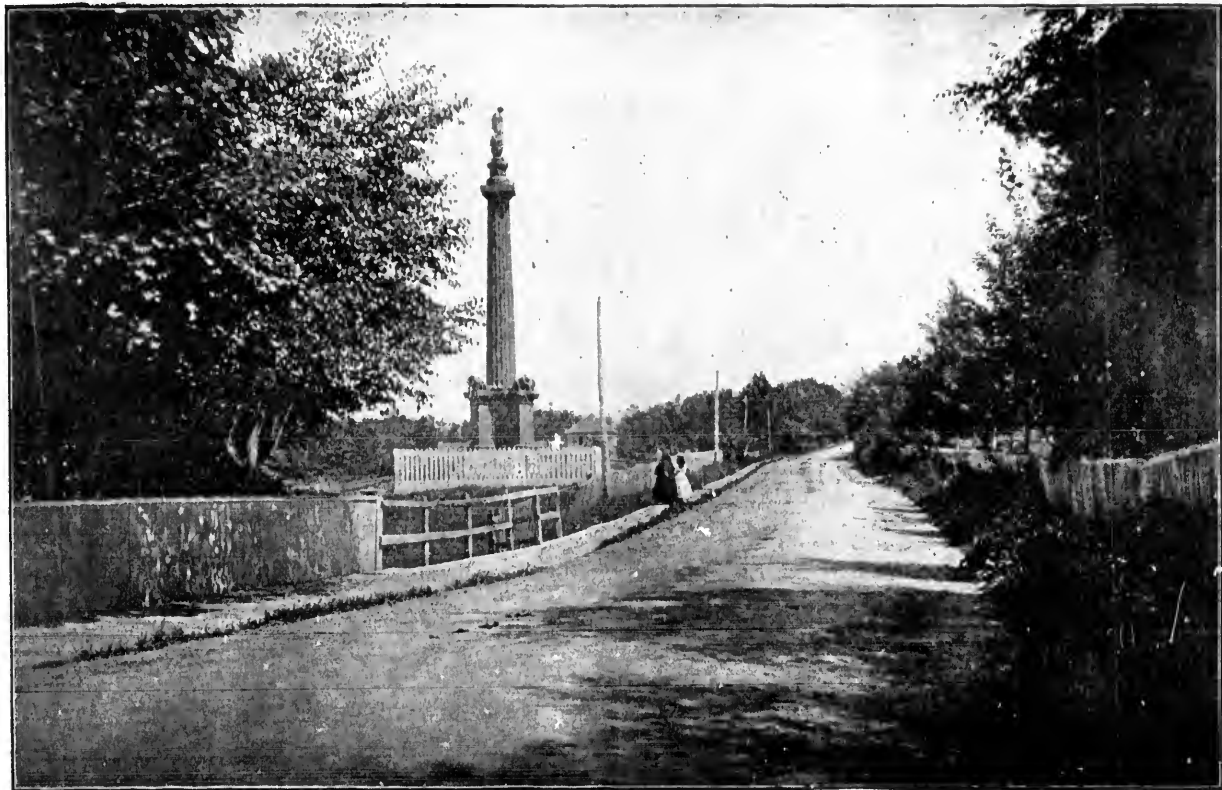
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your general only by the mouths of my canons, that he may learn that a man like me is not to be summoned after this fashion. Let him do his best and I will do mine." Anticipating the attack that followed the envoy's return to Phipps, Frontenac kept the promise he had made. His guns belched out fire and destruction upon the English ships, which very ineffectually returned them, and the invading fleet retired at night fall. During its return to Boston there were great rejoicings at Quebec, where the victory was attributed to the interposition of the Virgin, and the little church in the Lower Town square was, in honour of the event, dedicated to *Notre-Dame-de-la-Victoire*. The name was changed in 1711 to that of *Notre-Dame-des-Victoires*, to commemorate also the destruction of another English fleet which had sailed against Quebec, this time under command of Sir Hovenden Walker. On the latter occasion it was the winds and waves which fought for New France, the squadron being almost entirely destroyed by a storm in the Lower St. Lawrence.

The regular fortification of the city, upon the plan of Mr. DeLery, was commenced in 1720. So many millions were expended upon these works that one of the queens of France archly enquired whether the walls of Quebec were built of gold.

The history of the old capital for the next thirty-five years is unmarked by any occurrences calling for special note here, if we except the fact that the affairs of the colony were in the hands of a set of officials who were simply a gang of organized boodlers, the Intendant, Mr. Bigot, being the chief promoter of this heartless rapacity.

We now approach the most important event in the whole range of Canadian history—the military struggle which was mainly marked by the fall of Quebec and resulted in the termination of the French regime in Canada, and the cession to Great Britain of the vast territory that a French monarch had contemptuously termed "a few arpents of snow." On

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the 26th June, 1759, there anchored off the Island of Orleans the English fleet and transports under Admiral Saunders' command, and having on board General Wolfe and his army of 8,000 men. The incidents of the next few weeks in the campaign against Quebec are more or less familiar to every Canadian school boy.



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How the French ineffectually attempted the destruction of the British fleet with fire ships, how Moncton took possession of a French battery at Lévis and thence wrought havoc with his shells upon the Lower Town of Quebec, how Wolfe was repulsed with great loss in his efforts to dislodge General Montcalm and his encampment of 14,000 men on the Beauport heights, between Montmorenci and the St. Charles, and how this disaster had such an effect upon the feeble frame of the English general that the result was a low fever from which he had only partially recovered when he poured out his life blood

upon the Plains of Abraham, are not these things written in the pages of every history of our country, even to the most minute incident of their every detail? So is the thrilling story of the brilliant execution of that daring scheme which robbed James Wolfe of life but gave him immortal fame:—The stratagem by which a portion of his little army remained in front of the city to engage the attention of the besieged, while the main body proceeded up the river on board some of the ships of the squadron for the purpose of floating noiselessly down again

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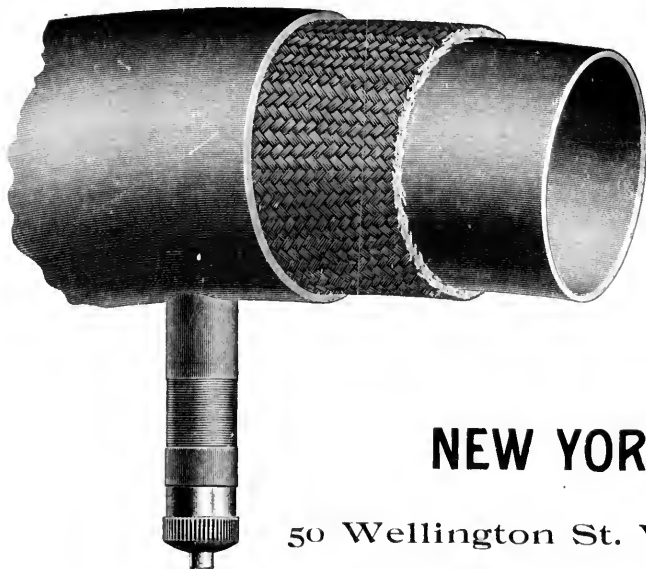
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with the falling tide, landing under cover of the night, and, after gaining the high ground in rear of the city, engaging the enemy on his weakest side. The landing place of the little army was at what is now called Wolfe's Cove, three miles from the heart of the city. A steep and circuitous footpath led to the brink of the heights above. The guard stationed at the summit of the pass turned out. At the appearance of the agile Highlanders clambering up the narrow footway beneath them they made a brief though brave resistance and were rapidly cut to pieces or made prisoners. Montcalm, on receiving intelligence of the English position on the heights before the city, lost no time in advancing with his army from Beauport. As he approached from the St. Charles, the main body of his soldiery formed up on and about the present site of the Q. A. A. grounds, and numerous relics of the fight in the shape of bayonets, bullets, buttons and bones were recently recovered here in excavating for the levelling of the grounds and for the construction of the present racing path. Immediately opposed to his army and very near to what is now the upper part of Maple Avenue was the left wing of the British forces which Montcalm vainly attempted to turn. Three battalions from the main body advanced from what is now the race course, in time to render his efforts abortive. After a galling fire from his sharpshooters upon the foremost British ranks, Montcalm advanced with his army in three divisions, his men firing as soon as they came within range. The British received their fire until their opponents were within forty yards, when a sudden flash all along the line and a volley of lead, followed by another and another, caused the advancing ranks to halt and then to falter and though the French regulars for a few minutes stood their ground and returned a well directed fire, the precision of the English musketry, the broadsword charge of the Highland regiments and the bayonets of the Louisberg grenadiers drove them, at first slowly, then in utter confusion, from the fatal field. Hundreds of the fugitives were slain at the very

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gates of the city. The French loss was 1500 men, including prisoners—the English lost fifty killed and 500 wounded. A few French fugitives sought shelter within the walls; the others fled to the camp which they had left in the morning across the St. Charles, hotly pursued by Fraser's Highlanders "with streaming plaids, bonnets and large swords—like so many infuriated demons," towards the descent now known as Côte St. Geneviève. (*) Great as was the victory of the British arms it was dearly purchased with the fall of the heroic Wolfe. In the heat of the action he had twice been wounded, but still he pressed onward at the head of his grenadiers, until struck to the ground by a bullet which lodged deep within his breast. The stupor of approaching death had overtaken him but he opened his eyes once more. It was in the moment of victory. "See how they run," exclaimed to his comrade one of the officers who was supporting him. "Who run?" demanded the dying hero, as if awakening from sleep. "The enemy, sir!" was the reply, "they give way everywhere." "Then God be praised, I will die in peace," he murmured; and turning on his side he calmly breathed his last. (†) Montcalm had fallen about the same time as his victorious rival and was conveyed on a litter to the General Hospital.



CHAUDIÈRE FALLS, NEAR QUEBEC.

(*) From the late John Fraser's report of Joseph Trahan's narrative.

(†) Knox, who records this incident, derived his information from the person who supported Wolfe in his dying moments.

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On being told that he had not many hours to survive, he replied, "So much the better; I am glad that I shall not live to see the surrender of Quebec." The brave French general was interred in an excavation caused by the bursting of a shell in the Ursuline convent. The garrison of Quebec surrendered to the victorious army on the 18th September, and thus, in the words of Parkman, "the rock-built citadel of Canada passed forever from the hands of its ancient masters." On the 28th April, 1760, the Plains of Abraham were the scene of another sanguinary fight between the British and French forces, commanded respectively by Generals Murray and deLevis. Victory perched that day upon the banners of the latter, but the battle was a bloody one, and at night four thousand corpses lay scattered on the battlefield over-looking the valley of the St. Charles. The beautiful St. Foye monument by the side of the road of the same name marks the scene where the thickest of the fight was fought.

Quebec was again besieged in 1775, this time by an American army under generals Arnold and Montgomery, and in the narrow street below the Citadel is the pass where, in the stormy winter night of December 31st in that year, the ill-fated Montgomery and those who accompanied him were literally mowed down by the irresistible grape that swept the narrow gorge.

Since the failure of its investiture by the American revolutionary army, the city of Quebec has led a less chequered and more peaceful existence. Several visitations of the fire fiend have swept the greater part of the town more than once. Street riots have necessitated the calling out of the local troops from time to time. The withdrawal of the Imperial forces struck a severe blow at both the social and commercial life of the city. The decay of the ship building industry, due to the general substitution of steamships for sailing vessels, and the decrease in the timber export trade produced results most unfavorable to commercial growth. The substitution of Ottawa for Quebec as the national capital had somewhat of a paralyzing tendency. But in

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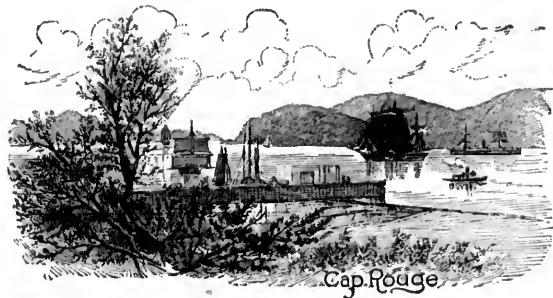
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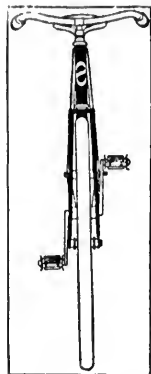
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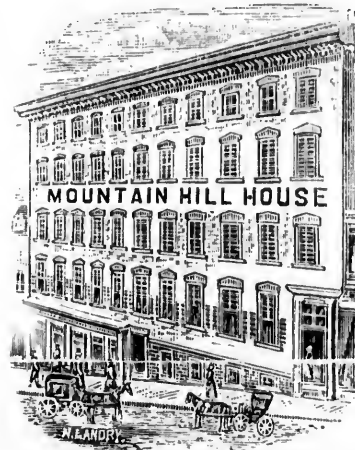
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adian Pacific and at the center of the city.

M.M. Dion & Co. have made a great many reparations and have
made it a first-class hotel at very low prices.

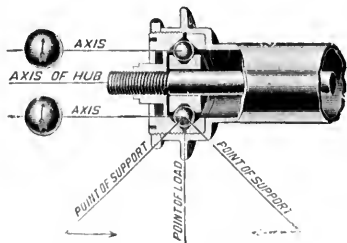
This Hotel is situated at one minute of the street cars

Our Roads.

The environment of Quebec is peculiarly beautiful. Nowhere on this continent is there such a blending of majestic grandeur of mountains and river with lovely peaceful valley. It is a panorama of surpassing magnificence and rural beauty, which charms the eye and captivates the imagination, and it ever changes in the varying lights of summer days, and from the many points of observation. The mighty St. Lawrence spreads, below Quebec, into a great bar where sits enthroned the picturesque Island of Orleans, and opposite, in the dark canyon, the Montmorenci pours its waters into the mightier stream from a height of several hundred feet. On the upland from the beaches spreads, in a long thin string, the populous parish of Beauport, and close behind it the mountains darkling into the valley, not a solid wall of granite, but dark purple-hued mountain behind mountain of many and varying forms. Nearer Quebec the St. Charles meanders through fertile and undulating country dotted with those quaint and picturesque French Canadian homesteads with their avenues of weird Normandy poplars. On the brow of the upland, where the St. Charles takes its mad leap of two hundred feet into the valley below, boldly stand the two villages of Lorette, the one with its magnificent modern parish church, the other with its small quaint chapel, about which cluster the little houses of the Indian reservation, and the back ground of both—broken mountain. The oldest European colony on this northern continent still jogs elbow with the original occupant, and the primitive wilderness. Behind the mountains stretches a primeval bush, a land of many lakes and wild rivers, given over to fish and game for the benefit of anglers and sportsmen to-day; in the future to become the great sanitarium of the continent.

The valley of the St. Lawrence stretches westward for many miles, much further than the

THERE ARE ONLY TWO KINDS OF BICYCLE BEARINGS:



THE EVANS & DODGE.

The axis of balls and hub are at all times PARALLEL.

The points of contact on the bearings are FLAT and expose the SMALLEST possible SURFACE to the ball.

The pathway is ground perfectly true and all the balls bear an equal portion of the load at all times, giving a perfectly EVEN DISTRIBUTION of the work.

The oil is retained in the pathway and CANNOT ESCAPE.

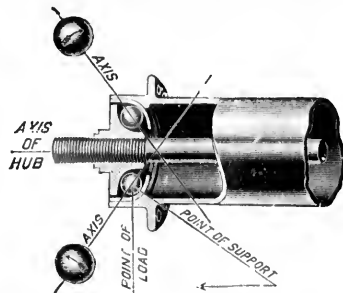
The opening between Hub and Axle is made PERFECTLY DUST PROOF by the felt washer.

The points of support are on each side of the point on which the load is carried, insuring a perfectly EQUAL STRAIN on the Balls.

...The...
E. and D.
Bicycle

Is the only Machine on the market that can be made

ABSOLUTELY DUST PROOF.
 ABSOLUTELY OIL PROOF.
 ABSOLUTELY TRUE. . . .



ALL OTHERS

The axis of the ball is continually CHANGING, causing the ball to twist as well as REVOLVE.

The points, one or both, are concave, and expose a BROAD SURFACE to the ball.

When the cones are concave they cannot be made absolutely true, and the pathway is larger at one point than at another and this point carries the load PREVENTING an equal distribution of the weight.

The oil CANNOT remain in the pathway, but ESCAPES through the opening between hub and axle, which is the lowest point.

The DUST GETS IN where the oil gets out, and further clogs the movement of the ball.

The point of support is at an angle from the point on which the load is carried, making an UNSATURAL STRAIN on the ball.

THIS WHEEL IS BUILT IN CANADA, BY CANADIAN AND WITH CANADIAN CAPITAL. BY RIDING IT YOU SAVE 30 P. C. DUTY AND KNOW THAT THIS ADDITIONAL AMOUNT IS ADDED TO THE VALUE OF YOUR WHEEL.

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MONTMORENCI FALLS IN WINTER.

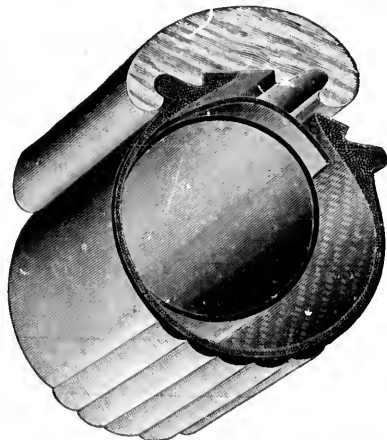
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THE CANADIAN RUBBER CO.,
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MAKERS AND GUARANTORS.

eye reaches, and it is populous and rich ; full of the charm of a life that is nowhere else to be found other than in remoter parts of France in which the customs of the 17th century civilization jostle somewhat curiously with that of the 19th--an odd commingling, but bringing both out in startling contrast.

Down the river, on the north side, the mountains crowd close to its shores, and nestling under one of them is the Shrine of St. Anne, the pilgrimage of thousands of persons annually from all parts of the United States and Canada.

If you stand on the King's Bastion and turn your eyes southward, they will roam from the picturesquely-situated town of Lévis, on the opposite heights of the St. Lawrence, to the great fortifications back of it, and thence over a vast plain until they rest upon the mountains near to the border line. Turn slightly towards the west and the foam crest of the lovely Chaudière Falls comes into view, a short four miles from Lévis, past the pretty Etchemin River, at whose mouth many lumber mills are plainly visible.

Another interest also attaches to the country and places about Quebec, aside from the scenic beauty which is so delightful, and that is the romantic and stirring history which attaches to almost every spot within view or reach from the gates of Quebec. Kingdoms contended here for supremacy on the continent, in fierce struggle, and a budding Republic threw down the gauntlet to the previous victors before the gates, and paid dear penalty on that drear December night, though the invading force continued the siege until the following spring when it retired to Montreal by forced marches. With the light of knowledge of these stirring scenes and of the various points of interest, one's journeyings about the country have all the added enjoyment of the living in imagination those times of long ago.

Every road leading from Quebec is macadamized, not a creation of yesterday, but dating

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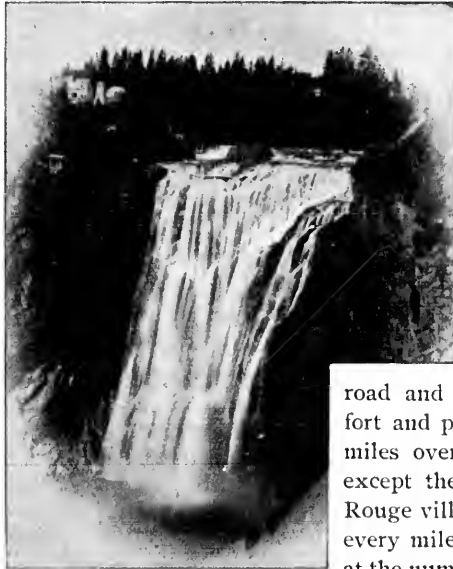
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back forty years or more, and there are between seventy and eighty miles of them in whatsoever direction you list. They are under the control of the Turnpike Trust, a semi-provincial government corporation, and are maintained in the highest condition of order from the revenue derived from the tolls on all horse vehicles.

Surely the coming bicyclist must have been anticipated by the old Quebec fathers, and his future roadway smoothed, for in no other part of Canada or the United States, that we are familiar with, are there such superb bicycling roads, and so many of them. Let our first spin be to:

CAP ROUGE AND RETURN.

If this ride be taken in the early morning or late afternoon, the gracious shade of pine, oak and maple which line the whole length of the St. Louis road and part of the St. Foye road, will add much to the comfort and pleasure of the bicyclist. The round trip is but sixteen miles over smooth macadamized roads without a hill on them, except the short rise at the intersection of the two roads at Cap Rouge village. On both roads a magnificent panorama unfolds with every mile of the journey, and frequent short stops must be made at the numerous points made famous by interesting historical events.



MONTMORENCY FALLS.



Runs from Quebec...
...to Cap Tourmente

Passing the Stupendous Natural Curiosity, the

MONTMORENCY FALLS

And the Celebrated Shrine of the Miracles at

STE. ANNE DE BEAUPRE

The Turnpike road runs alongside this railway all the way, and parties may make the trip on the wheel one way returning to Quebec from any of the numerous way-stations.

The Natural Steps, the **Montmorency Falls**, **Ste. Anne de Beaupré** and **Cap Tourmente** are all on the line of this Railway and should be visited by everyone.

Tickets for sale at the CHATEAU FRONTENAC, the CITY TICKET AGENCIES and at the STATIONS.

...TEN TRAINS DAILY...

Passing through St. Louis gate the stately Parliament buildings, in their ornate grounds that command a vista of mountain, river and valley, first arrest attention. A little further out, on the left, is the Drill Hall, built of stone and of decidedly handsome exterior. In front and facing the street the Short-Wallick Monument, erected to commemorate the gallant services of two brave officers who perished in the performance of their duty at the last great fire in St. Sauveur. The range of heights just beyond, where stand the Martello towers of massive stone construction, indicate the spot where General Murray gave battle to the forces under General Lévis, on April 28th, 1760, and met with such an overwhelming defeat at the hands of the French general that had he not had the fortress of Quebec to withdraw to, the lily of France would have again waved over the Citadel. Here, at a later period, the American force under Arnold were paraded in defiant show before the British garrison, but experience had shown that fighting behind walls was more prudent than an open engagement, and the challenge was declined. At the toll bar we turn aside for a few moments to visit the monument to the immortal General Wolfe, erected on the spot where he fell just as victory crowned the English arms. Before us spread the Plains of Abraham whereon was decided the destiny of Canada, giving it into English hands, after a hand to hand engagement in which both contending armies fought with desperation, the French general, the intrepid Montcalm meeting defeat with death.

We now turn again into the St. Louis road, and speed away to "Spencer Wood," the Provincial Gubernatorial residence, for many years before confederation the official residence of successive English governor-generals. Huge forest pines and oaks adorn the long avenue leading to the house, and as we spin along it, we obtain a lovely view of lawn, cliff, river and distant hills. We may, if time permits, enroll our names on the register kept for callers, but unless it is the official day for calls we are not apt to see any of the Governor's family. Pretty

..RIDE..
The
Cleveland

If you desire the essence
of luxurious enjoyment.
No pleasure on earth to
equal rotary motion if you
are on

A GOOD WHEEL.

The **CLEVELAND SWELL SPECIAL**, Leader of all the Honest High Grades, is
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Solidity, Lightness, Durability and Beauty.

H. A. LOZIER & CO., TORONTO.

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little St. Michael's Church, enclosed in well-trimmed evergreen hedges, next appears, and directly opposite beautiful Mount Hermon cemetery with its miles of close shaven lawns, stately pines and varied monumental constructions. The next three or four miles of our road we pass a succession of imposing country mansions, embowered in trees and shrubbery, the residences of the English gentlemen, who, with an eye to the picturesque, have chosen this road for their homes. The handsome equipages, well-caparisoned horses and imposing-liveried coachmen, which pass us, plainly indicate that the residents of the road maintain considerable style in their establishments. Upon entering the long pine woods that lead to the village of Cap Rouge we



IALDIMAND HOUSE, MONTMORENCI FALL.

dismount for a few moments rest in their inviting shade. Another short spurt brings us to Cap Rouge hill, and far below us nestles the little village, crowding the cliff side and scattering along the Cove, which is full of great rafts of pine from the distant Ottawa. Apart from the beautiful *coup d'œil* which unfolds itself at this westerly point of Quebec's island, for island it has been in some remote past, a strangely interesting history attaches to the spot. Here, in 1541, came Jacques Cartier with his two ships, and wintered in the little river, to lay the foundation of the colony which was to follow, under Roberval, the next summer. Upon his coming a great fort was built on the high



◆ ——— THE ——— ◆

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General Manager, Canadian Government Railways,

JNO. M. LYONS,
G. P. & T. A.,

MONCTON, N. B.

point, also storehouses, mills, a bakery, etc. ; land was cleared and planted, but the little colony did not thrive. It lacked the material of permanency, and the break-up soon followed. But it should be born in mind that at Cap Rouge was started the first European colony on the main land of North America, sixty-four years before Quebec was founded.

We have now turned into the St. Foye road on our return to the city. The view on the entire length of this road is magnificent and of immense extent. At the village of St. Foye, the winter quarters of the American soldiers in 1775-76, and an old redoubt, are still pointed out. The church of that period was the hospital. Picturesque villas, embowered in immense forest trees now line the road until we reach the monument erected to commemorate the fierce battle which ended here on the 28th April, 1760, between the forces under General Lévis, and the British Garrison under General Murray. The monument was the gift of Prince Napoléon Bonaparte, and was erected in 1860.

Within another five minutes we are again within the city limits, and our ride is finished.

THE FALLS OF MONTMORENCI.

In the late afternoon, when the sun is gilding the spires of many churches, far down the St. Lawrence, and upon the Island of Orleans, and the great bay is full of sailing craft tacking about in the light breeze of summer afternoon, a ride to the Falls of Montmorenci along the height above the river, returning in the gathering twilight, after a little supper at the Falls, is a trip which will linger long in memory. We still follow a beautifully macadamized road, free of hills. Nazareth, the great farm house belonging to the Quebec Seminary, is the most conspicuous place we come to, shortly after we cross the St. Charles River, by Dorchester Bridge. It is resorted to, weekly, by the Seminary scholars for their day's outing. The road is now

GRAND TRUNK RAILWAY SYSTEM.

It is the Greatest Scenic and Tourist
Double-Track Route from all points
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QUEBEC.

THE only Line affording delightful views of all the principal cities and points of interest along the picturesque banks of the St. Lawrence River and Shores of Lake Ontario.
The only all-rail route for the West to Cacoma, Dalhousie and other Sea-side and Sea-bathing Resorts on the Gulf of the St. Lawrence.

The direct route to Boston, New York, the White Mountains, Portland, Me., Old Orchard Beach, and all Sea-bathing Resorts on the Atlantic Coast.

QUEBEC is the Gibraltar of America, around which the heroes of France, of England, and of the New England colonies battled for the key of the continent. The atmosphere is saturated with memories of the past, and the lover of history can find no better spot for his studies. Purchasers of tickets *via* the GRAND TRUNK RAILWAY to Quebec, from the West, pass through the famous tubular Victoria Bridge, which crosses the St. Lawrence, and connects the island by rail with the south shore. It is the property of the GRAND TRUNK RAILWAY, and cost more than six millions of dollars. With its approaches, it is nearly two miles in length, and rests upon twenty-four piers of solid masonry, besides the abutments. The centre span is 330 feet wide, and the centre tube is 60 feet above the water. THE GRAND TRUNK RAILWAY in its approach to Quebec *via* Lévis also affords passengers a panoramic view of the historic city, its fortification, Wolfe's Cove, the Plains of Abraham, Dufferin Terrace, the Isle of Orleans and the Falls of Montmorency.

When attending the CANADIAN WHEELMEN'S ASSOCIATION MEET at Quebec, 1896, ask for Tickets via the Grand Trunk Railway System, and see that they read that way.

CHAS. M. HAYS,
Genl. Manager.

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Genl. Traffic Manager.

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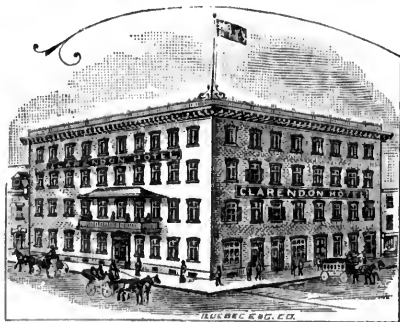
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the . . .

PARLIAMENT
BUILDINGS,
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Corner of ST. ANN and GARDEN STREETS,

Opposite the English Cathedral
and the New City Hall **... QUEBEC.**

... SAMPLE ROOMS ...

MRS. M. J. PELLETIER,

Formerly proprietress of the
BLANCHARD HOTEL.

PROPRIETRESS.

Western Wheelmen

Will be pleased to know that the

ALE AND STOUT

 OF JOHN LABATT,
LONDON . .

Can be found at all First-class HOTELS and RESTAURANTS in Quebec City and Province . .



USE AS A BEVERAGE, an article you know from experience to be WHOLESOME and PURE. If you value your health and comfort, do not trust to doubtful water or other drinks, but take what you know to be good.

Call on my **QUEBEC AGENT,** **MR. N. Y. MONTREUIL,**
and he will receive you cordially. **277 ST. PAUL ST.**

densely populated, the lands divided into long narrow strips, with the houses all hugging the road for closer companionship of their occupants. These houses and outbuildings are of the type peculiar to the farming communities of Lower Canada, and in their fresh dress of whitewash present a decidedly novel but most picturesque appearance. The Seignory of Beauport was granted, as early as 1634, to Sieur Giffard. His daughters married the brothers Juchereau, and their descendants, the Duchesnays, occupied the manor for several centuries. The Beauport Asylum, in its beautiful grounds, is the home of the insane under the care of the Sisters of Charity.

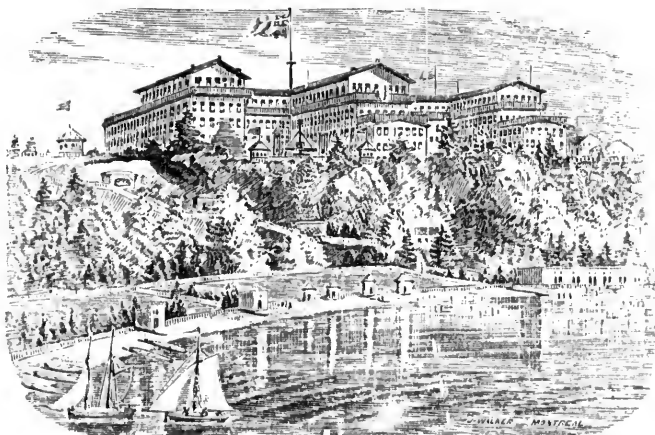
The occupation of Quebec by the Kirkes, from 1628 to 1633, but little affected Beauport, which was then only beginning its existence, but in 1690, when Admiral Phipps appeared with his great fleet, and lauded a force at Beauport, it met with such a stout resistance from the inhabitants and a small body of regulars, as to force it to retire with great loss. Again in 1759, the English under Wolfe, and the fleet commanded by admirals Holmes and Saunders, made many unsuccessful and disastrous attempts to dislodge the French who were entrenched on the heights and at Montmorenci, and fought valiantly, driving the English soldiers and sailors back to the fleet with severe losses and preventing them from crossing the Montmorenci River. The Americans, in 1775 and 1776, took possession of the parish and made themselves at home among the villagers, who, if not directly sympathizing with the invaders, were at least neutral.

"Haldimand House," at the Falls, was the summer home of Prince Edward, the Duke of Kent, the father of our gracious Queen, during his stay in Quebec, when he commanded a regiment of fusiliers. He drove to and from Quebec daily, frequently accompanied by the beautiful Madame St. Laurent.

Though the volume of water is much less than Niagara, the Falls of Montmorenci are

St. Lawrence Hall...

Cacouna



THIS elegant and spacious Hotel, open for guests from June to September, is now one of the most commodious seaside hotels in the Dominion. The bedrooms are large, comfortable and well ventilated, several being en suite. It is supplied with billiard room, bowling alley, concert hall, and elegant parlors. Its extensive dining room is airy and well lighted. The cuisine is unsurpassed, being under the supervision of a competent French chef.

Prices—Fortranient, \$1.50 to \$3.00 per day, \$10.50 and upwards per week, according to location of rooms. Special rates for families for the season and especially for wheelmen.

Cacouna is the leading Canadian watering place, situated on the Lower St. Lawrence, one hundred and twenty miles below Quebec, opposite the mouth of the far-famed Saguenay River.

Sea Bathing, one of the principal recreations with a smooth and gentle sloping beach and no under tow with the tide, is made perfectly safe.

It is from Quebec to Cacouna that the Quebec Bicycle Club has made its great relays, covering the distance of 127 miles in 7 hrs. 16 minutes, with average of $17\frac{1}{2}$ miles per hour.

considerably higher, and present a beautiful effect amid their picturesque surroundings, with the extended panorama visible from the cliff. A walk of a mile up the river brings us to the natural steps, a deep chasm cut through the limestone in stair like formation. A capital, well-ordered little inn at the Falls makes an admirable stopping place. Should the bicyclist care to continue his journey, a good road leads on from the Falls to Bonne St. Anne, the great pilgrimage resort.



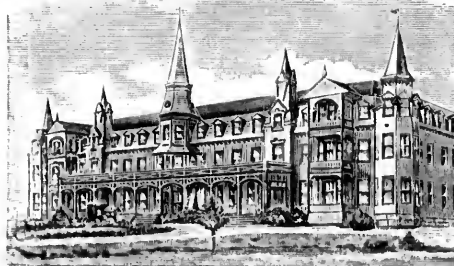
THE RISE.

QUEBEC TO INDIAN LORETTE AND CHARLESBOURG.

Several macadamized roads lead to Indian Lorette, some eight miles from Quebec on the upland north of the city, giving the bicyclist a change of road, going and coming. We take the road by way of Charlesbourg, and at Gaspard's we halt for a cooling drink of spruce beer, and a tramp to the ruins of Chateau Bigot, familiar to all readers of Kirby's "*Chien D'Or*" and Gilbert Parker's

"Seats of the Mighty," as the rendezvous of the notorious and profligate Intendant Bigot, and where, so tradition asserts, was murdered Bigot's mistress, the beautiful Algonquin maid. The parish of Charlesbourg is laid out like a wheel, the church and houses the hub, the lands widening out at the extreme end. This was done for the protection of the settlers in the earlier days, from Indian incursions. From Charlesbourg we turn westward and skirt the upland, from

Hotel



Roberval

MEMBERS OF THE C. W. A.

who visit Quebec, should not fail of this opportunity to cast a fly on the waters of the mysterious "Pikouagami" or visit awheel the legendary regions of which the . . .

HOTEL ROBERVAL
holds the key.

SPECIAL RATES TO WHEELMEN.

TOURISTS, Sportsmen and those in search of a healthy climate for a summer outing, where no malaria or hay fever lurks in the morning, the **Hotel Roberval**, in the land of almost midnight sun, just north of the ridge pole, in the Laurentian Range of the Canadian Adirondacks, on the shore of the Lake St. John, the "Home of the Ouananiche," offers you every attraction.

For sportsmen let me quote the words of an eminent Divine, Dr. Vandyke, of New York :

"But the Prince of the pool was the fighting Ouananiche, the little salmon of the Lake St. John. Here let me chant thy praise, thou noblest and most high-minded fish, the cleanest feeder, the merriest liver, the loftiest leaper, and bravest warrior of all creatures that swim. Thy cousin, the trout, in his purple and gold with crimson spots, wears a more splendid armour than the russet and silver mottled with black, but thine is the Kinglier nature. His courage and skill, compared with thine, are as moonlight unto sunlight, and as water unto wine."

which we have a charming view of Quebec and its fortifications, the River St. Lawrence and the lovely cultivated valley at our feet. The comfortable old farm houses that we pass, among fruitful orchards, indicate a well to do peasantry. At the Indian village we stable our steedless bicycles at Mrs. St. Amand's Hotel, and wander, for an hour, through the streets of the little hamlet, watching, with amused curiosity, the various industries carried on by the men and squaws, all savoring of the primitive life of the Indian, but in the countenances of men and women little trace remaining of their illustrious ancestors, the powerful Huron tribe. The village, however, is full of a quaint interest, and its location directly over the great Falls of the St. Charles River, lends to it a wild beauty. Returning we ride the length of the other Lorette, with its really magnificent parish church, and strangely French features, and then we coast down the long slope that leads to the Little River road, along the banks of which we pass for several miles before reaching the city limits.

OTHER RIDES ABOUT QUEBEC.

The Montreal turnpike leading through the fertile and pretty parishes of Ancienne Lorette, St. Augustin, and thence to Lake Calvaire, and return by Cap Rouge make a delightful day's outing, as does a trip to Lake Beauport, or Lake St. Charles, both within twelve miles of Quebec, where some good trout fishing may be had, and comfortable inns found where one may spend a night if so inclined.

G. M. FAIRCHILD, JR.

Our Sports.

The Q. A. A. A. The respectable age to which the Quebec Golf, Curling and Snow-Shoe clubs have attained, is ample proof that our citizens are naturally a sport-loving people, as also the fact that many smaller clubs, for the practice of lacrosse, cricket, football, etc., were frequently organized prior to the formation of the Quebec Amateur Athletic Association. That these were generally short lived proved nothing against the existence of the athletic spirit here, for as fast as these clubs died out others were formed, and some of these, such as the Thistle Lacrosse Club, the St. George Football Club and others, are still favorably remembered. About the spring of 1891 the Crescent A. A. A. made its appearance, a modest one to be sure, a handful of young fellows playing cricket and football, but such small beginnings often produce great results. They kept hard at work and in spite of many obstacles, the greatest of which was the lack of grounds of their own, they gradually grew in strength and popular favor, and when their football team, in the fall of 1892, won the Intermediate Championship of the Province, the public enthusiasm was so great that they were requested to change their name to that of the Quebec A. A. A., in order to give their association a more representative character. To this they consented and the result was the formation of the present Q. A. A. A. in December, 1892, whose subsequent career has been one of almost unparalleled success in athletic annals.

The first care of the new association was to obtain suitable grounds, and through the generosity of the Provincial Government it was enabled to acquire those it now occupies on the Grande Allée. The merchants of the city also supported them liberally, and the spring of 1893 saw the grounds surrounded by a twelve-foot fence and provided with magnificent



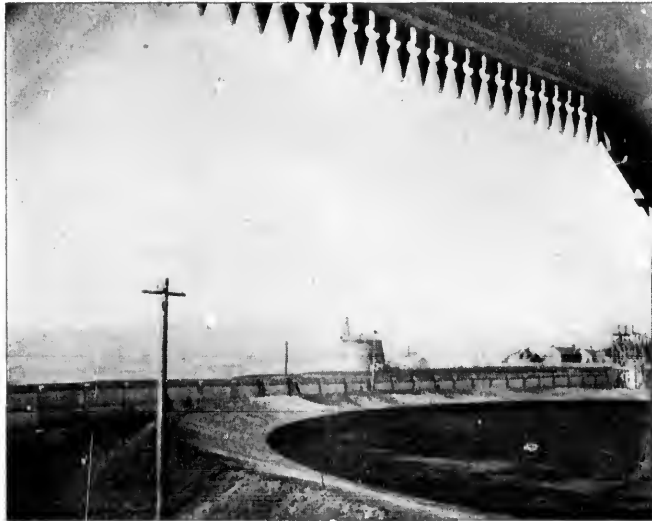
Q. A. A. GROUNDS AND GRAND STAND

stands, costing in the neighborhood of \$3,000. Previous to this the Quebec Lacrosse Club had been formed in affiliation with the Association and entered for the N. A. L. A. Intermediate Championship. During the summer the Quebec Bicycle Club was formed, and the following winter the Quebec Hockey Club fell into line, completing the group of five clubs that now form the Association. A gymnasium and skating rink are also connected with it, but are not run as separate clubs, being under the immediate control of the Board of Directors.

During the summer of 1894 the Association continued to expend large sums in improving their grounds which were levelled at great expense, a quarter mile cinder track laid and a handsome building erected, containing club rooms, offices, caretaker's apartments, etc. The grand stand accommodation, having been found insufficient, was also increased. These improvements having necessitated a large expenditure, the ladies of Quebec came forward, and in the spring of 1895 organized a Fancy Fair in aid of the Q. A. A. A., which was artistically, socially and financially the most successful event of the kind ever held in the city. In the fall of this year, in anticipation of the Annual Race Meet of the Canadian Wheelmen's Association, work was commenced on the new bicycle track, which is now undoubtedly the finest quarter mile track in Canada. Altogether we believe that seldom, if ever, has any athletic association accomplished so much in the short space of three years.

It is our proud boast that our grounds are the most romantic in association and the grandest in situation of any in Canada or, for aught we know, on the continent. Lying to the north of the Grande Allée, about five minutes walk west from the Provincial Parliament buildings, they are neither too much out of nor too much in town. From the north end the ground slopes rapidly down to the valley of the St. Charles River, and the Grand Stand, the Club House and even the playing field itself command a most magnificent view of mountain, river

and plain, extending east and west over some forty miles of territory, and northwards to where the blue Laurentides form the back ground of the picture. Far away to the east Cap Tourment rears its lofty head, nearer can be discerned the purple gorge whence issues the fierce Montmorenci, westward the Indian village and Falls of Lorette, and everywhere little villages clustering around some country church whose tin covered spire sparkles and glistens in the sunlight, yellow looking roads, dark green belts of pines and white-washed cottages surrounded by maple orchards and cultivated fields. And over all is the fascination of the distant hills.



VIEW FROM NORTH END OF GRAND STAND (Track unfinished).

The glamour of the long hill range
With gaps of brightness riven,
Where through each pass and hollow stream
The purpling lights of heaven.

Rivers of gold mist flowing down
From far celestial fountains—
The great sun flowing through the rifts
Beyond the wall of mountains.

To the north and south of the
grounds rise two Martello towers,
grim reminders that what is now

the scene of the mimic war of sport was once the arena where the dusky hordes of Indians strove to resist the invasion of the French, and where later the great armies of France and England fought the battles which decided the destinies of Canada. Dear to every true Canadian heart should be this sacred ground, every inch of which has been furrowed by cannon ball and bullet, and beneath whose sod rest many heroes. In the levelling of our grounds and in the banking of our track, countless were the relics, cannon balls, bullets and even bones that were unearthed. Truly of our playing field we may say as Lord Byron said of Marathon,

"Where'er we tread t'is haunted holy ground,
No earth of thine is lost in vulgar mould,
But one vast scene of wonder spreads around,
And all the Muse's tales seem truly told."

Such thoughts will, no doubt, inspire the competitors for championship honors, who will contend for supremacy on these grounds a short time hence, to even greater efforts.

The surroundings of the grounds too, are in keeping with the eternal fitness of things. They are bounded on the west by a graveyard, a church and a house for the aged and infirm ; on the south by an orphan asylum, a Martello tower and the residence of the deputy chief of police ; on the east by a Franciscan nunnery, which is also a hospital, while another hospital and church are in course of construction. To the north they are only bounded by the wide horizon. Could any more fitting adjuncts for a C. W. A. Meet be imagined? The protection of the law, the consolations of religion, the provision for the widows and orphans and the stimulating suggestiveness of the hospitals and cemetery, all combine to give a sort of prepared-for-every-emergency feeling, the supporting nature of which can only be realized by those whose grey hairs testify to the experience of many meets.

F. M. MACNAUGHTON.



GRANDE ALLÉE AND ST. LOUIS GATE.

The Wheel.

An impression seems to prevail throughout Canada that in matters bicycular Quebec is away behind the times and that it is only within the last few years that the wheel has been known here. Quite the contrary is the case as the following authenticated clipping from the Quebec Chronicle of April 13, 1869, proves:

"Velocipede Races.—The velocipede races took place yesterday afternoon according to previous arrangements, on the deal wharf of Mr. Laroche, St. Paul street. The first race, for a prize of \$15, was won by Mr. C. Duquet, after an exciting contest, doing the half mile in one minute, nineteen seconds. The second race, seven entries, for a purse of \$10—won by Mr. L. Gingras. Time, 1.27. For the third race, a prize of \$5, there were eleven entries. It was won by Mr. Turcotte. Time, 1.35." The Mr. Duquet referred to as winning the first race is at present the Honorary President of the Quebec Bicycle Club, and claims to have been the owner of the first bicycle built in America. This wheel was constructed in 1868 by a Quebec mechanic, under his own supervision, after plans taken from the "Scientific American." Quebec is, in fact, the pioneer city of the bicycle business and sport in America, and though our appearance in the C. W. A. arena is of recent date, we have created enough stir to make up for lost time.

Ever since the appearance of the first wheel in the city, the sport has continued with more or less success, and several important clubs flourished in the seventies and eighties.

The rapid growth of the present Q. B. C. attests the popularity of the sport. Our club, though just entering its fourth year, has a membership of 700, the largest of any on the continent, and has secured the coveted distinction of a C. W. A. Meet on its track.

Hockey.

Lacrosse has long been called the National Game of Canada, but the public interest taken in hockey of late years entitles it to share that distinction with the Indian game.

The conditions of the game render it more distinctly Canadian than Lacrosse; the latter can be played in any quarter of the globe, the former in but few countries outside the Dominion.

Hockey is the evolution of the Scotch game of "Shinny," and wise legislation and much practice have reduced it to a science. It has been played in Quebec since its first appearance on ice with more or less success, but the hardest sort of hard luck, which has dogged our teams, has prevented the championship ever coming to our city. In 1886 the Canadian Hockey Association was formed and a challenge system of championships formed. Previous to this there had been many games played, of which no accurate record can be obtained, though in 1882 we find Quebec playing a draw with the Victorias, of Montreal, on their own ice. In 1892, the last year of the challenge system, the Quebec team made a magnificent showing. The championship was then in Ottawa, and our team made two attempts to win it. In the first the score was two all, at the call of time, and it took Ottawa forty minutes to score the winning game. In the second, Ottawa won by two goals. In 1893 a series system was adopted, and in 1894 the end of the season found Quebec tied with Ottawa, Montreal and Victoria for first place. In 1895, although the record of games won was not as good as it might have been, yet it fell to the Quebec Club to redeem the credit of Eastern Canada by defeating the Winnipeg team, who would otherwise have returned with an unbroken record of victories.

Quebec always has been and always will be a hockey stronghold, and whether her proverbial hard luck at this game sticks to her or not, her teams will always be found dangerous opponents.

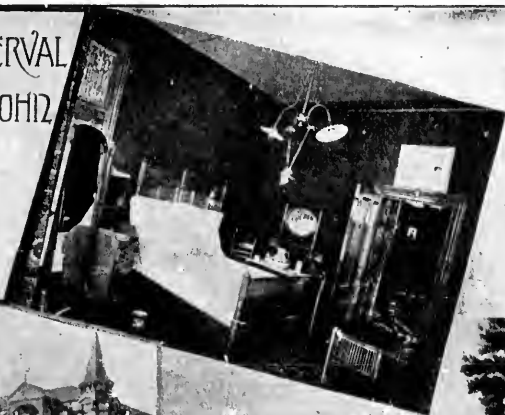
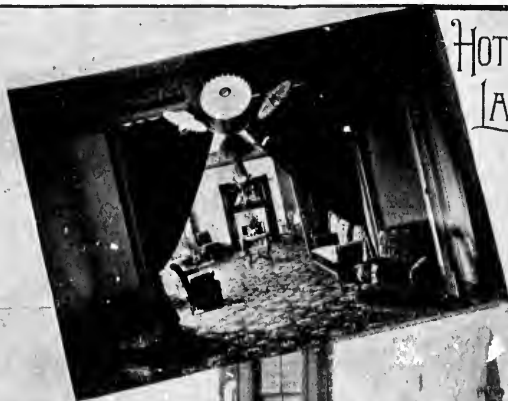
Football is represented in the Association by the Quebec Football Club, which is looked upon as the banner club of the Association ; Lacrosse, by the Quebec Lacrosse Club, which held the Intermediate Championship of Canada in 1894 ; and Cricket, by the Quebec Cricket Club.

Many other branches of sport are actively practised in Quebec, but do not come within the scope of the Association. The golf, curling and yacht clubs are old established and prosperous institutions, while tennis, skating, trotting, bowling, billiards, etc., all have their devotees.

Enough has, perhaps, been said to show what a hearty, healthy and persistent love of sport can be found in the Rock City. It might be added that in no other place does a higher standard of purity and honor in sports exist. Our teams go into the field asking for nothing but fair play and the best men to win, and they have shown that, while enjoying to the full the glory of victory, they know also how to take a defeat and can be generous in cheering the successes of other teams. The Q. A. A. recognizes that the fostering of this delicate sense of honor, the upholding of the highest possible standard of integrity and generosity in sport is the most important part of their work and that, lacking this animating principle, the most perfect outward organization would be worthless.



HOTEL ROBERVAL
LAKE ST. JOHN
P.Q.



Balcony

Through the town at Lake Mouth



One of the colleges



Mississippi River

Lake St. John and the Saguenay.

Who has not heard of the furore created amongst tourists and sportsmen by the recent opening up of a new and fascinating route to the far-famed Saguenay River in northern Canada by way of Quebec and Lake St. John? One of the most romantic round trips ever planned for a Summer outing consists of a triangular trail—if we may be pardoned the paradox—from Quebec to Lake St. John, by a railway that crosses the Canadian Adirondacks for one hundred and ninety miles;—from Lake St. John to Chicoutimi, at the head of navigation on the Saguenay, by the last completed link of this railway, and back to Quebec by steamer through the deep rift cleft in the massive mountains of the Saguenay by the dark majestic river of the same name on its way to the sea. From the mouth of the Saguenay at Tadousac, the steamer's route to Quebec in its ascent of the noble St. Lawrence lies past the fashionable Canadian watering places of Cacouna, Rivière du Loup and Murray Bay, the miracle-working shrine of La Bonne Ste. Anne and the lovely Isle of Orleans; the most magnificent view obtainable of rock-girt, Citadel-crowned Quebec being that to be had from the deck of the approaching steamer. But what shall we say of the ever-changing panorama of precipitous mountains towering overhead, of yawning chasms deep below, of the scores of fish-laden lakes and the miles of rapturous river rapids, which unfolds itself to the tourist as the train follows the serpentine course of the new iron road that invades the wilderness home of the bear, the moose, the caribou, the beaver and the aboriginal Montagnais Indian? What ideal camping sites for the artist, the angler or the hunter! What a palatial summer hotel and what home-like comforts at Roberval, overlooking the great inland sea, whose opposite shore is veiled from view by intervening space! This Lake St. John is the source of the Saguenay and the home



ST. ROCH'S SUBURBS, AND THE VALLEY OF THE ST. CHARLES.

of the famous ouananiche or fresh-water salmon, the greatest game fish in existence. The anglers loudest in its praises are those who have crossed the Atlantic or come from the Southern States to give it fight in the rapid waters of the great lake's discharge, or in its mighty tributaries, some of which are over a mile wide at their mouths and hundreds of miles in length. Here the comfort and safety of the tourist or angler are looked after by the Indian guides who pitch his tent, cook his meals and propel him with rapid yet easy gliding motion over seemingly endless water-ways, in the birch-bark canoes of which Longfellow has so musically sung in Hiawatha.

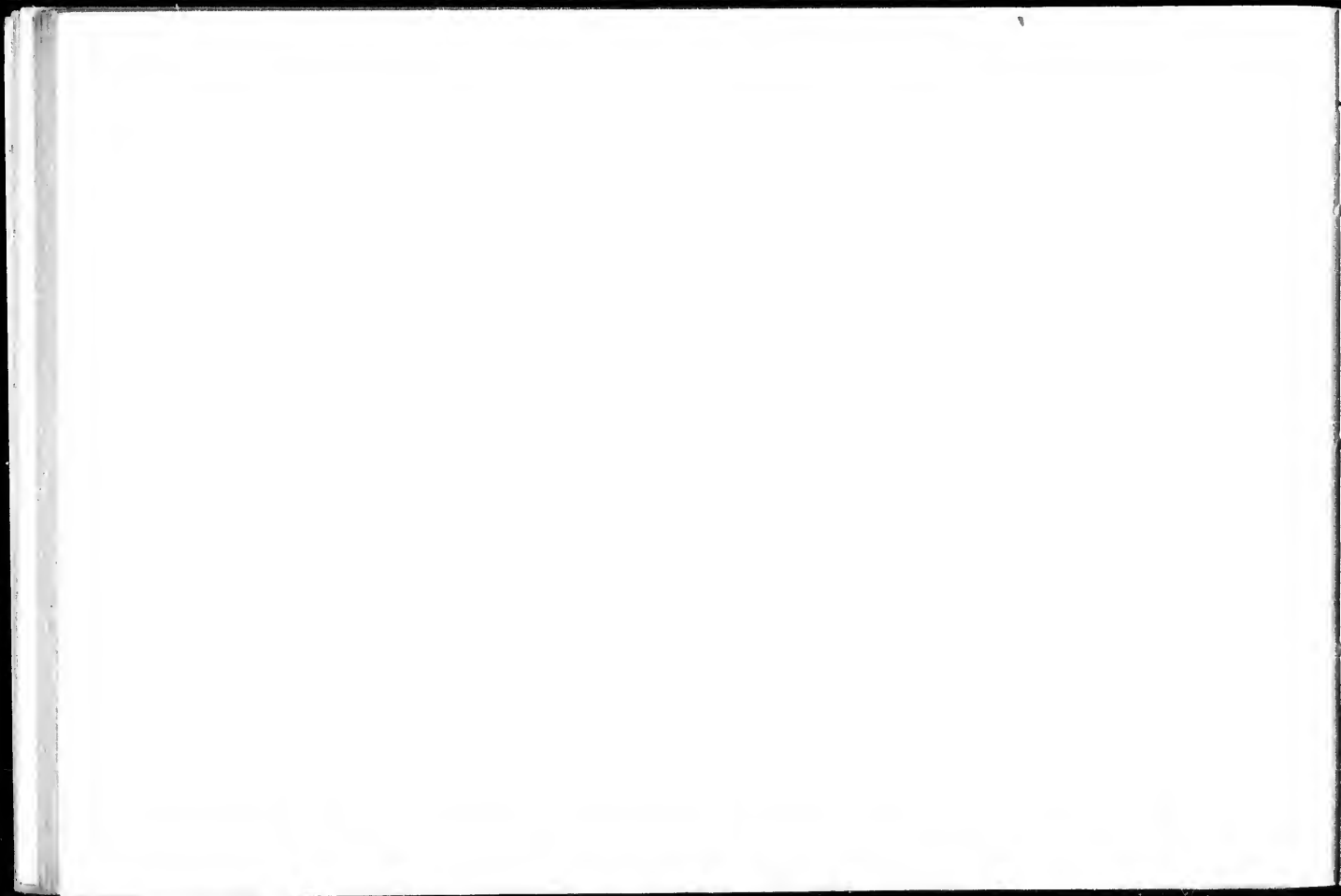
Intercolonial Railway of Canada.

What has been said of the Intercolonial Railway by an experienced traveller:—

“It has decidedly the advantage from the standpoint of picturesqueness. It skirts—and I only refer to the through route—the shores of the beautiful Baie des Chaleurs—following for miles the curves of the bay, each bend revealing a scene of ever-changing beauty. Leaving the sea-shore it follows the windings of the Restigouche and Metapedia—now dashing wildly along an ever-changing declivity with the foam-crested waters of the river below—bye and bye approaching a chasm, only to dart across an iron causeway setting aside the barriers of nature—here are towering hills, looking to-day, despite a garment of snow, dark and threatening, but to-morrow the buds upon the countless trees will be the harbingers of a luxuriant summer's foliage. Away to the north, speeds the train until it reaches the shores of the mighty St. Lawrence, where every mile presents an ever-changing panorama of river scenery. Many railroads, more talked about, possess far less charms than the Intercolonial. If

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CUSTOM HOUSE.

is not a tid-bit of scenic picturesqueness here and there—such as has served to make the fortune in tourist travel of many a railroad, but a constant presentation of such scenery until it culminates in the magnificent view which suddenly breaks upon the sight as the tourist approaches the ancient capital of Canada. The Isle of Orleans in the centre of the river, with a wide stretch of water on either side; the towering heights of Montmorenci, with the mighty falls tumbling into the still mightier St. Lawrence; the ancient city of Quebec, with its myriads of tin roofs reflecting the dazzling sunlight; the towering height, capped by the historic citadel, which still holds the key to the St. Lawrence; the Plains of Abraham beyond, whereon was fought that mighty battle upon which the fate of the continent depended; the majestic river, bearing upon its bosom not merely a crowd of pleasure crafts but a merchant fleet gathered from all nations, command universal admiration.

“The seasons come and go with their noticeable changes, but none are more perceptible than those to be seen while travelling over the INTERCOLONIAL RAILWAY OF CANADA. This railway furnishes to the general traveller all the comforts and conveniences of modern invention, while the pleasure-seeker, fisherman and sportsman find few if any equals. Its summer resorts and places of interest are quite numerous, as it penetrates that portion of Quebec and the Maritime Provinces, so noted for game of all kinds in great abundance. Quebec, old, quaint and romantic—noted for its ancient structures as well as modern improvements, is on the line of this road. The traveller in his journey over this famous route for hundreds of miles intersects an abundance of noted rivers, cascades, cataracts and scenery of vast and romantic beauty, such as cannot be found anywhere else—*not even in the great Yosemite Valley of our western country.* The hotels which furnish homes for tourists or business men are second to none, their tables laden with fish, game, and everything the appetite can crave.

The dyspeptics and invalids cannot find elsewhere the health restorative that nature supplies in the forests and fields of these provinces. The traveller over this great line of road is brought to the proud old city of Quebec, one of the most noted in the world, and here has a chance to visit the Heights of Abraham, where the great battle between the French under Montcalm and the British under General Wolfe, occurred, in which both commanders were killed. No more delightful or interesting trip could be taken as it passes through a land rich in the materials of history, romance and poetry. The line of railway connects the famous cities of Quebec, St. John and Halifax, passing through a great many other historical points of which we have not made mention. The management of this colossal thoroughfare has been such as to place it beyond criticism. Its patrons receive such attention as to warrant their implicit faith in the road.

"The Intercolonial Railway makes special low rates, and thus affords tourists an opportunity of making a tour which will be indelibly impressed upon their memory and prove a thing of beauty and a joy forever. Sportsmen will find the rivers, lakes and woods along the Intercolonial unequalled."

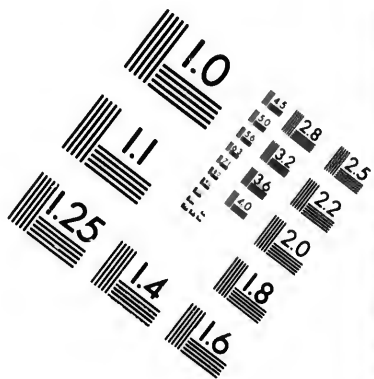
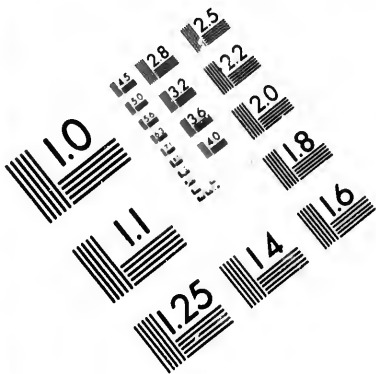


Officials of the Fourteenth Annual Meet of the C. W. A.

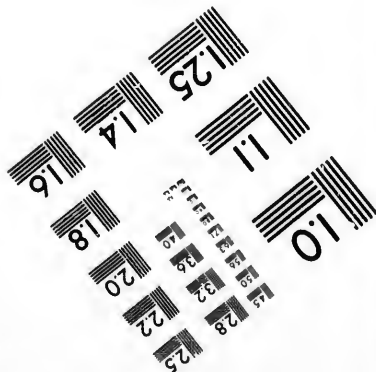
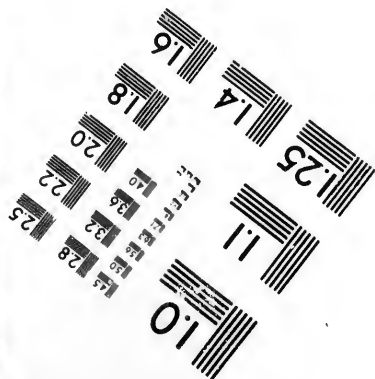
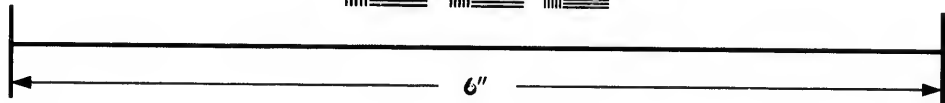
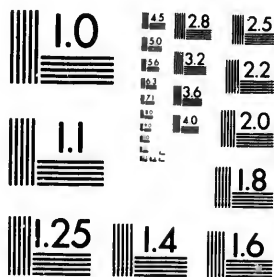
<i>Referee</i>	GEO. H. ORR	<i>Chairman Racing Board.</i>
<i>Starter</i>	HAL. B. DONLY	<i>Secretary-Treasurer C. W. A.</i>
<i>Judges</i>	R. A. ROBERTSON	<i>President C. W. A.</i>
	E. B. RYCKMAN	TORONTO.
	J. G. GAULD	HAMILTON.
	DR. BALFOUR	LONDON.
	LOUIS RUBENSTEIN	MONTREAL.
	J. M. SCULLY	WATERLOO.
<i>Official Timers</i>	A. O. HURST	<i>Vice-President C. W. A.</i>
	A. E. SWIFT	QUEBEC.
<i>Assistant Timers</i>	DR. P. E. DOOLITTLE	TORONTO.
	GEO. C. BROWN	TORONTO.
	C. W. WELLS	WATERLOO.
<i>Clerk of Course</i>	WM. HUTCHISON	QUEBEC.
<i>Assistant Clerks</i>	D. J. WATSON	MONTREAL.
	T. A. BEAMENT	OTTAWA.
	ARTHUR HENRY	QUEBEC.
<i>Scorer</i>	J. E. WILLOWS	TORONTO.
<i>Assistant Scorers</i>	J. M. BARNES	ST. JOHN, N. B.
	A. E. WALTON	TORONTO.
	BLOS P. COREY	PETROLIA.
<i>Umpires</i>	L. A. BLAGDON	RIVIERE DU LOUP.
	OMER CARRIER	LEVIS.
	J. A. FRIGON	THREE RIVERS.
	J. W. WOODSIDE	SHERBROOKE.
	A. L. MCDUGALL	<i>Wanderers.</i> MONTREAL.



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lian Line.*

FULL INFORMATION CAN BE OBTAINED BY WRITING.

C. E. E. USSHER,

Assistant General Passenger Agent,
MONTREAL.

D. McNICOLL,

Passenger Traffic Manager.
MONTREAL.

Programme of Races.

AMATEUR.					PROFESSIONAL.						
		1st.	2nd.	3rd.	4th.		1st.	2nd.	3rd.	4th.	
1	Mile Novice,	\$25.00	\$10.00	\$5.00	—	1	Mile Open,	\$75.00	\$40.00	\$20.00	—
1	" Open,	25.00	15.00	—	—	1	" Handicap,	50.00	25.00	15.00	\$10.00
1	" Handicap,	25.00	15.00	10.00	\$5.00	1	" 2.40	30.00	20.00	10.00	—
1	" 2.25	20.00	10.00	5.00	—	½	" Open,	35.00	15.00	10.00	—
½	" Open,	20.00	10.00	—	—	½	" Championship				Gold Medal
½	" Championship					1	" " " " " "				"
1	" " " " " "					5	" " " " " "				"
5	" " " " " "					2	" Tandem Championship				2 Gold Medals
2	" Tandem Championship										

3 Mile Team Race for W. G. & R. Trophy.—Amateur.

Entrance Fees to Championships and W. G. & R. Trophy Race, \$1.00; for other Amateur events, 50c.; for other Professional events, \$1.00. Races governed by C. A. W. Rules. Entries must be accompanied by cash.

Seats can be secured in advance on application to the Secretary at 35c. per seat. The plan of the Grand Stand will be opened in Quebec, June 15th. Advance applications will be numbered and filed. Orders will, on opening of sale, be filled in the order in which they were received. Cash must accompany all orders. Not more than ten seats will be sold to one individual, except secretaries of affiliated C. W. A. clubs.

Admission to Grounds, 50c. Seats on Grand Stand, 25c. extra.

For entry blanks, programmes containing full information, hotel accommodation, and all details, address:

ROBERT HUNTER,

Sec. Meet Com., 28 Louis St., Quebec.



THE NEW COURT HOUSE.

Programme of Amusements.

As far as decided on at time of going to press (May 25th), the programme of amusements is about as follows: (There will be lots more, of course, and everybody who has had any experience with these meets knows that the real fun lies, not in the set pieces of the programme, but in the good natured, if somewhat noisy and tumultuous gaieties that centre round them. And for this sort of fun our city and our programme present unlimited possibilities.)

Monday and Tuesday.

Band Concerts on Dufferin Terrace, sight-seeing trips around the harbour and to the Island of Orleans, and rides to places of interest.

Wednesday.

9 a. m. Cricket match, McGill College vs. Quebec C. C.

9.15 a. m. Hill climbing contest, starting from Jacques Cartier Square *via* Crown street, Cote d'Abraham, D'Youville street, back of Montcalm Market and finishing at head of Esplanade.

10 a. m. Parade to Lieutenant-Governor's residence, Spencer Wood.

2 p. m. Races on Q. A. A. A. Grounds.

Evening. Grand Promenade Concert.

Thursday.

9 a. m. Rides to Falls of Montmorency and Falls and Indian Village of Lorette, starting from Dufferin Terrace, *via* St. Roch and St. Sauveur.

2 p. m. Races on Q. A. A. A. Grounds.

Evening. Open air concert on Dufferin Terrace, bands, etc. Distribution of prizes by His Worship the Mayor.

Friday.

- 10 a. m. Excursion to La Bonne Ste. Anne, by rail or wheels.
 2 p. m. Ride round Cap Rouge.
 8 p. m. Lantern Parade in Fancy Costume. Band on the Terrace.

Saturday.

- 9 a. m. Rides to Lake Calvert and Claudière Falls.
 Excursions to Lake St. John and the Saguenay and to the salt breezes and sea beaches of Cacoma, Murray Bay, etc.
 Regatta at Lake St. Joseph. Evening. Band on the Dufferin Terrace.

Throughout the week the best of sailing, rowing and bathing may be had, visits to ocean-going vessels, both steam and sail; bowling, billiards and golf; cricket and lacrosse, etc., etc., will be continually on the tapis. Magnificent side trips to the mountains, lakes and seaside on all lines every day.

Notes.

OUR ADVERTISERS.

The attention of visitors to Quebec is directed to the advertising pages of this book. They will find there almost everything they are likely to require while in the city, from hotel accommodation to a mixed drink, or from a bicycle repair to a solid gold timer. The Souvenir Committee hope that, before purchasing anything, our visitors will refer to these pages. Those that patronize the C. W. A. Souvenir should receive the C. W. A. patronage.

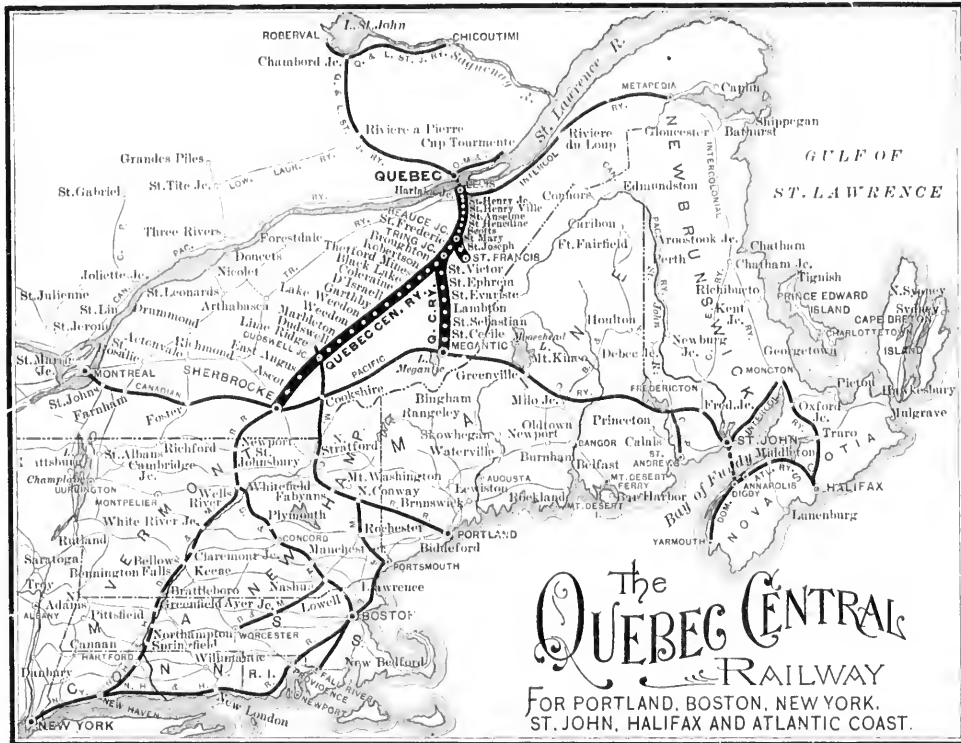
Messrs. Rice, Lewis & Co., Toronto, have donated two pairs of Morgan & Wright tires for prizes for the C. A. W. Meet.

Mr. Michel Coté, of the "Vendome," Quebec, has given a gold medal valued at \$25.00.

Transportation to the Meet.

Up to time of going to press we have received the following reports, as to transportation, from the Transportation Committee of the C. W. A. :—

The following rates have been ratified by the Grand Trunk, the Canadian Pacific and the Richelieu and Ontario Navigation Company. Round trip tickets from Toronto to Quebec, at \$10.30; sleeping car fare from Toronto to Montreal, \$2; parlor car Montreal to Quebec, 75c.; sleepers attached to through special trains direct to Quebec, \$2.75 each half section. Meals and berths, \$2.75 per day extra, on Richelieu and Ontario steamers. Special side trips have also been arranged from Quebec, which will be announced in the next issue of the WHEELMAN. Clubs chartering sleepers for three or more days, \$45.00 per day per sleeper, sleepers to contain not less than eighteen passengers. Special trains will be arranged for giving a rapid through service and will be announced in our next issue. A special steamer—the Eurydice—has been chartered to make the round trip from Toronto to Quebec and return, leaving Saturday night, June 27th, returning Saturday night, July 4th, for the rate of \$2 per day. (See advt.) Her charter entitles her to carry five hundred and sixty, and on four hundred berths being sold the rate will be lowered to \$1.75 per day, including passage, berths and meals, in fact, all expenses for the trip. Bicycles carried free and passengers live on the boat while in Quebec, thus avoiding any hotel expenses whatever. All Canadian railways, excepting the Intercolonial, on and after May 18th, charge for bicycles carried by passengers the excess baggage rate on fifty pounds with a minimum charge of twenty-five cents, but where large parties are chartering trains, arrangements can be made for special baggage car for wheels,



which will probably be carried in that case free of cost. For points other than Toronto the railway rate is based on the same tariff, viz. : Three cents per mile for the first twenty miles, then two cents per mile for the remainder.

P. E. DOOLITTLE, M. D.,

Chairman Transportation Committee.

The Local Transportation Committee have arranged for the following rates and side trips, viz:

Halifax, Pictou and New Glasgow to Quebec and return	\$12.50
Moncton and St. John and all intermediate stations to Quebec and return	8.65
Pointe du Chêne	9.50
Amherst	10.00
Truro.	12.00
Mulgrave.	14.00
Sydney and North Sydney	15.00

And other stations proportionately. Dates of issue, June 29th and 30th; time limit, ten days.



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BICYCLE NOVELTIES.

D. MORGAN,

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QUEBEC.

Most Fashionable Tailoring ^{AND} Gents' Furnishings.

Side Trips.

QUEBEC AND LAKE ST. JOHN RAILWAY.

Quebec to Chicoutimi by rail, returning by Richelieu and Ontario Navigation Company's steamers down the Saguenay River and up the St. Lawrence to Quebec	\$5.00
Quebec to Roberval and return, all rail	3.75
Quebec to Lake Edward and return, all rail	2.25

All other stations at rate of one half first-class return fare. Good returning one week from date of issue. Wheels carried free.

RICHELIEU AND ONTARIO NAVIGATION CO.

Quebec to Chicoutimi and return, all boat	\$4.00
Quebec to Murray Bay and return, all boat	2.00
Quebec to Rivière du Loup and Cacouna and return, all boat	2.00
Quebec to Tadoussac and return, all boat	2.50

Good to return one week from date of issue. Meals and berths extra. Wheels carried free.

QUEBEC, MONTMORENCY AND CHARLEVOIX RAILWAY.

Quebec to Ste. Anne de Beaupré and return	50c.
Quebec to Montmorency Falls and return	25c.

Good for date of issue only. Wheels carried free.

INTERCOLONIAL RAILWAY.

Quebec to Rivière du Loup and return	\$2.35
Quebec to Cacouna and return	2.40

Or all stations west of Campbellton, one cent per mile each way. Time limit, one week from date of issue. Wheels carried free.

The Wheelmen's Route

TO QUEBEC MEET, JULY 1st, 1896.

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Between St. John, N. B.,
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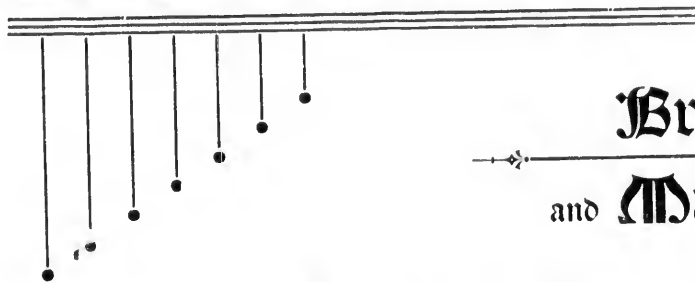
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