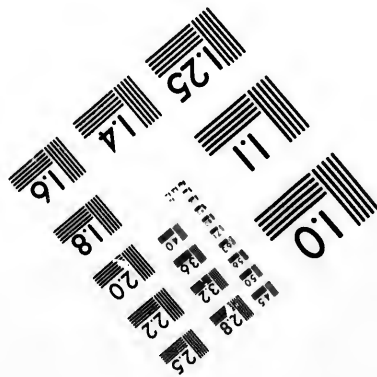
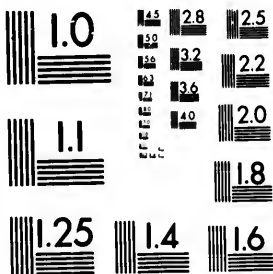


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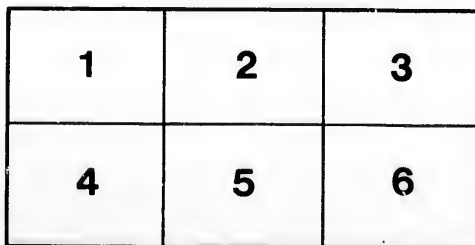
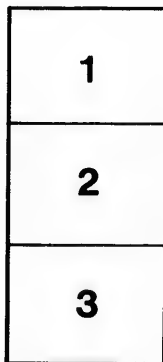
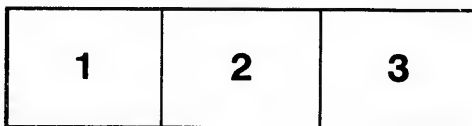
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B. Sulte
vol 746

D.

THE CITY OF
THREE-RIVERS

AS A

SEA-PORT

AND HER

NET-WORK OF RAIL-ROADS.

BY

GEORGES BALCER

CONSULAR AGENT FOR FRANCE, AND SPAIN
VICE-CONSUL
FOR SWEDEN AND NORWAY.

THREE-RIVERS, 1880.

Journal des Trois-Rivières Printing Office.



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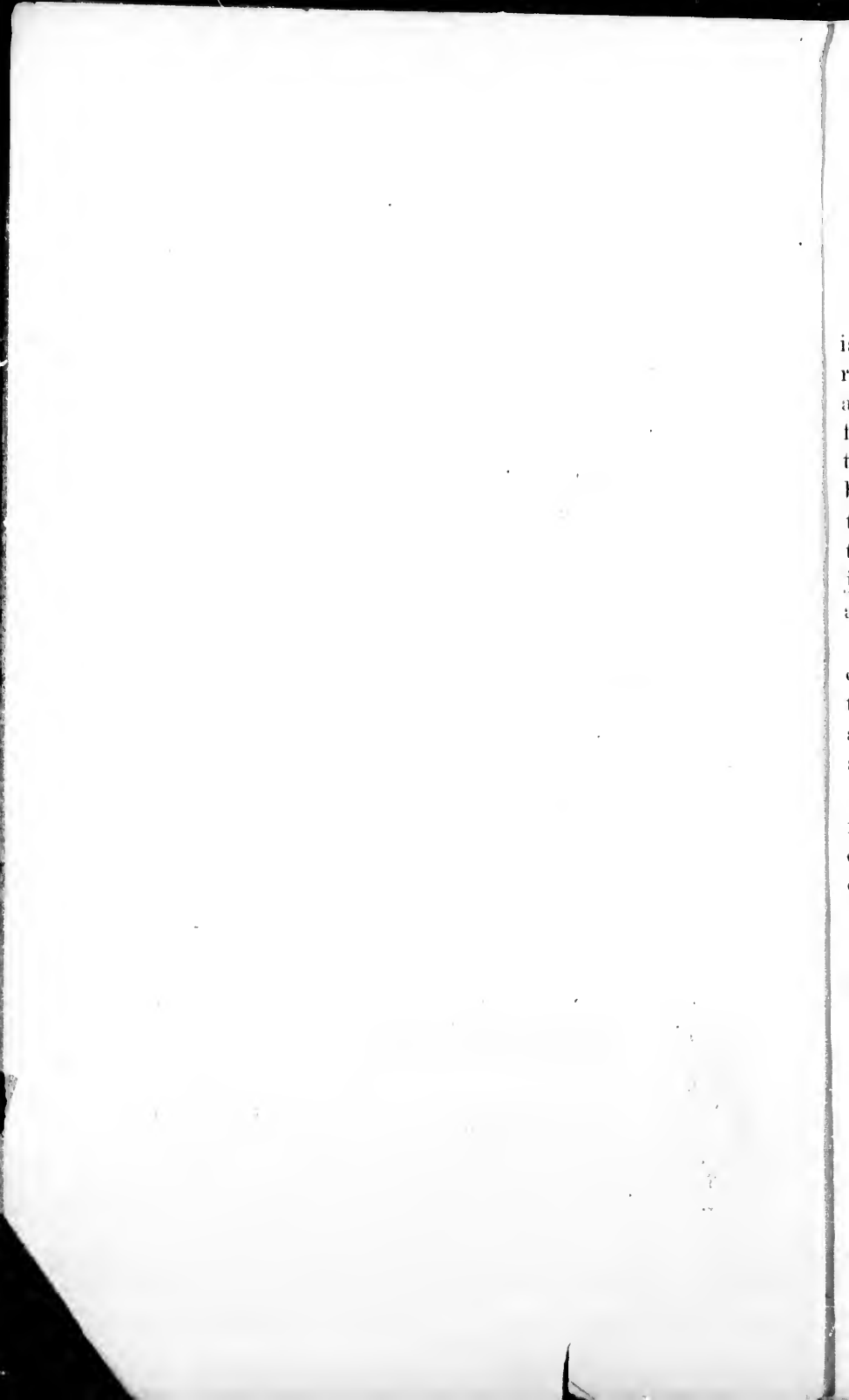
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PREFACE.

The history of many cities on this continent of America is frequently of a wonderful nature. Some rise, with a rapidity unknown in any other country or in any other age, from a mere village into an emporium ; others are founded in a spirit of greatness and do not deceive the hopes of their founders ; while others again, like still-born children, never see the light of the future for which they were conceived. A mere hazard often seems to guide the Goddess of Fortune, while well combined plans, better judgement and clearer foresight are generally the helping agents and the promoters of many destinies.

Here in Canada, where growth never takes such a rapid course, where everything matures in time and in season, the progress of our communities is apparently slow, and in a very few instances only do we share the surprise of a astonished observer.

Still the history of many of our important centres are full of instruction, and, without dwelling too long on the enormous difficulties of the earlier period, many a tale of continual hardship, constant struggles, indomitable energy and disappointed hopes may be related with profit to the present and even to a future generation.

The Province of Quebec, especially, is one of the oldest battle fields in the history of this continent, and very few hamlets can be found which do not share in the glories and the miseries of a past which is undeniably full of merit. It may be that some localities are still resting on their laurels and require earnest appeals for a resurrection ; but others have taken advantage of all circumstances which came within their reach. Quebec, the ancient and glorious

capital ; Montreal, the pride of Canada, have attracted and steadily fixed the attention of the world upon their fame, and their present importance—historical or commercial—is everywhere admitted.

Three-Rivers, which shared from the earliest period the fortunes of her sister cities Quebec and Montreal, is one of the oldest on the continent, and has a past well worthy of being remembered. But—be it fatality, want of energy, unsurmountable difficulty or any other cause—her progress has not been so rapid or enduring. Once the residence of Governors and the headquarters of the first commercial company in Canada her destiny seemed so bright and so sure that few other places could dispute with her the claim to be first among the settlements of "La Nouvelle France." But relying too much on this prestige, and the attention of most of her citizens directed to adventurous enterprises, to military exploits or to continual vigilance, and the rest intrenched in dignity or absorbed by more urgent wants, she gradually lost sight of those means of advancement so absolutely necessary in the struggle for existence in a new world,—and soon the rising stars of Quebec and Montreal threw glooming shadows over the future of Three-Rivers. And for years she remained in almost a dormant condition, awakening only from time to time and putting forth a sudden spurt of energy—but relapsing as soon into the fatal indolence of the past.

But as rumor favors her — although without positive proof—that at one of her timber-yards the first steamer which crossed the Atlantic, the "*Royal William*," was build :—when history records that direct shipments to Europe were effected from her port long before any large sea going vessel attempted to reach Montreal ;—when the first iron furnace in the country had been established and worked in her immediate vicinity,—then the respect of the commercial world will join in the faith of the historian and agree that

in such a community there is still a good element for final success and plenty of hope for a bright future.

As circumstances generally alter cases, so circumstances well applied must alter the destinies of individuals, of cities and of countries. During the last twenty five years a marked improvement has occurred in Three-Rivers ; a steady advance can be noted, and this progress was merely checked by the late terrible commercial crisis which caused a dead-lock in the commercial life of the whole world. In spite of these bitter times, or rather during their interval, events have taken place which will alter the nature of Three-Rivers to such an extent that it will be impossible to prevent her coming forward to the front rank among our business centres.

We undertake the task of relating in the following pages the various changes through which Three-Rivers has passed during her existence, of dwelling upon her present condition, of pointing out and analysing the circumstances which recently have been brought into life, and whose influence and probable results we confidently submit to the consideration of the interested commercial community.

THREE-RIVERS

is situated in $46^{\circ} 22''$ north latitude, and $72^{\circ} 31''$ west of Greenwich.

Her position, near lake St. Peter, on the north shore of the river St. Lawrence and at the mouth of the large river St. Maurice, has the particular advantage of being at the head of the natural deepwater navigation on the St. Lawrence, and of commanding the vast territory of the St. Maurice whose superficies exceeds 200,000 square miles.

The population of Three-Rivers according to the last census amounts to 10,137—of which about 9,000 are French Canadians and the balance of British or foreign descent.

The early history of the place is rather interesting, and, although we have no particular reason to dwell here on purely historical considerations, yet her existence is so closely identified with the general history of the Country, that a short synopsis—sufficient at the same time to give an idea of the terrible hardships with which were associated the birth of the nation—may not be altogether out of place.

HISTORICAL SKETCH.

I

1534 - 1599

It was in the beginning of the 16th century, the era *par excellence* of the discovery of a North west passage to Japan and China, that two Italian navigators, Giovanni and Sebastiani Caboto, acting in the interest of England, and another Italian, Giovanni Verazoni, in the service of France, explored the coast of North America in the hope of finding a shorter route to the east. After many fruitless attempts, commencing from the Gulf of Louisiana to the rocky coast of Labrador, the first named power, relying on the reports of her commanders, abstained from further exploration in this direction, and turning their attention more to the northward, finally discovered Hudson's Bay.

François I however, acting under the advice of his Grand Admiral Chabot, decided to renew the attempt, and, in the year 1534, commissioned two vessels under the command of Jacques Cartier, a daring navigator of St. Malo, with orders to resume the researches commenced by Verazoni.

And with his two small crafts and 120 followers this intrepid explorer sailed, on the 20th April 1534, from his native place on his perilous mission.

Guided by an adventurous spirit the small fleet soon crossed the Atlantic eventless and in perfect safety. And almost immediately, as if led by a lucky star, Cartier discovered that Newfoundland was not a part of the main continent, as had hitherto been generally supposed :—on a bright summer morning the straits of Causo opened silent

and unobstructed before the astonished sailors. And so, full of anxious but hopeful expectation, they sailed through this friendly gate and had the honor of being the first to enter the waters of the Gulf. Sailing under the northern coast of Nova Scotia the Group of islands, known now as the Magdalen Islands, were soon sighted, and on the 24th July 1534 the fortunate discoverers anchored in view of the main land. At this point, now Cape Gaspé, Cartier and his followers landed the same day. After having returned thanks to Heaven with joyfull hearts, they erected a cross bearing the coat of arms with the Fleurs de Lys and an inscription, thus formally taking possession of Canada in the name of François I and under the title of "La Nouvelle France."

So the most sanguine hopes of Chabot and Cartier were already partly realised—a new country had been discovered and another territory added to the crown of France.

From Gaspé the expedition sailed cautiously along the northern coast as far up the river as Tadoussac.

Returning home at the end of the same year Cartier submitted to the King the result of his eventful cruise, and, being armed with greater powers and better equipped, he sailed again in the following season for his new possessions. This time his fleet consisted of three vessels, manned by hardy seamen and by quite a number of young noblemen. Cartier weighed anchor from St. Malo on the 17th May 1535, his vessel, the "Grande Hermine" of 120 tons, taking the lead. In this his second voyage he completed the discovery of the Gulf and on the 5th September, St. Laurentius' day, entered the river, giving to this noble Stream the name of that Saint according to the custom of the time. Continuing his course up the river, and admiring the beautiful and wild scenery of the Laurentides, he passed the Island of Orleans and moored his little fleet in the St. Charles river near Stadacona—the future Quebec. But anxious to advance still westward Cartier, after only a few

days rest, proceeded up the river in the "Emerillon," the smallest of his vessels, a galleon of about 40 tons carrying two small boats and about 50 men, and reached the Indian village of Hochelaga—the present site of Montreal.

Here the advance up the main river necessarily ended:

Two great objects seemed to guide Cartier: the discovery of a practicable highway to the east, and the establishment of permanent posts to facilitate trade with the Indians and their conversion to Christianity. In furtherance of these views he entered into communication with the various tribes he met, contracted several treaties with prominent chiefs and also carefully explored the interior of the country. In one of his first expeditions he discovered the St. Maurice river, called by the Indians "Metaberoutin" or the stream formed of three rivers—and, on the 7th October 1535, the coat of arms of the descendant of Saint Louis and a cross (the third planted on Canadian soil) were erected on one of the small islands at the mouth of this river—showing proudly to the astonished natives the symbol of the power of distant France.

But here also a series of difficulties commenced.

Misled by the Indians who, in their exaggerated language made him believe in the existence of a vast and immensely rich territory in the direction of the setting sun, he at once made an attempt to ascend the St. Maurice, hoping at the same time to find a less difficult passage and a final outlet to the eagerly desired route to the East. But in vain. The boats crews of hardy explorers were compelled to return: the numerous rapids, following in continuous succession, and the formidable cataracts, headed by the imposing Falls of Shawinegan, forced them but too soon to abandon the scheme as impossible.

After several fruitless attempts in other directions Cartier began to realise the fact that he was surrounded by

an immense country, studded with innumerable lakes and almost unending streams—that he was in reality in the very centre of a continent far more difficult to penetrate than to cross the roaring waves of the mighty Ocean. And a feeling of disappointment came over this brave heart; doubts took possession of his mind, the future of his undertaking seemed to be sealed more and more in mystery. He felt deeply the pains and the hardships of his followers and all the difficulties with which nature seemed to combat him; and worst of all, he foreshadowed the merciless sarcasm of an unfeeling and ignorant crowd, and the terrible opposition he would have to overcome in higher quarters.

Burdened with such thoughts he passed the winter near Quebec, and leaving a detachment there and another at Tadousac, he went to France in 1536 and returned only in 1541.

The fears of Cartier were only too soon realised. In spite of the importance of the newly acquired and immense territory, very little was done for Canada. There being no immediate tangible results, who was the man sufficiently far seeing to foretel the future?—Where was the courtier who, in one of the most frivolous courts of the time, dared to plead for the humble sailor who, instead of bringing his hands full of gold, brought only a new continent to his King and more fame to his Country?

The fate of so many other men of genius was finally to be his reward. His name, which for years filled an entire nation with awe and astonishment, fell into oblivion, although enobled by a King. Purer and with infinitely more glory his deeds come to us, and his memory is forever engraved in the hearts of the Canadians. But his contemporaries so completely neglected the man that no one can even tell when he died, no one can point out the spot where his bones are resting!

This his last voyage in 1541 was of very little avail. Cartier was then accompanied by the Vicomte de Beau-pré and some other gentlemen, who had in their train a number of freedmen. To these the first attempt at colonisation is due ; on a very small and defective scale it is true ; but, considering the circumstances and the final departure of Cartier in 1542, very little more could be expected.

During the succeeding 60 years history records merely the exploits of a few individuals who, attracted by the charm of a life full of independence and adventure, or in search of wealth, followed from time to time the example of Cartier. And these hardy pioneers of a future civilisation were left neglected and alone, to keep alive, in this remote region and wilderness, the name and the affection of the mother country.

It is true that during the greater part of this period France had been almost constantly engaged in civil or religious warfare. During the weak reigns of Henri II and François II, under the gloomy power of Charles IX, fatally guided by his terrible mother Catherine de Medici,—crime and anarchy, jealousy and murder were to such an extent the order of the day, that the interests of distant colonies could scarcely ever be considered by the rulers. They were left, unaided, to their own resources, or committed to the care of individuals or companies who, for the most part, had only their personal aggrandisement in view. At last, under Henri IV, we find that a rational interest was again taken by the home government in her colonial possessions. The reign of this King, short as it was, raised the French monarchy to a height of power and intellect seldom previously attained ; and when Richelieu followed, the colonial question had acquired such an importance, that it occupied a foremost place in the reforms then introduced. From this time also we are enabled to give precise and detailed facts, and we

may accept that epoch as the real starting point of the history of our country.

After the death of this great statesman however, the administration of Cardinal Mazarin, impregnant with the smallness of views and the petty intrigues of his leader, neglected the wise measures introduced by his predecessor; and it was left to the genius of Colbert to redeem again for the colonies, the right of a serious consideration. And the memory of this glorious era in French history recalls, even to the present generation, the gratitude of the Canadians for the indomitable energy and the profound solicitude with which their interests were then furthered and the future of the country viewed and cared for.

But alas! for the sake of his Country and for Canada this man retired too soon. "*L'Etat c'est moi*" followed, accompanied by "*tel est mon plaisir*," and the threat of universal dominion arrayed the whole of Europe against France. And thus the exaggeration of precisely the same forces which raised the reign of Louis XIV to the pinnacle of glory, prepared and led to a general weakening of the state. And before the mortal remains of this ruler were so unceremoniously hurried to the crypt of St. Denis, the unwise ambition of this "*Grand Roy*" had sealed the doom of the monarchy, and with it, the destinies of the colonies. The Regent was certainly not the man to save such a perilous situation, and the sad reign of Louis XV could only hasten the conclusion.

And to say if only a few years more of that generous and rational policy of Colbert had been allowed—if a few more of such enlightened men as de Tracy, Talon or de Callières had been at the head of our administration—the disasters which befel this our colony during the last century would most likely have been avoided, the result,—we may assume,—would at least have been different.

1599 - 1737

The last year of the 16th century is the first in which, commercially speaking, any notice of consequence was taken of the city of Three-Rivers.

In the year 1599 de Pontgravé of St. Malo and Pierre Chauvin of Rouen, merchants and navigators, sailed from Honfleur, under the direct patronage of King Henri IV to establish permanent posts and a regular trade in Canada. After visiting several places they stopped at the mouth of the St. Maurice, and Pontgravé, having been here before and knowing that at certain seasons of the year large gatherings of Indians were held at this point, strongly urged the establishment of a permanent settlement in this locality. But Chauvin, considering the great exposure of the place, decided in favor of Tadousac, and so the latter—now a very small village and summer resort—had the honor of becoming the first regular commercial station in Canada.

We hear nothing more about Three-Rivers until the year 1603 when Sieur de Champlain, representing the Viceroy of La Nouvelle France, accompanied by the same Pontgravé, who was in reality the promoter if not the actual founder of our city, after having erected a fort at Quebec, came to examine the suitability of Three-Rivers as a military as well as a trading post. This time Pontgravé's views in favor of the locality prevailed, and the result was that a small body of officials, employed by the "Company of the Hundred Partners,"—then holding the monopoly of the fur trade and all other business in Canada, established themselves on the spot known as the *Plateau*—now the centre of the City.

As early as 1615 regular religious services were held here, as well as at Quebec and Tadousac, and thus a permanent colony at Three-Rivers was secured.

The new station soon became a favored resort for the Indians and a lively trade ensued. Although for some time after the post was established, the settlement was not always inhabited during the year—for most of the officials moved to Quebec during the winter,—still the station at Three-Rivers was considered the most valuable in the country. From the year 1617 we have on record an uninterrupted history of interesting events connected with Three-Rivers; but, as it does not come within the scope of our undertaking to reproduce all these historical details, we will merely glean, from several writers, a few of the most important items as connecting links, so as to come soon to the point where our present interest is chiefly centered.

From time immemorial, or, more properly speaking, from times anterior to Jacques Cartier's voyages, the Aborigenes who possessed the site of Three-Rivers and the country around it were the Iroquois, a tribe belonging to the "Five nations." In one of the sanguinary wars, so prevalent among the Indian race, and shortly before the arrival of the first discoverers, the Algonquins, also a powerful but less ferocious tribe, became masters of this part of the country. The long established rivalry between these savage foes, stimulated by this conquest of one of the most coveted hunting and fishing grounds, resulted in a series of almost uninterrupted hostilities, which continued for generations and with varying successes. At the time of Champlain's first visit to Three-Rivers very few Indians were to be seen. The Algonquins, and their allies the Hurons, recently terribly beaten by the Iroquois, remained concealed in their forest; only the canoes of the victors appeared on the St.

Lawrance, thus rendering the approach of this great highway almost inaccessible. Having been sorely pressed by the Algonquins, who from the days of Cartier showed an amicable disposition towards the French, and also by the Montagnais who traded at the posts in a friendly manner, Champlain, in 1609, undertook an expedition against their mutual foe. Although considered a wise measure at the time, this action on the part of Champlain proved really disastrous. From this simple decision long continued hostilities ensued, a series of serious obstacles to the developement of French influence in North America was created, and the slow and difficult progress made by the struggling colony for many years afterwards must mainly be attributed to this cause. In thus openly taking part with their hereditary foes, the vengeance of the "Five Nations," which in course of time became such a powerful combination, was aroused against the French, and this enmity was never appeased.

Champlain arrived at Three-Rivers on the 1st July 1609, followed by a great many canoes of Algonquins and Hurons, and waited the arrival of his Montagnais contingent before opening the campaign against the Iroquois, which was waged out of our district.

In 1618 these same allies, for whom France sacrificed so much, reduced the rising colony almost to the verge of ruin. Out of a petty quarrel which occurred at Quebec, and in which two whites were killed by the Montagnais, a conspiracy followed which was entered into by the Indians of the different tribes. Their object was nothing less than the destruction of the entire colony. Eight hundred warriors of these tribes assembled at Three-Rivers and planned to massacre all the Europeans at that post; if this succeeded a determined attack on Quebec was to follow, and the entire white population was to be massacred. Fortunately the plot

was discovered in time by the Réc. Mr. Duplessis, who succeeded after enduring many trials and privations, in affecting a reconciliation.

Soon after this event the quarrel with the Iroquois assumed a more serious character. But the result this time was that the alliance between the Hurons, Algonquins and the Montagnais with the French was consolidated ;—an alliance which, through sheer necessity more than from real affection, was for ever established. At this juncture the Algonquins tried hard to induce Champlain to resume a more active part in the general hostilities, but, being aware of the serious consequences of any action with the Indians, their efforts remained without effect.

In 1624, through the untiring exertions and salutary influence of the missionaries, peace was at last established between the French and the friendly Indians on one side, and the Iroquois and their allies on the other. A large number of Indians, comprising 60 canoes of Hurons, 13 of Algonquins and 25 of Iroquois, came down the St. Lawrence in company to the general assembly at Three-Rivers, where the treaty of peace was to be solemnly ratified in presence of Champlain. Larger flotillas of warriors soon followed from other quarters, and never was seen in Canada such a large gathering of Indians from the various nations and tribes. The fires of the Great Council were lighted after preparations of the most imposing description; and the assembly opened with the usual ceremonies. After many conferences and lengthy debates a general peace was proclaimed and finally concluded. But treaties in those days as well as in our own times, were made only to be broken again. The fickle and barbarous Iroquois soon found an opportunity to recommence hostilities, and their enemies were not slow to share the responsibility.

At this period the Iroquois traded with the Dutch

colonists on the Hudson, as well as with the English of New-England. The wars of the 17th century, so often revived between France, Holland and England, transplanted to this continent the animosities from the other side of the ocean. The friendship of the neighbouring colonists being from the very beginning of a precarious nature, such a tenacious animosity may be easily explained. Thus we always see the colonists taking up the quarrels, and on each occasion a far more bitter warfare was carried on against each other in North America, than did their respective nations in Europe. With obstinacious hatred all the Indian tribes of the "Five nations," until then only secretly supplied with fire arms and ammunition by the Dutch and English, hailed with great joy every declaration of war. They seconded the plans of the enemies of the French, and supported by such powerful allies, hostilities presented from that time a most fearful character. This horrible calamity weighed upon Canada with almost ruinous effect. It is unnecessary for us to dwell upon the details of this sad period ; we can easily comprehend the injury thus inflicted on French commerce, and what a serious obstacle was occasioned to the development of the colony which had to contend, almost unaided, against overwhelming odds. Until the year 1665, the Iroquois and their allies prosecuted their incursions so fiercely and successfully, that the country was nearly reduced to the brink of ruin. It might really have succumbed, had not at length the court of France, after repeated demands, come to the rescue of the well nigh exhausted colony.

In 1662 Monsieur Boucher, Governor of Three-Rivers, was sent to France by Mr. de Mézy to solicit some assistance from the Imperial Government. After more than two years of begging he at last succeeded.

The arrival of a small but efficient military force ; the

abolishment of the "Company of the Hundred Partners" which had never fulfilled half of its obligations; the establishment of a kind of Government,—far from being perfect we grant—had for effect to partly alleviate the just claims of the colonists, and to raise the courage of the people. Under the influence and energy of de Tracy's administration a new era of prosperity dawned on the colony. By Mr. de Frontenac's exemplary chastisement of the Iroquois, a peace of eighteen years duration was brought about, during which time immense progress is noted. The colony recovered slowly but effectively from her losses. Attracted by such favorable circumstances a pretty large immigration soon followed, which not only infused new life into the settlements, but brought with it an element for agriculture and industry never before seen in this country. For hitherto the prospects for the settler were more than questionable, their very existence rested entirely upon uninterrupted vigilance, on hardships unknown to any other colonists; they were literally bound to handle day and night the musket and the axe at one and the same time. Under such circumstances it was absolutely impossible to expect a regular development of the country. But it is to the glory of those hardy settlers to have held their own against such tremendous odds; it was only owing to their indomitable courage, to their strenuous efforts, that the colony was sustained, and the foundation of a new race was laid on the banks of the St. Lawrence.

It is generally admitted that, in the year 1663, the entire French population of Canada numbered only 3000 souls. A hundred years later, when the colony passed under British rule, the population numbered 76,000. Of this number about eight ninths comprised the early settlers and their descendants, as the total immigration from France, from the very beginning of the discovery of Canada

up to that period, amounted to only 8000 souls. When we consider this immense developement, we are at a loss to account for the criminal neglect with which, at regular intervals, the court of France treated her Canadian possessions. The circumstances and the policy which favored and built up the English colonies—liberal institutions and immigration on a extensive scale—were completely denied Canada. The incessant application of the absolute authority of the king ; the jealousy prevailing among the members of the sovereign council ; the cupidity and prodigality of some of the Intendants—accomplished the rest. —When the last and terrible conflict between the English and French on the north of our continent took place, the great disproportion between the attacking and defending forces, the utter neglect and indifference of the court of Versailles upon such a vital question to the nation ; to be or not to be a colonial power—all this left not a particle of doubt as to the final result. And during four years of despairing expectations—without almost any succour from France—Montcalm and Vaudrenil at the head of a handful of Braves, endured untold of miseries in sustaining the final struggle. Their heroic endeavour, their victories even which exhausted their last resources,—all and every sacrifice should be—and were alas ! in vain !!!

After such constant reverses of fortune, with which the early history of Canada is so profusely strewn, what important progress can be expected from an isolated settlement ?

Three-Rivers had been established chiefly with the view of concentrating and fostering the widely extended fur trade. She was also intended to serve as a barrier against incursions of the Indians, and as an outpost, or advanced guard, to ensure the safety of Quebec where, for the time being, the entire fortune of the colony was centred.

Under cover of her batteries the head factory of the company found ample security, and this protection also served to encourage the settler who cultivated the soil in the vicinity of the post. For many years the early immigrants preferred to settle near Quebec, and it was not until a later period that a larger agricultural element established itself higher up on the banks of the St. Lawrence. In 1638-9 we find the first Seigneuries granted in our district. In 1634 (from which date the parish register of Three-Rivers commenced) a notable increase to the population of the post arrived in the shape of a number of immigrants, who took up their permanent residence here. These newcomers who, for the most part, were from the Provinces of Normandy and Aunis, were nearly all engaged by the company for the fur trade and other branches of their general traffic. But many of them settled on concessions in the immediate vicinity, and so we see Three-Rivers at this early date established as the *chef lieu* of the surrounding country.

This progress continued for many decades.

But as the soil in and around the town is to a great extent of a light sandy nature, Three-Rivers became in her turn the nursery for emigrants, and for generations she poured a continual stream of her rapidly increasing population, into the new parishes on the south shore of the St. Lawrence and on the Richelieu river. It is chiefly owing to this circumstance that must be attributed the strange fact that, in spite of her destiny, even down to the present day the number of her population always remained limited.

When in 1645, the company of the Hundred Partners found it advantageous to concede the right of trading, under certain restrictions, to the citizens of Quebec, Three-Rivers and Montreal, the people of Three-Rivers entered, with increased energy, into the fur trade. From these early times down to our days the numerous *voyageurs*, hunters

and explorers who have traversed this continent, from the Great Lakes to the Gulf of Mexico, from the Atlantic to the Pacific, can nearly all trace their origin to the early settlers of Three-Rivers. And not only did these adventurous men penetrate the wilds of the unbroken forest, acting as guides to the pioneers and as settlers of the Great West and the valley of the Mississippi, but we also find them ready to share the dangers of war and rally to protect the new home of their fathers. We might instance the case of François Hertel who, with his three sons and about fifty followers aided by a few Indians, boldly attacked in 1690, the large English settlement of New Hampshire, and for months maintained his supremacy in the field.

But in course of time, this adventurous disposition cherished by the people proved very injurious to the welfare of Three-Rivers and the colony at large. It had the effect of dispersing the scanty population all over the continent, and withdrawing them from the more desirable duty of settling in their own colony. It also rendered it impossible to keep, close at hand, a sufficient number of defenders to resist any sudden attack on the colony, or to be prepared for any emergency.

While this spirit of adventure continued to be the leading feature in the character of our young men, Quebec and Montreal became developed to a greater extent than their sister city of Three-Rivers, and soon became larger centres. Although Three-Rivers always maintained her supremacy in the fur trade, her progress was very slow indeed until towards the beginning of the last century, a new impulse was given to her advancement.

1737-1825.

The first discovery of iron ore in Canada may be clearly traced to the year 1667. Although the Jesuit Fathers had been aware, for a long time, of the existence of mineral wealth at several points and particularly in their Seigneury of the Cap de la Magdeleine, no attempt had hitherto been made to prosecute this new source of prosperity. In the year above mentioned, we find Colbert strongly advising the Viceroy and Governors of Canada to explore diligently for iron and other productive mines, so that such fact being known in France, they might serve as an inducement, and stimulate immigration to the colony. In the year 1668, under the sagacious direction of Monsieur de Talon, the iron mines near Three-Rivers were visited by a sieur La Potardière who, on his return to Quebec reported—strange to say—unfavorably as to the quality and quantity of the ore. Notwithstanding this unfavorable opinion interest in these mines was not lost sight of. In 1672 the Viceroy, comte de Frontenac, personally inspected the different places in our vicinity, and in his notes to the Imperial government the various mines were laid down as being of very great value. In 1681 and 1686 the Marquis de Denouville also reported to the same effect. Still, very few practical steps were taken until 1737, when a company was formed to work these mines, which obtained a large grant of land and the site of the St. Maurice Forges, situated about eight miles north of the city. But having exhausted their capital in erecting furnaces, smelting houses, workshops and other buildings, they were compelled in 1740 to return their charter to the Governor of Three-Rivers. From this moment the imperial Government of France undertook the works and carried them on very successfully, as appears by an official docu-

ment dated 1752, in which year Monseigneur Franquet, then colonial Inspector, visited the Forges. During the whole of the official administration large additions and improvements continued to be made; from 250 to 300 people were usually employed. Some of the buildings still remain, and we have only to look upon these monuments of a bygone period, to be convinced of their great extent and importance. Under the constant supervision of experienced directors skilled workmen were brought out from France, and the manufactured articles of the St. Maurice forges became soon the leading iron staples, known and appreciated from one end of the country to the other. These articles consisted chiefly of a variety of stoves, cooking utensils, large kettles for making potash and maple sugar, cast and wrought iron work for saw and grist mills, etc. Large quantities of pig and bar iron were also exported to France, and later on to England, where the St. Maurice iron was at once admitted to compare most favorably with the best iron produced in Europe. The French government, or more properly speaking the colonial administration, also cast cannons, shot and shell at these forges during the last war with England, prior to the conquest.

After the transfer of Canada to the British crown in 1760, the English Government rescinded the working of the establishment on her own account, and rented the forges to responsible parties who carried on operations on a very large scale. In the year 1800 Messrs. Munro and Bell were the lessees, at a rent of eight hundred pounds per annum.

In addition to the St. Maurice forges, other iron works were established at various times in the vicinity of Three-Rivers. We find them at St. Génève, in Champlain, L'Islet, St. Tite, as well as the extensive establishments at Radnor and Rivière aux Vaches.

Although under the old regime, manufactures in the colony were generally prohibited in deference to the manu-

facturing interests of the mother country, and at the same time all intercourse for purposes of trade with the English and Dutch colonies to the south was strictly forbidden. we find that, dating from the time of Talon's wise administration, the colonists began to produce various articles for their own domestic use. In one of his reports to the imperial Government the justly proud Intendant remarks : " our peasants can clothe themselves from head to foot in " apparel of their own making." Soon after this period, commerce and industry were extended, and up to the end of the French domination salt and potash, masts and timber, flax and hemp, coarser grains and fish, were exported in French Canadian vessels to the mother country and the West Indies.

Apart from the products of the mines and the fur trade, of which Three-Rivers continued to be one of the chief centres, our city cannot boast of contributing a very large proportion of the trade of the colony. Still she furnished her quota in the shape of potash and timber, which found their way to several foreign markets.

After the treaty of Paris, when Canada became irrevocably an English dependency, a large and serious emigration took place from all parts of the colony. Many of the the best and wealthiest families returned to France, and most of those remaining in the country isolated themselves so completely that, for a long time, even ordinary social intercourse with the new rulers was totally suspended. As a consequence of this state of affairs we see quite a new element, for a considerable time, at the head of all commercial enterprises. England, guided by the selfish and unscrupulous principles then in vogue in all North American Colonies, forced upon the conquered Province her commercial policy and all its consequences. In protecting exclusively her own industries, she estranged the French Canadians entire-

ly from their old market, and forced the merchant upon a new one, which could not be otherwise than absolutely unknown to him. To Great Britain were sent all our exports, and English manufactured goods were the only goods allowed to be imported. We therefore see in Three-Rivers from this time, up to about 30 or 40 years ago, the entire wholesale importing and shipping trade, solely in the hands of English traders. Through them a vast amount of merchandise was distributed throughout the adjoining district, and from our port, in which were collected a great many articles of export, direct shipments continued to be made.

From the very beginning of this new era we see our trade chiefly in the hands of the family of a most enterprising man, Aron Hart Esq. This man, and after him his sons, monopolized up to the last generation the entire traffic of the vast extent of country known then as the Government of Three-Rivers, larger by far than many kingdoms of olden times. For the reason above stated this field was so to say uncontested, by French-Canadians totally abandoned, and offered to a shrewd business man all the advantages that could be desired. To some member of this family, in company with associates from Quebec, is attributed the building at one of our ship-yards, of the FIRST STEAMER which crossed the Atlantic—"THE ROYAL WILLIAM."—Although generally admitted, positive proof of this assertion cannot be satisfactorily furnished. Still the rumor is worth while to be related, and we have all reason to be proud of even this supposed honor. At any rate, an extensive correspondance was carried on for a long time, between Aron and Moses Hart of Three-Rivers and Robert Fulton of New-York, as appears from records now existant in this city. And one of the first steamboats on the river—if not the first—for Montreal also claims the honor to have introduced it in 1809) was build by him and run between

Quebec and Montreal. Not very long ago, old citizens could well remember the time when this new kind of craft left our wharfs, and when, on arriving at the foot of the current near Montreal, a team of oxen was obliged to tow her up into the harbor.

That ship building was a regular industry of our port, is an old and uncontested fact; quite a large number of vessels for river and ocean traffic were build in our yards.

Here we may close the investigation of the past, and dwell with more interest and certainty on the doings of the present generation.

ACTUAL PERIOD.

Under the former period of the political division of Canada prior to Confederation, the important public works and improvements in the respective Provinces, of which we are so justly proud, were introduced and partly executed. The people of Lower-Canada, (Province of Quebec) aware of the immense advantages of our geographical situation, natural wealth and growing population, and stimulated by the rapid progress of Upper-Canada, became alive to the importance of the rapidly increasing resources of the province, commenced the series of works which speedily effected a material change in the prosperity of our country. In the front rank of our resources we must place the enormous extent of our forests, which not only will enable us to furnish for many years to come, foreign markets with our timber, but which will also prepare, for future generations, an unlimited space for new homes and new cities. Our mineral deposits come next. Then our present position as a nation, and finally the geographical situation with those incomparable water routes, which need no further eulogies, nor detailed explanations. We are already able and prepared to carry to the extremities of the Globe, not only the products of OUR SOIL and our INDUSTRIES, but we are able and ready to forward under the most favorable condition those of the western provinces of our Dominion, as well as a part of the adjoining states of the American Republic.

We have already stated that the position of Three-Rivers at the head of the natural deepwater navigation of the St. Lawrence, and at the mouth of the river St. Maurice, give her a particularly favorable advantage. In support of this statement we have only to take a view of the commend-

ing points overlooking both rivers, and we cannot be accused of exaggeration, when we predict that, in the near future, quite a serious attention will be drawn to such a situation—not only by interested parties—but by the commercial community at large. In this our era of cheap and rapid transport, in which the concentration of power, speed and space, is becoming an absolute necessity and so to say the main element of success, the time will soon arrive when the draft of water of sea going vessels will no longer be from 20 to 22 feet, but when it has to be increased in proportion to the required carrying capacity, which already produced vessels of 4 and 5000 tons, with draft of water from 25 and 28 feet and even more. Once these changes in ocean vessels becoming introduced, the practicability of the water routs will have to be considered first. And where artificial means must be employed to render them suitable, quite a serious problem will have to be solved, which will not less seriously occupy the mind of the shipowners, the Legislators and the public in general. Questions of free ports and free harbours will then be related to the second rank; the further deepening of lake St. Peter will involve such an expense, that even Montreal may shrink from the idea to have it enforced at the cost of the entire country.

But it is not our intention to enter now upon purely speculative considerations, we shall first examine closely the actual value of our port, and demonstrate and analyse the resources as well as the productions of our district.

LUMBER TRADE.

It is only since the year 1825 that we find regulations introduced by the government for the division of the vast territory of the St. Maurice into sections, for the cutting of timber on a regular system. On a very defective scale to

be sure, as up to that time, nothing approaching to a scientific survey had ever been made. The country being thus very superficially known, these divisions of course, could have no pretention to perfection ; they were made on merely cursory surveys, and laid out into very large and vaguely described sections. In 1852, the government undertook to remedy this inconvenience ; a thorough exploration of the territory was made, and a systematic division into limits effected, with regulations and rates of dues for the cutting of timber more clearly defined. In the following year the great improvements required on the river to facilitate the driving of timber were carried out ; about 200,000 dollars were expended in building slides, booms and other protective works. These improvements were gradually extended, year by year, to many of the tributaries and other rivers in our vicinity, and by this means the opening of the vast territory of the St. Maurice may be said to have virtually commenced.

Immediately after the introduction of these improvements, an American company, with American capital, erected large saw-mills at Three-Rivers and carried on lumbering operations on an extensive scale. And in the course of less than ten years from that time, upwards of 1,000,000 dollars were invested by various parties in our lumber operations.

Already under the old system of timber licenses, operations of that kind were carried on to a certain extent, and in 1846, M. George Baptist, the founder of our well known firms of Geo. Baptist, Son & Co. and Alex. Baptist, erected an extensive saw-mill establishment up the river St. Maurice, at the place known as " Les Grès. " This was the first important saw-mill in our district and it speaks highly for the energy of the man who undertook it, as apart from the financial risks then involved, they were obliged to

cut a path through the forest to reach this place, which is now surrounded by a prosperous country, and itself a flourishing village. In 1867 the same firm built another large saw-mill, on one of the islands at the mouth of the St. Maurice and are, at present, the largest holders of limits in the territory.

From 1852 up to the present time, quite a number of mills were erected in the vicinity of Three-Rivers. On the North shore of the St. Lawrence we find them on the rivers Ste. Anne, Batiscan, Yama-hiche, Rivière-du-Loup and Maskinongé ; on the South shore at the Becancour, Nicolet, and the St. Francis, forming not less than 15 large and flourishing establishments, of which the port of Three-Rivers is the centre. During these twenty odd years, the St. Maurice alone furnished over 5 million Pine and more than $\frac{1}{2}$ million spruce logs, and the actual yearly yield is yet about 250,000. The supply from the other rivers, although not so great, is nevertheless large enough to augment these figures to a considerable extent.

It would really be interesting to know, but it is difficult to state, the exact amount of money that has already been invested in our mills and limits since 1852. It undoubtedly reaches a very high sum and cannot fall short of many millions of Dollars. We may perhaps get an idea of the capital thus invested, if we compare and take into consideration the actual expenditure of some of our lumber operators. From 250,000 to 300,000 Dollars a year is about the amount expended by each of the larger firms.

A part from these saw-mill owners, we have also several firms which own and work a number of limits ; but they only bring out the logs to be rafted at the mouth of the rivers and sent to Quebec to be sawn at their respective mills, or sold to other mill owners. We may mention that the actual license holders of the 10,757 square miles of govern-

ment limits in the St. Maurice territory alone, are 20 in number, of which not one half have mills in our district. The same may be said of some owners of limits on the South shore, in the Arthabaska and St. Francis, as well as in a part of the lower Ottawa territories.

In view of the foregoing we need not dwell upon the importance this branch of commerce occupies in our district. It not only holds the first place, and is far ahead of any other industry, but it actually absorbs the chief attention (perhaps too much so) of our population. To it we are solely indebted for the present shipping trade of our port, and from it we yet expect, to a great extent, the future development of our City.

By far the greater part of our sawn lumber finds its way *indirectly* to various quarters, and only a limited quantity is actually shipped from here *directly*, to foreign markets. The greater portion is purchased by Quebec and other Commission merchants, sent to different points by river and canal crafts, and seldom if ever, appears in the official returns of our port. This mode of trading exists principally with the smaller mills and with the produces on minor rivers, which are invariably sent to Quebec, or to the United-States via Sorel and lake Champlain. So that in reality the export of our district is far greater than it appears in the following figures, or in any other report.

To give an idea of the *direct* shipments, we will take the customs return of the trade of the last six years, viz from 1874 to 1879 inclusive. We would have preferred to give a summary of at least ten years and even more, as during the last, and in the beginning of the present decade, a far more healthy trade existed in our staple. Unfortunately prior to 1874 we cannot rely on the information to be obtained from our customhouse returns. We beg therefor to take this fact into consideration, as from about that period

the late unprecedented commercial crisis dates. One of the reasons why we cannot depend on the official returns is simply this : It is only during the last four and five years that regular Consular Agents for foreign Powers have been established in Three-Rivers, and before that time all foreign vessels *were obliged* to clear at Quebec, where the customhouse papers were also made out and the cargo reported as belonging to that port. Then again, if the master of any vessel wishes to clear at the last named place, he has yet the option of doing so. Previous to 1875 *all* cargoes of vessels thus shipped at Three-Rivers and clearing for sea at Quebec, were entered in the books of the customhouse here merely under the heading of " Lumber " ; never figured with any specification, nor as leaving for a foreign port. So we actually have been furnishing a considerable augmentation to the value of exports from neighboring places. A trade which justly belonged to our port, was never fully known to interested outsiders, nor taken notice of in official quarters. And all this to the great prejudice of our legitimate commercial influence.

To prove our affirmation we will take the official—" Tables of the Trade and navigation of the Dominion for " 1875. "—It contains 24 vessels with 13, 482 tons as entered outwards from our port whereas the Swedish and Norwegian vessels alone numbered 26, registering 16, 408 tons, and the total number of vessels loading in that year in Three-Rivers amounted to 57. And this system is partly followed up even to the present day.

To return to our direct export of lumber by sea to foreign ports and to the United States, we submit the following statistics from our customhouse and our consular returns.

TO FOREIGN MARKETS.

Year.	Number of vessels.	Deals and Deal Ends.		Boards & Planks. Feet B. M.	Staves Pieces.	Pulings etc. Feet B. M.	Value dollars.
		Pieces.	Feet B. M.				
1874	57	982,360	29,470,800	3,415,700	23,650	116,050	444,000
1875	40	741,530	22,245,980	246,900	17,700	208,000	326,500
1876	44	450,230	13,506,900	897,100	26,500	302,600	204,330
1877	22	373,320	10,193,600	3,228,600	48,000	342,000	191,210
1878	10	115,220	3,456,600	1,943,600	4,700	212,200	54,350
1879	28*	412,240	12,522,200	2,755,510	38,000	172,000	167,630
Total	201	3,074,900	91,402,000	12,487,410	158,550	1,252,250	\$1,338,021

* Inclusive of 2 vessels at the Baiscan mill.

TO THE UNITED STATES.

Year.	Number of barges.	Deals and Deal Ends.		Boards & Planks. Feet B. M.	Telegraph Pol Feet B. M.	Pulings etc. Feet B. M.	Value dollars.
		Pieces	Feet B. M.				
1874	6			506,700			5,066
1875	9		198,150	654,600			9,936
1876	10	6,605	89,570	1,107,000		52,130	9,950
1877	38	2,969		4,727,500		86,800	23,445
1878	48			8,242,000		3,700	50,195
1879	74			6,567,000	223,524	161,000	50,439
Total	185	9,574	287,220	21,804,800	223,524	303,630	\$149,031

GRAND TOTAL OF DIRECT EXPORTS DURING THE LAST
SIX YEARS :

Pine and Spruce deal, and deal Ends, Feet B. M	91,639,220
" " boards and planks	34,292,210
" " palings & scantlings	1,555,880
Telegraph poles (cedar)	223,524
Staves (white oak)	pieces 158,559
Total value of the direct exports \$1,537,061.	

In adding to the above statement of direct exports the large quantity of sawn lumber shipped indirectly ; the quantity disposed of for home consumption, for furniture and other manufactories of wood goods, for ship lining in grain carrying vessels, for cattle stalls on ocean steamers, together with the sawlogs rafted on our rivers and sawn at other mills in the Quebec district, we may fairly realise a good idea of the value and extent of the lumber operations in our district. And here we may remark that nearly the entire quantity given in the foreign statements of exports by sea and to the United-States, was produced by three mills, and even a considerable amount of lumber manufactured at these three establishments is annually sent to Quebec, by river craft, for transhipment per sea going vessels. So much so, that during the year 1878, nearly all the deals sawn at Messrs. Baptist & Co's mills were thus forwarded to Quebec.

This fact, taken in connection with the prevailing commercial crisis and the repeal of the Reciprocity Treaty with the United States, accounts for the great decrease in the number of our arrivals from sea, and for the almost total suspension, for some years, of our lumber transactions with the United States.

In order to give an idea of the productive power of the saw mills in our district we submit the following figures :

STATEMENT SHEWING SAWING CAPACITY OF THE PRINCIPAL
MILLS IN THE THREE-RIVERS DISTRICT.

<i>River.</i>	<i>Proprietor.</i>	<i>Annual production.</i>
Ste. Anne.....	P. H. Grandbois.....	8 Million feet B. M.
Batiscan.....	Price Bros & Co.....	12 " "
do	James Shortis.....	3 " "
St. Maurice.....	G. Baptist Son & Co.....	20 " "
do	Alex Baptist.....	15 " "
do	Ross Ritchie & Co.....	20 " "
do	Ritchie Bros.....	3 " "
Yamachiche.....	Beaver Lumber Co.....	8 " "
Rivière-du-Loup..	Hunterstown Lumber Co..	12 " "
do	John Stanton.....	9 " "
Maskinongé.....	Montreal Lumber Co.....	10 " "
St. Francis.....	Pierreville Mills.....	10 " "
Nicolet.....	C. McCaffery.....	8 " "
do	D. O'Shaughnessy.....	7 " "
do	Geo. Ball.....	3 " "
Becancour.....	Henry E. Hall.....	8 " "
	Total.....	156 million feet.

Of the above quantity about two thirds and one third represent the proportions of pine and spruce lumber respectively. A small quantity of hemlock lumber, and some ash and basswood, is usually sawn at some of the smaller mills.

SPOOL FACTORIES.

In connection with the lumber trade of our district, new branches of industry are being developed. We have now established in and near the city three mills for the manufacture of silk and thread spools, made from the wood known as white birch or *bouleau*, which is best adapted for spools, and of which we have a considerable quantity in our forests. These spools are either exported to the thread

manufacturers of Great Britain or used in Canada at the thread winding establishment of Messrs. Rankin, Beattie & Co in Montreal. Some of the *bouleau*, sawn into different dimensions, is exported to the United States. Messrs John Skroder & Co. shipped from their spool factory in Three-Rivers, during the last two years, 800 cases and sacks of spools, valued at over \$15,000, to the Paisley thread factories in Scotland. These gentlemen have received enquiries from Germany for their spools, and expect to open a trade with the German thread manufacturers during the present season.

ST. MAURICE MANUFACTURING WORKS.

Messrs. Wilson Paterson & Co. of Montreal have established a factory for the production of curtain rods, broom handles, pick handles and handles for various agricultural and other implements. Quite a quantity of these goods have been exported by them to England, and the continent, and even some to Australia, but the greater portion is required for home consumption.

DRESSED LUMBER.

Messrs Ross Ritchie & Co. annually prepare a considerable quantity of dressed lumber, in the shape of planed, tongued and grooved pine and spruce boards and planks, which they export to Australia, Cape of Good Hope, Newfoundland and South America. Messrs. G. Baptist Son & Co. have also in the city a very complete establishment for preparing lumber, well supplied with the best description of wood working machinery, from which all wood work required for house building etc., is produced in large quantities and prepared by experienced workmen.

BOX FACTORY.

It is contemplated to establish a box factory in the city, during the present season, for the manufacture of packing

boxes and cases on an extensive scale. A very large demand exists for these boxes in the United States as well as in Canada.

SUGAR BOXES.

A large quantity of sugar boxes for the West Indies have been manufactured in this district, and exported direct by sea and partly through the United States ports of Portland, Boston and New-York.

MATCH FACTORY.

A match factory on an extensive scale, has been in operation for several years in the village of Ste. Anne, near the city.

FURNITURE FACTORY.

A large and well conducted establishment for the manufacture of house furniture was established, seven years ago, in the city by Messrs. Bergeron & Gelinas. Furniture of every description, from the most expensive black walnut sideboard and bureau to the cheapest kitchen chair, is manufactured at this establishment.

SQUARE BIRCH AND ASH.

During the present season, a large quantity of square birch and some ash timber has been made in our vicinity for export to Europe. The building of new branches of railway will no doubt still further increase our trade in these descriptions of timber, as we will be enabled to bring out such timber from remote districts with much greater facility and at much less cost.

TELEGRAPH POLES.

The production of cedar telegraph poles is also a new industry. A considerable quantity is now being sent to the United States, and the Canadian telegraph companies

also consume a good portion of the supply. We have an almost unlimited quantity of first class cedar in the surrounding country which can be got out very cheaply.

RAILWAY AND MINING TIMBER.

We have already produced a large quantity of railway timber for the use of our Canadian railways, such as sleepers, bridge timber etc., and an attempt is about being made to introduce some of our railway and mining timber into England. One of our lumber merchants, Mr. Reynar, has been corresponding with parties in England with this object in view. The only difficulty in the way is the difference in freight to England between the Baltic and the St. Lawrence ; if this can be obviated a very large business in these articles of lumber will certainly be the result.

SHIP BUILDING TIMBER.

Our district can supply an almost unlimited quantity of superior ship building timber, such as Tamarac of excellent quality, futtocks or knees etc. Already some shipbuilders from the state of Maine have procured large quantities of such timber from the district south of Three-Rivers ; and, with increased railway facilities with the United States shipbuilding districts, we will undoubtedly be able to supply our neighbors with as much as they require of this choice and world renowned timber.

HEMLOCK TIMBER.

There is probably no part of the country which can produce more Hemlock than the district of Three-Rivers. For years a very large quantity has been annually cut down chiefly for the Hemlock bark, which is used to a considerable extent in tanning leather. Some of the bark is now being exported to the United States. The extract of Hemlock bark for tanning purposes is produced, on a large scale.

at the establishment of Messrs E. Bradley & Co, which is situated at St. Leonard south of Three-Rivers. This extract is exported to England and the United States and is of a very superior quality.

LATHS AND SHINGLES.

An immense quantity of laths and shingles is turned out by our saw mills all through the district ; they are required chiefly for home consumption and some find their way to the United States markets.

With the above detailed statement we are supposed to have given a pretty fair insight into the value, extent and consideration of our principal staple.

IRON AND MINING INDUSTRY.

We will now pass to a consideration of our Iron trade and mining industry, and take a glance at some other branches of our products and manufactures, in so far as they may interest parties in other markets.

We have already stated that our Iron industry is not only the oldest in this district, but also the oldest in the Dominion. We have seen that both under French and British rule in Canada, the Imperial governments of these countries have recognised its importance ; but, although of such ancient date, this industry of ours is yet in its infancy, when we consider the immense developement of which it is capable.

THE ST. MAURICE FORGES.

After passing, with alternate reverses and success, through the hands of several proprietors, the St. Maurice Forges are at present owned by the firm of Messrs. George McDougal & Co., who also own the adjacent Forges of

L'Islet, which may be considered a branch of the old St. Maurice Forges. Having been closed for several years, owing to the commercial crisis, operations have again been resumed at these works on an extensive scale, and both establishments will annually produce about 3000 tons of pig iron. These gentlemen have also recently reopened the old car wheel factory, which have been closed for some time and for the reasons above stated. The St. Maurice iron, the excellent reputation of which is long established both in Europe and America, as well as that produced at some other forges in our neighborhood, is used for this purpose. As a proof of the superiority of this article we may allude to the fact, that Railway Car wheels manufactured at the Three-Rivers works obtained the *first prize* at the great London Exhibition of 1851. The Grand Trunk Railway of Canada procured a great many of the Three-Rivers car wheels years ago, and it is well known that some of these wheels have been in constant use on that line of railway for upwards of twenty years. We suppose that no further proof of the quality of this manufacture need be required.

A few years ago axes of very superior quality were also made at the St. Maurice Works ; they rapidly achieved such a reputation that they were in constant demand from all parts of the Dominion. The recent revival in the lumber trade and other business will also, we hope, restore the former activity in this branch of our local industry.

In the good old days, when durability was looked upon as being quite as important as appearance is considered in these days, everybody admitted that there were no stoves in the world to compare with the Three-Rivers stoves made from St. Maurice iron.

THE RADNOR FORGES.

These Forges, in extent and importance superior to the St Maurice Forges, are the largest in our district. They are

the property of the family of the late George Benson Hall Esq. of Quebec ; this enterprising gentleman also owned a large extent of timber land in the Three-Rivers district.

From the numerous buildings in connection with these works, the Radnor Forges now present the appearance of a good sized village. By the construction of the Piles branch railway, to the north east of Three-Rivers, the Radnor works are now brought into direct railway communication with our city wharfs and railways. The mining rights in connection with these Forges extend over a large tract of country which also supplies the necessary wood for charcoal. Lake Tortue, which is situated on the Radnor lands, supplies a large quantity of iron ore, an immense deposit this valuable mineral being found on the bottom of the lake and brought up by dredging. The quality of the Radnor iron is also well known and cannot be surpassed for excellence. The first car wheels manufactured in Three-Rivers were made from the Radnor iron, and very superior charcoal nail rod iron has been turned out from the Radnor works. Beyond these limits, large tracts of iron ore are found higher up the St. Maurice, as well as on the south shore, principally in the parish of Gentilly, from which places the Radnor and the St. Maurice forges, draw parts of their supply.

Within the last few months some 1700 tons of pig iron, worth upwards of fifty thousand dollars, from the above named forges, have been exported to the United States. In addition to the large quantity used for making car wheels, the St. Maurice iron is in demand all over the country and, with a renewal of commercial prosperity, we cannot fail to see our iron trade very materially developed.

OCHRE.

Considerable deposit of ochre exist in our vicinity, but they have not been worked to a great extent. Previous to

the repeal of the Reciprocity Treaty, an American company worked the ochre fields at Yamachiche and Pointe-du-Lac near the city. This industry would certainly have been considerably increased had not the repeal of the above named treaty between Canada and the United States, completely killed off this, as well as many other branches of useful industries.

ASBESTOS.

Asbestos also is found in our vicinity and has been worked to a limited extent in the townships south of the St. Lawrence.

MARBLE.

We have some excellent marble up the St. Maurice river and north of Three-Rivers, but so far nothing of any consequence has been done towards bringing it to market.

GRANITE AND LIMESTONE.

Of these important requisities for building we have a very large supply, and none better can be produced on the continent. The stone from the quarries near the Radnor Forges was used in building the magnificent railway bridge over the St. Maurice, and is admitted to be a good specimen of what our district can produce in the way of superior building stone.

BRICKS.

The land close to the west end of the city is of an excellent quality for making bricks. Immense quantities of superior red bricks are manufactured near the city and are well known all over the Province. Another very important point is that they are sold very cheaply. Good bricks are also made in several other localities convenient to the city.

MINERAL WATERS.

We have some celebrated springs of Mineral waters at St. Léon, Caxton, St. Geneviève and other places. The St. Leon water is famed all over the continent. A great many people annually resort to the St. Leon springs, which are situated at the village of St. Leon, within a few miles of Three-Rivers, and easy of access either by steamer or railway. Some of our mineral waters are sent in large quantities to the principal cities of Canada and even to the United States, and their valuable medicinal properties are becoming daily more widely known and appreciated.

THE FUR TRADE.

Next in importance to the Lumber and Iron trade we must place the long established Fur trade. Although this trade does not occupy quite such an important position at present as during the early developement of the country, still the city of Three-Rivers has always maintained her reputation as one of the chief centres for the pursuit of that business. The gradual extinction of the Indian population, which not very long ago formed a considerable item in the different reserves of our district ; the steady advance of lumbering operations in every portion of our forests ; the non-observance of the Game Laws,—these and several other causes combined to greatly diminish the fur products of our vast territory. The valuable fur-bearing animals are becoming scarcer every year, and consequently more difficult to obtain. Still the hunter is alive to his interest ; the old disposition of our Canadians is far from being extinct, and every season large quantities of furs are collected in Three-Rivers, distributed to the various home markets for local use, and a very large quantity exported to Europe and the United States.

From the region bordering on Lake St. John, as well

as from the portion of territory leading towards Hudson Bay, and from the various hunting grounds nearer the city, the Indians, and the Canadian trappers, look upon Three-Rivers as their chief place of rendez vous, and seldom fail to make their appearance in the city, at last once a year.

The following figures of exports will give some idea of the extent of our fur trade--at the same time they are very far short of the actual quantity collected here.

The greater portion of our furs are required for home use, and a considerable quantity is sold to outside parties and by them exported from various quarters. Our direct fur export business is carried on almost entirely by the house of Henry M. Balcer, whose extensive connections in Europe enable him to select and ship the proper descriptions and qualities of furs required in the various markets of Europe.

STATEMENT OF FURS SHIPPED FROM THREE-RIVERS TO
EUROPE AND THE UNITED STATES,
FROM 1870 to 1880.

12,650	Red Foxes
25	Black and silver Foxes
52	Cross Foxes
3,500	Lynx
1,465	Fishers
375	Bears
12,800	Beavers
950	Otters
12,400	Minks
13,680	Martens
257,000	Muskrats

The value of these furs amounted to about three hundred thousand dollars (\$300,000).

In connection with the Fur trade of Three-Rivers is the large and important trade in Moose, Caribou, Elk and Buck skins. In addition to the large quantity supplied from our Canadian forests thousands of these hides are annually imported to Three-Rivers, chiefly from California and other parts of the United States. These hides are dressed and prepared by our Indians and Halfbreeds, and manufactured into Mocassins and Mittens. Large quantities of raw Buffalo hides are also imported from Kansas and dressed in the same manner. Both of these branches of industry are carried on exclusively by the house of Henry M. Balcer.

Buckskin and kid gloves are manufactured on a large scale by the same house, chiefly by skilled workmen brought over from France for this branch of business. The finer grades of materials required, such as fine kid and trimmings, are imported from France and Austria, the linings from England and the United States. The ordinary Kid, Caribou, and some other skins are produced and manufactured here.

A similar establishment has lately been opened by Messrs. Siegel & Co.

Until a few years ago the extensive tanneries and leather manufactory of Messrs. Richardson & Co., were worked at St. Luc, a few miles distant from the City. Since then the firm has transferred their establishment to Warwick, a station on the G. T. R. R. in the Eastern Townships.

OTHER MANUFACTURES.

We have a great many other manufacturing industries established in our city and district, but their products are chiefly required for home consumption, and they consequently would prove of little interest to outside parties.

AGRICULTURE.

In Agriculture and stock raising we cannot aspire to rival some of the better situated districts. Our winter is rather long for the farmer, and wheat is very little cultivated. But we raise an enormous quantity of superior hay and oats, a considerable portion of which is exported to the United States. During the winter 1879-80 about thirty thousand tons of hay, valued at over \$200,000, were thus sent to the United States markets and nearly as much remains on hand for sale. The demand for our hay and oats during the winter season led to the bold and novel attempt to build a railway on the ice across the St. Lawrence, to connect our railway on the north shore of the river with the lines communicating with the United States on the south shore. The result proved highly successful, and an ice-railway may now be considered a *fait accompli*.

We have several cheese factories in the district, the principal establishments being situated at La Baie, Maskinongé and Yamachiche. Most of the cheese is shipped to England and the quality is recognized as very good, the best proof being the high price it always commands in the market. A considerable quantity of excellent butter is also produced, but the consumption is chiefly local and only light shipments are made.

In grain and root crops we raise a fair quantity of Peas, Beans, Potatoes etc ; the surplus stocks are almost invariably purchased by Montreal shipping houses, so that it is impossible to furnish a correct statement of our exports under these heads.

Thus, within the smallest possible compass, have been condensed the chief factors of the Commercial, Industrial and Agricultural life of our district. A large field is yet

open for the further developement of these factors ; plenty of opportunities for the establishment of new branches of industry are still on hand. The city corporation of Three-Rivers, desirous of aiding materially in the establishment of industrial works within the city, offer very fair encouragements. In the surrounding country we have an abundance of raw material and many valuable water powers, so that energetic men, with even limited capital, may here find an easy field for their energies and an abundant supply of cheap labor. Surely nothing more favorable could be desired.

It would be impossible to find a better point for the location of large manufactories, such as cotton and woollen mills etc ; not a fitter place than Three-Rivers for the establishment of smaller industries, and scarcely a better country for the raising of beets for sugar manufacture. The day is probably not far distant when these opportunities being well appreciated, we shall see Three-Rivers one of the most important manufacturing and shipping centres in the Dominion.

THE PORT AND HARBOR

OF

THREE-RIVERS

We will now resume the principal part of our task, viz : to submit to the consideration of the general public the actual value of Three-Rivers as a first class shipping port ; to point out and examine the special facilities of our harbor ; to explain in detail our system of railway communication — in fact demonstrate the various points of advantage on which Three-Rivers bases her claim to be one

of the most desirable centres for a considerable portion of the shipping trade of the St. Lawrence.

But, as a prelude, let us glance at the present situation of our neighboring ports and examine rapidly their condition and the systems prevailing at these ports, as contrasted with the Port of Three-Rivers.

In Montreal the most strenuous exertions are being made to reduce the harbor expenses ; it is even proposed to abolish a large proportion of the dues. The press and the mercantile interests are alive to the necessity for a radical change. The existing charges on hull and cargo are pretty heavy indeed ; a vessel, say of 700 tons, loading a cargo of lumber, pays, even under the *most favorable* circumstances, not less than from \$150 to \$180 Harbor Dues alone. There being wharfage dues charged for each day the vessel remains in port, and a discriminating tariff for each description of goods shipped or landed, as well as on ship's ballast, it is not easy to follow the various changes. But it is not at all necessary to go into details, to be convinced that these several taxes weigh heavily on the shipping trade of Montreal, especially in this age of keen competition in ocean freights. But to the harbour dues must not be attributed the sole cause for the rapid decline in the tonnage of sailing vessels frequenting this port. The pilotage, and even the heavy charges for towage are not sufficient to account for such a diminution. Montreal must therefore try to convince herself that there exists other obstacles which are daily more difficult to overcome. Some are but the natural consequences of her position as a great city and are not of great moment ; others are of a more serious nature and amongst them figures prominently *the scarcity of sufficient inland freight*,—while others again are and will always remain, unavoidable natural hinderances and continual drawbacks, which cannot but act unfavorably to the interest of her port. It is true Mont-

real tries to cut the Gordian knot by claiming not only the privilege of a free port (every place has a right to do so if it chooses to pay for it, and Three-Rivers for instance is a Free Port "*par excellence*") but the public is also informed that it will shortly be asked to assume the immense liabilities of the Harbor Commission, as well as the necessary expenses for the future.

It is extremely doubtful that the people of Canada will be so generous towards Montreal, but, admitting the possibility of such occurring, the ultimate result will remain materially the same.

For we do not face to day the same circumstances as we did twenty or thirty years ago. Now, where the produce of the West can be as conveniently and cheaply brought to any other point nearer to sea; when we have shipping ports which offer not only similar advantages but decidedly greater economical facilities, the old question is one of by gone days, at least radically changed. One may now ask which is the cheapest: to bring freight from any part of the Province of Ontario, and the West, by barges or by rail, as near as possible to points where sea going vessels will load at less expenses, consequently at cheaper freight—or for the country to assume liabilities to better accommodate certain centres and certain private interests, and all this with no other possible object in view than to equalize a difference?

In looking at Quebec we find just the reverse.

Possessing all the advantages nature can bestow upon a place, men there seem to do their utmost to create and accumulate difficulties, in fact chase from their harbor the very vessel which would not ask better then to frequent their port. Under the pseudonime of "Trade Union," under the cover of "Ship Laborers *Benevolent* Society," most despotic rules are enforced, drawbacks accumulated, distur-

bances organised and iniquities committed, which seldom if ever are witnessed in any other country. Should this state of affairs continue in Quebec, surely the greater part of the shipmasters will have to look out for other ports.

But let us ignore for a moment the strife and the difficulties of our neighbors, is it not folly to regard but one or two ports, no matter how exalted a position they may occupy in our Dominion, as the sole centres of attraction, the only ports from which shipments may be affected on a regular scale, on the only real and infallible principles ?

A new continent is being opened up in the great West and north West, and even already the pressure of the enormous trade pouring in from these new districts is being felt. What proportions will this trade assume when these vast territories are peopled by millions of Agriculturists and stock breeders — when our communications by rail and water shall be completed and regular connections established throughout this immense region ? Surely we shall then require more facilities for shipping than one or two favored ports can supply, and any port that can offer superior advantages will certainly attract her fair share of sea going vessels to her wharfs.

Let us now return to the Port of Three-Rivers.

Situated immediatly below Lake St. Peter (Montreal's favorite dredging field) at equal distance between the two largest cities on the St. Lawrence ; forming the extreme point of the *natural* deepwater navigation of the St. Lawrence ; absolutely free from any material encumbrance or maritime obstruction—such is the actual position of our port.

Vessels of every description, from the heavy man of war to the small coasting craft, can approach our wharfs without fear of danger and without having recourse to any artificial channel or other protective means. With a fair wind

the sailing vessel may even dispense with towages, for nothing can prevent her coming up the river under sail. Our harbour is sufficiently large and spacious, the current very moderate, no rise and fall of the tide of any consequence, and no dredging or breakwaters required any where. We have not yet initiated the system of Harbor Dues and intend to dispense with them as long as possible. Police and anchorage fees are also ignored. There is only one fee to be paid, viz, that of the Harbor Master, which amounts to the moderate sum of from \$3 to \$5 per vessel according to tonnage.

We have no Trade Union, Shiplaborers Societies or any other organisation of the kind, which bear so heavily upon the purse as well as upon the patience of the shipowners. The master of a vessel is free to employ his crew at loading or discharging his ship, and our workmen are always ready and willing to work for the best wages they can obtain. In no port of the continent can cheaper labor be obtained than at the Port of Three-Rivers; no more peaceable law abiding people can be found any where. Crimps (or sailor stealers) are unknown here and would not be tolerated for a moment.

Good stevedores and competent workmen are always on hand to load vessels cheaply and well, while the shipmaster has a large and cheap market to purchase his supplies and provisions, and where all the necessary articles for vessel and crew can be obtained. Carpenter work, iron work etc. is well and economically done in Three-Rivers.

We have seen by the statistics of our lumber exports that some two hundred vessels visited our Port during the last six years—an average of about thirty five ships per year. In comparing this small fleet with the large amount of tonnage at the ports of Quebec and Montreal we admit the difference is very great, and we cannot be expected to

exercise with such a quota, any powerful influence on the shipping trade. We must not attempt either to dive into the various causes which have hitherto prevented us competing, with any degree of success, with our neighbors. But as a proof of the cheapness of our harbor, and with the view of attracting and fixing the attention of shipowners and all other interested parties, we will merely take the case (which occurs every day) say of a vessel of 700 tons register loading a cargo of deals at Montreal, Three-Rivers and Quebec respectively.

This we trust, is the proper mercantile way to compare the values of shipping ports, and we hope by such a comparison to be able to establish the undeniable advantages of the Port of Three-Rivers.

To simplify matters we will assume the freight to be the same from each port, say 80 sh. stg. equal to about \$20 per standard, so that the gross freight appears uniformly about \$7000—the vessel being supposed to carry 350 standard—and we proceed to give a statement of the ship's expenses at each port.

PORT OF MONTREAL.

Towage up and down the river.....	\$500.00
Pilotage do do	85.00
Towages of vessel in harbor.....	25.00
Harbor Dues on ballast 300 tons @ 10 cents.....	50.00
do on outward cargo, say 350 standard of deals @ 10 cents per 1000 feet	} 69.25
Board measure.....	}
do on vessel, say 20 days at the rate of $\frac{3}{4}$ cents per ton per day	} 105.00
Cost of discharging ballast.....	45.00
Stowage for 350 Petersburg Standard deals @ \$1.00 per standard.....	} 350.00
Police dues.....	21.00

Port Wardens fee.....	6.00
Brokerage.....	10.00
	\$1246.25

PORT OF QUEBEC.

Towages in harbor to and from ballast ground and loading berth etc.....	\$ 50.00
Pilotage for movings in harbor.....	15.00
Moorage, say 15 days.....	50.00
Harbor dues.....	35.00
Police dues.....	14.00
Stowage 350 standard deals @ \$.00.....	350.00
Bateau hire.....	20.00
Brokerage.....	10.00
	\$544.00

PORT OF THREE-RIVERS.

Towage up and down the river.....	\$250.00
Pilotage do do.....	50.00
Harbor masters' fee.....	5.00
Bateau hire.....	10.00
Brokerage.....	5.00
Stowing cargo 350 standard of deals viz :	
1 stevedore 12 days @ \$2.50	\$30.00
2 assistants 12 days each, equal	} 36.00
to 24 days @ \$1.50	
	66.00
	\$386.00

(N. B. The ships crew always puts in the cargo at the Port of Three-Rivers.)

We now compare the results to the shipowner	
In Montreal on a gross freight of \$7000.00	
Expenses.....	1246.25
	\$5752.75
Shewing net freight.....	

In Quebec on a gross freight of \$7000.00	
Expenses.....	544.00
	<hr/>
Shewing net freight.....	\$6456.00
In Three-Rivers on a gross freight of \$7000.00	
Expenses.....	386.00
	<hr/>
Shewing net freight.....	\$6614.00
Thus it appears that, if the freight were uniformly the same from these three ports, Three-Rivers would have a balance in her favor as against Montreal.....	\$860.25
as against Quebec.....	\$158.00

But every person interested in the shipping trade is well aware that, in chartering vessels to load at Three-Rivers, the rate of freight is generally five shillings sterling per Petersburg standard higher than from Quebec, and ten shillings sterling higher when the vessel is chartered to load at Montreal—so that the actual gross freight would be as follows :

From Montreal.....	\$7876.00
“ Three-Rivers.....	\$7438.00
“ Quebec.....	\$7000.00
The balance then, in reality, in favor of Three-Rivers would be as against Montreal.....	\$ 422.25
as against Quebec.....	\$ 596.00

Three-Rivers has thus unquestionably the advantage over the other ports, at least in so far as the interests of the shipowners are concerned, and any ultimate changes cannot materially affect the final result.

For let us suppose for a moment, that the government of Canada should assume a portion or the whole of the Montreal Harbor Commissioners liabilities, and thus enable Montréal to effect a reduction in her Harbor Dues ; let even a diminution be made in the Towage and Pilotage dues, and it will still be to the advantage of Three-Rivers. And this because it is very plain that a reduction in towage and pilotage will prove also to our advantage, as well as to the

benefit of Montreal. Then again, in order to induce sailing vessels to go up the river to Montreal, especially vessels in ballast, freights must not be too low ; for, if they should be reduced to about the same rates as from Quebec and Three-Rivers, these ports will have in their favor a portion of the various items stated above (without speaking of other advantages, such as cheaper labor, which at Three-Rivers can be had in abundance of half Montreal or Quebec rates).

The only real advantage possessed by Montreal is her position at the terminus of the canal routes and, consequently, the difference in freight on outward bound produce between Montreal and a port nearer the sea. But will this difference on produce carried very long distances (say from Chicago or Duluth) be of such consequence on a very slightly increased distance, as to cover expenses of hundred of dollars ? Certainly not. On produce carried by rail the case is still more evident, as the rate of freight on grain, loaded on the cars several hundred miles west of Montreal, would not be one cent higher to Three-Rivers than to Montreal.

Statesmen in Ottawa, shippers and forwarders in Ontario, and other parties who seem to be so deeply interested in the fate of Montreal harbor should take a note of these facts.

Let us now put aside, for an instant, the integral value and particular advantages of any port and ask if it is not clearly in the interest of our shipping trade—and consequently of the entire country, to attract all and every possible trade into our various channels instead of trying to concentrate the entire traffic upon one or two ports, with the risk of encumbering the outlets, as is sometimes seen elsewhere ? Is not the principal object of a country, desirous of exporting her own products and of attracting a portion of the trade of a contiguous state, to create as many outlets as possible to the seaboard ?

The great danger of concentrating these arteries of trade upon one point is evidently to expose, in a free country such as ours and similarly situated, this point to be tapped by foreign influence and to divert a great portion of the traffic into foreign channels. What a nice piece of commercial generalship this would be for Canada, after our enormous outlay in establishing our canal and railway systems ! Whereas by an equitable distribution of our shipping business every branch of our export trade will be enabled to find the most suitable route and the most advantageous port of shipment in the Dominion ; foreign competition would thus be virtually excluded, and encumbrances or blockades rendered almost impossible.

OUR RAILWAY CONNECTION.

We have proved, by figures and facts, the undeniable superiority of our port in many respects especially as regards economy, natural position, facility of approach etc. We have also shown how nature has provided Three-Rivers with the very elements of success.

All these advantages are greatly increased by our excellent system of Railway communication and will be further augmented by the completion of other railway works now in progress.

A simple glance at our maps will explain this better than can be done in writing. It will be seen that, by the Q. M. O. & O. Railway on the north shore, we are in direct communication with Quebec to the eastward, with Montreal and Ottawa to the westward and consequently connected directly with the various railway systems and water routes leading to the western portions of Canada, the western States and the far West of the continent. By the Piles Branch Railway we are in communication with the

St. Maurice territory to the north, and thence with the Lake St. John region. Both of these railways are connected with our harbor by the Loop-Line branch railway which forms a deepwater terminus along our wharfs on the St. Lawrence.

On the south shore we have a branch of the Grand Trunk leading from Doucet's Landing, immediately opposite the city, to Arthabaska on the main line of Grand Trunk Railway, thus establishing direct railway communication by this magnificent Grand Trunk system, with the Intercolonial Railway to Halifax, St. John, and other ports in the Maritime Provinces on one side, and with the railway systems and ports of the Eastern and Northern states on the other. A new line of railway is now in progress running from Lake Champlain through several of our southern counties to a point on the St. Lawrence which has been selected for its terminus directly opposite Three-Rivers. This line, generally known as the Foster Line, will bring us into still more direct and rapid communication with the states of Vermont, Massachusetts and New-York.

Arrangements are being made to cross the railway cars on ferries from the south shore to the city, and *vice-versa*, thus directly connecting the North and South shore systems of railways in a more economical manner than by building enormous and costly bridges or tunnels. The experiment made last winter near Montreal, of laying a track on the ice for crossing railway cars from the north to the south shore of the St. Lawrence succeeded so well that it may be said to have inaugurated a new system of winter communication in these Northern latitudes; it is in fact another triumph of man's skill and energy over what was formerly considered an insurmountable obstacle.

Here we may also mention a scheme actually in pre-

paration in Quebec. That of a Railway starting from the river St. Lawrence up to the region of Lake St. John and thence to Tadousac. Two projects are in view. The first is to run a line from the village of Batiscan up to Lake à la Tortue, and from this place through the Batiscan river and lake Edward's valley to a point on lake St. John. The second is to tap our Piles branch R. R. near lake à la Tortue, to run towards lake St. John, and, in circumvallating this lake, reach Tadousac as the final point of our North Shore R. R. system.

A recently published pamphlet by Rév. Z. Lacasse, a missionary in those regions, has attracted great attention upon a subject until at present regarded as positively imaginary. The excellent reasons furnished by such a competent explorer will undoubtedly have enormous weight in the final decision of the projectors. The relative facilities with which the crossing of the Laurentides—the great obstacle until to day to an Lake St. John R. R. scheme—is alluded to, will probably convince the most determined opponents. And our Piles branch being located so as to form a principal part of the main line, we have all reason to expect to see Three-Rivers as the principal outlet to this vast and important region. On one of our maps we have indicated the probable direction of this new road.

OUR WATER ROUTES.

It is unnecessary to say anything on the subject of our water communications further than merely allude to the fact that the position of Three-Rivers, on the St. Lawrence, and at the head of natural deep water communication, is such that her advantages in this respect are clearly obvious.

With such unsurpassed facilities for concentrating freight in the Port of Three-Rivers for shipment by sea, and with precisely similar facilities for receiving imported freight destined for the interior, it must be admitted that our Port must become a commercial centre of more than ordinary interest, and that the attention of the shipping trade especially, must soon be fixed upon Three-Rivers as one of the most desirable ports on the St. Lawrence.

SHIPPING.

We now offer a statement of our export trade for the last six years, shewing the nationality of the vessels loading at Three-Rivers during that period, the various countries to which our exports have been directed, together with the value of the cargoes shipped. At the same time it must be borne in mind (as we have already explained) that a large portion of our exports does not appear in these statements, as a great many of the vessels loading here cleared for sea at the Quebec Custom House, so that these cargoes do not appear in the official returns of our Port.

STATEMENT OF VESSELS CLEARED AT THE PORT OF THREE-RIVERS.

Year.	Nationality.	Number.	Men.	Tonnage.	Cargo.	Value.	Destination.	
1874	Swedish and Norwegian. } } British and Canadian.	30	440	17,957	Lumber ...	\$247,215	Great Britain	
		21	326	12,991	do do do do do do do	do		
		1	19	773		do		
	1	18	639	do				
	1	17	576	do				
	1	16	475	do				
	1	15	272	do				
	1	8	102	do				
	1875	Swedish and Norwegian. } } British and Canadian.	26	384	16,409	do	218,160	25 to Great Britain 1 to Portugal
			12	183	8,070	do	119,539	11 to Great Britain 1 to South Africa Great Britain.
1		12	584	do	do	6,269		

STATEMENT OF VESSELS CLEARED AT THE PORT OF THREE-RIVERS.—(Continued.)

<i>Year.</i>	<i>Nationality.</i>	<i>Number</i>	<i>Men.</i>	<i>Tonnage.</i>	<i>Cargo.</i>	<i>Value.</i>	<i>Destination.</i>
1876	Swedish and Norwegian. }	30	456	19,330	Lumber....	\$239,688	Great Britain
		12	187	7,359	do	38,234	10 to Great Britain 1 " Australia 1 " South Africa
	British and Canadian. }	2	24	931	do	15,888	Great Britain
		German					
1877	Swedish and Norwegian. }	12	189	9,160	do	115,000	10 to Great Britain 1 " Spain 1 " South America
		British and Canadian. }	9	135	5,573	do	16,288
	Portuguese		1	8	259	do	2,363

STATEMENT OF VESSELS CLEARED AT THE PORT OF THREE-RIVERS.—(Continued.)

Year.	Nationality.	Number.	Men.	Tonnage.	Cargo.	Value.	Destination.
1878	British and Canadian	8	119	5,319	Lumber and Phosphate.	64,180	1 to Great Britain
							1 to France
	Norwegian German	1 1	14 9	633 226	do Lumber ...	8,553 1,323	4 to South America
							1 to South Africa
							1 to Australia
							Great Britain do
1879	British and Canadian.	15	194	8,773	Lumber and Phosphate.	105,157	11 to Great Britain
							1 to West Indies...
	Norwegian United States.....	10 1	151 10	7,649 418	do Lumber....	75,483 3,155	3 to South America
							1 to South Africa
							Great Britain
							Cuba

By this statement it will be seen that the greater portion of our lumber has been exported to the markets of Great Britain ; South America comes next, and the balance is distributed amongst various countries. Deals were shipped exclusively to Great Britain, Boards and Planks to South America, and assorted lumber of different sizes and descriptions to the other markets. The peculiarity of our export trade will be noticed in the fact that Great Britain absorbs the greatest quantity of Canadian lumber, and that our direct transactions with foreign countries are exceedingly limited.

Our Port and our resources being but poorly known abroad, and our lumber merchants generally transacting their business with large export houses in Quebec, it is quite natural that our transactions, in a direct manner, with foreign countries should continue to be so restricted. Of late years, however, more attention has been given to the establishment of direct trade with foreign markets ; several shipments have been made with the view of testing our lumber in several markets hitherto untried by our lumber merchants, and the result has been quite satisfactory, especially in the case of shipments to France. Our choice first quality clear white pine, so well known in the British and United States markets, is gradually becoming exhausted in supply, more difficult and costly to procure from the forests than in bygone years ; the consequence is that other grades and descriptions of lumber are now brought out which require new fields for trade and other customers as purchasers.

In our statement shewing comparative expenses of a vessel in the three principal ports on the St. Lawrence, Montreal, Quebec and Three-Rivers, we have proved the difference existing in favor of Three-Rivers. All the items there comprised are those of an absolutely necessary char-

acter, and we have not alluded to any expenses indirectly connected with a ship's prolonged stay in port. We may merely mention the fact that such expenses are invariably higher in the larger ports than in a smaller harbor, and consequently the balance in favor of Three-Rivers as a shipping port may be still further increased.

In consequence of all this, we would particularly beg the Ottawa Lumber and Phosphate Merchants, and our Quebec and Montreal shippers to inquire into the facts enumerated in this statement, as well as regards the situation of our port in general. They soon would be persuaded that the shipment of any cargo would leave a far larger margin of profit when made from Three-Rivers than from either of the other ports. Because Ottawa Deals and Phosphate once loaded by train or in barges, will reach our wharfs without the slightest delay, and handling for final shipment is affected at very little expense.

SHIPMENT OF CATTLE.

Before closing our review we desire to submit a few remarks on the important and increasing business of live cattle shipments, and, as the subject is deserving of through investigation, we would ask for special attention to the matter at the hands of parties interested in this trade.

Any person visiting Three-Rivers with the view of examining the facilities that exist for cattle shipment must be convinced that we have the most advantageous port for this purpose. From the city limits, and extending westward along the St. Lawrence for several miles, we have a magnificent tract of beautiful grazing land, as level as a prairie, and watered by several streams. This *bantieu* is traversed by the main line of the Q. M. O. & O. Railway, with a branch line to deep water at our shipping wharfs, forming without exception the most desirable *entrepot* for the cattle trade that can be possibly imagined.

Cattle coming from long distances for shipment require a few days rest before going on shipboard, especially after being crowded together in the railway cars for several days, in warm weather and with insufficient care and feeding, as very frequently in the case. There cannot be found in the world a better place for this purpose than at Three-Rivers ; and if this Port becomes the principal point for the shipment of live cattle we confidently predict that the death rate on the voyage to Europe will be very materially reduced. The cattle will be landed in much better condition than at present, and the prejudices, actually prevailing in certain quaters in Europe against what is popularly termed " american beef " will easily be removed.

The manager of the Grand Trunk Railway remarked as follows on this subject in reply to enquiry lately made by a prominent Montreal merchant respecting the providing of better accomodation and other conveniences for resting and feeding cattle at that port.—After alluding to the many difficulties connected with the handling of this traffic at the port of Montreal, he mentioned the great inconveniences attending the shipment of cattle in a harbor where necessary accomodations do not exist, and made special mention of the danger to the cattle themselves, as well as to the public, caused by driving large droves of these animals along the wharfs crowded with piles of merchandise constantly encumbering the wharfs, and where hundreds of persons are continually passing to and fro. The manager further deprecate the manner, hitherto resorted to, of landing cattle from the cars and immediately crowding them on shipboard, without any rest whatever, and conclude by remarking that, unless better accomodation and conveniences can be supplied in Montreal, the live cattle trade will seek another port of shipment.

Where could a more favorable place for resting, feeding

and shipping cattle be found than already exists, on the banks of the St. Lawrence, at the Port of Three-Rivers ? This large plain already alluded to contains several thousand acres of as fine meadow land as can be found in Canada, and intersected by streams of excellent water. From this resting or recruiting place the cattle can be driven to the ship's side, at any hour of the day or night, without the slightest inconvenience or danger. Such a favorable recruiting ground and such facilities for handling and shipping cattle do not exist at any other port.

We must also not omit alluding to the supplies required for feeding the cattle on the Atlantic voyage. At Three-Rivers any required quantity of first class hay and oats can be purchased, and at lower prices than at any other port on the St. Lawrence.

A certain quantity of live stock can also be purchased for shipment at Three-Rivers and from the surrounding districts, including the Eastern Townships.

In fact all circumstances combine to facilitate, in a remarkable degree, this most important branch of the Canadian export trade at the Port of Three-Rivers. We cannot lay too much stress on all these advantages, and cordially invite parties interested in the cattle trade to investigate these statements and to inspect our locality personally, and judge for themselves.

CONCLUSION.

Having thus rapidly analysed the various phases of the past and present life of our city we sincerely trust, that, after a perusal of our statements, the commercial community of Canada as well as commercial men abroad, will find some items of interest. We have faith in the future of our city, and are confident that the Port of Three-Rivers will eventually assume a more extended influence as a business centre, and become one of the leading shipping ports on the St. Lawrence. We do not aspire to become a second Liverpool or New-York, but we claim that our position, natural advantages and facilities are such as will command our fair share of the shipping trade of Canada. Certainly no more favorable point of shipment for, at least, a portion of the immense and constantly increasing trade of the Great West can be found in the Dominion.

THREE-RIVERS, CANADA, }
July 1880. }



CORPORATION DES TROIS-RIVIERES.

A une assemblée du Conseil-de-Ville des Trois-Rivières, tenue le troisième jour de Septembre 1878, il a été

Proposé par le conseiller Boudreault,

Secondé par le conseiller Vanasse, et résolu :

Que pour engager les capitalistes à établir des manufactures dans les limites de la cité, il soit résolu que la Corporation de la Ville des Trois-Rivières est disposée à accorder aux manufactures qui seraient établies à l'avenir dans les limites de la cité, tous les encouragements possibles qui seront compatibles avec les pouvoirs et attributions de la Corporation, soit sous forme d'exemption de taxes ou autres avantages que les circonstances permettront d'accorder.

Certifié,

J. G. A. FRIGON,

Secrétaire-Trésorier.

HOTEL-DE-VILLE, }
Trois-Rivières, 28 Juin 1880. }



CORPORATION OF THREE-RIVERS.

At a meeting of the City-Council of Three-Rivers held on the third day of September 1878, it was :

Moved by Councillor Boudreault,

Seconded by Councillor Vanasse, and resolved :

That, in order to induce capitalists to establish manufactories within the limits of this City, it be resolved that the Corporation of Three-Rivers be disposed to grant to all manufacturs that may hereafter be established in this City, all possible advantages compatible with its powers and attributions, either by exemption from taxes, or granting other privileges which circumstances may justify.

Certified,

J. G. A. FRIGON.

Secretary-Treasurer.

CITY-HALL,
Three-Rivers, 28th June 1880. }



CORPORATION DES TROIS-RIVIERES

A une assemblée du Conseil-de-Ville des Trois-Rivières, tenue le dixième jour de Mai 1880, il a été

Proposé par le conseiller Vanasse,

Secondé par le conseiller Rousseau,

Qu'il est de l'intérêt des citoyens des Trois-Rivières de faire connaître aux expéditeurs et autres personnes intéressées dans le commerce d'exportation des animaux vivants les avantages exceptionnels qu'offre le port des Trois-Rivières pour ce genre de commerce, et d'encourager ces commerçants et exportateurs à profiter de ces avantages ; qu'il soit en conséquence résolu : Que ce Conseil offre de fournir gratuitement, pendant dix ans, dans la Commune de cette ville, le terrain nécessaire pour le pâturage des bêtes à cornes et autres animaux qui pourraient être emmenés en cette cité dans le but de les mettre à bord des vaisseaux d'outre-mer, pour être transportés en pays étrangers.

Certifié,

J. G. A. FRIGON,

Secrétaire-Trésorier.

HOTEL-DE-VILLE }
Trois-Rivières, 28 Juin 1880. }



CORPORATION OF THREE-RIVERS.

At a meeting of the City-Council of Three-Rivers, held on the tenth day of May 1880, it was

Moved by Councillor Vanasse,

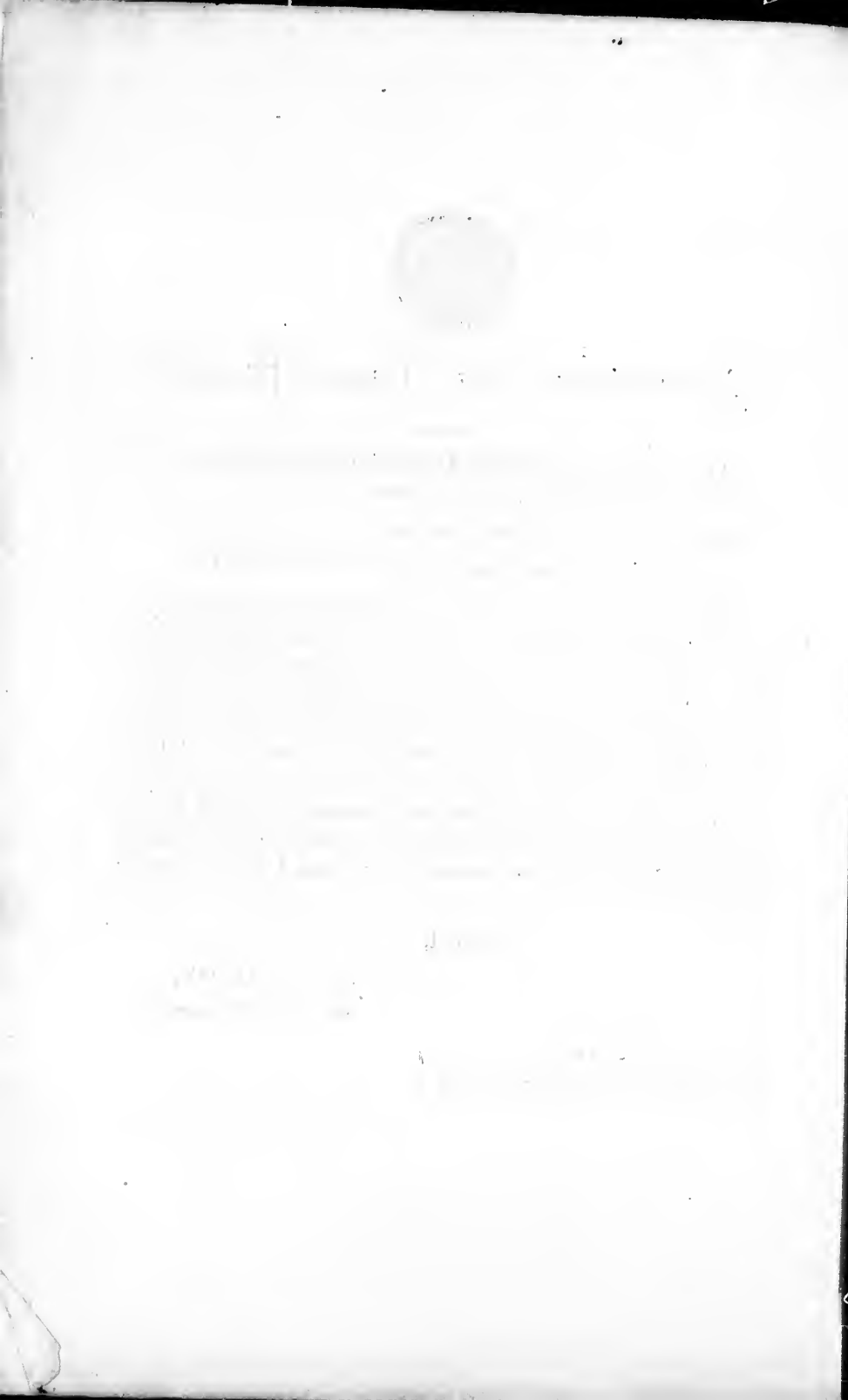
Seconded by Councillor Rousseau, and resolved :

Whereas it is of the greatest interest for this City to make known to forwarders and other parties interested in the export trade of live stock, the exceptional facilities offered by the port of Three-Rivers for this kind of trade and to encourage that class of traders and exporters to take advantage of those facilities, be it resolved : That this Council offers to grant in the common of this City, free of any charges, for the space of ten years, the necessary ground for the pasturage of live stock that may be brought to this city, to be forwarded to foreign countries on board of sea going vessels.

Certified,

J. G. A. FRIGON,
Secretary-Treasurer.

CITY-HALL,
Three-Rivers, 28th June 1880. }



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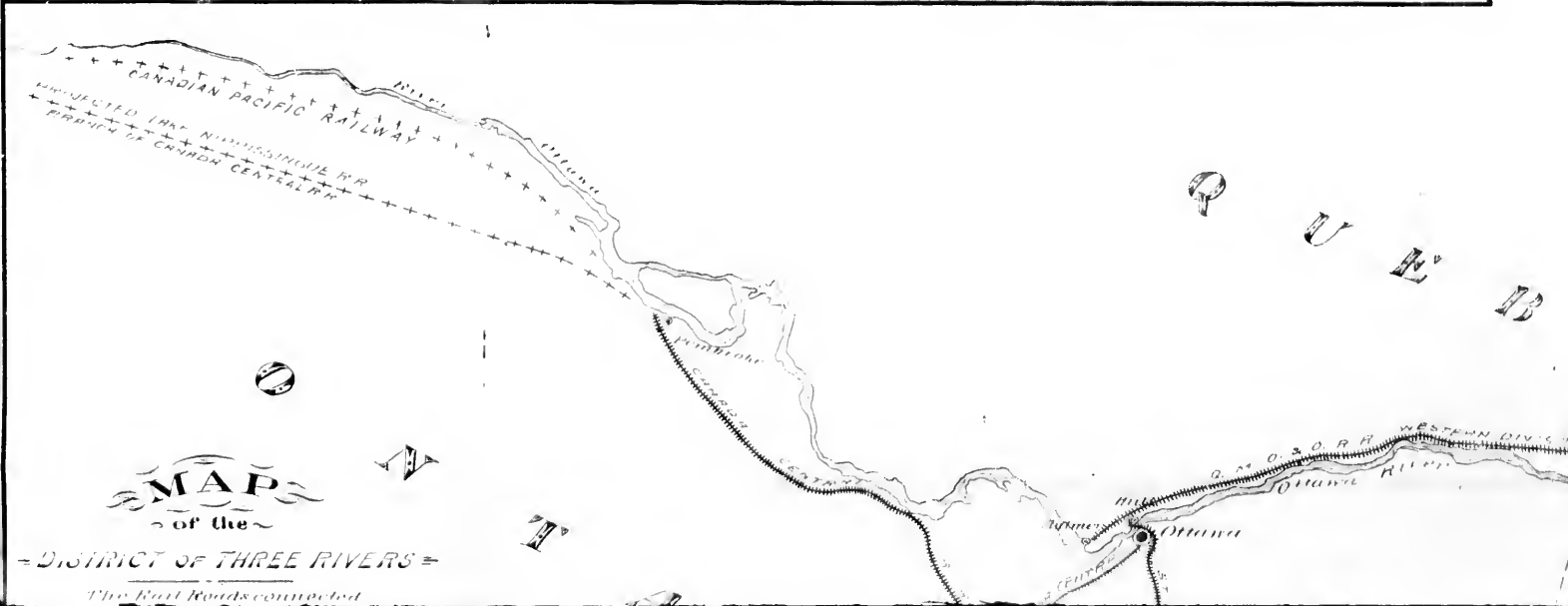
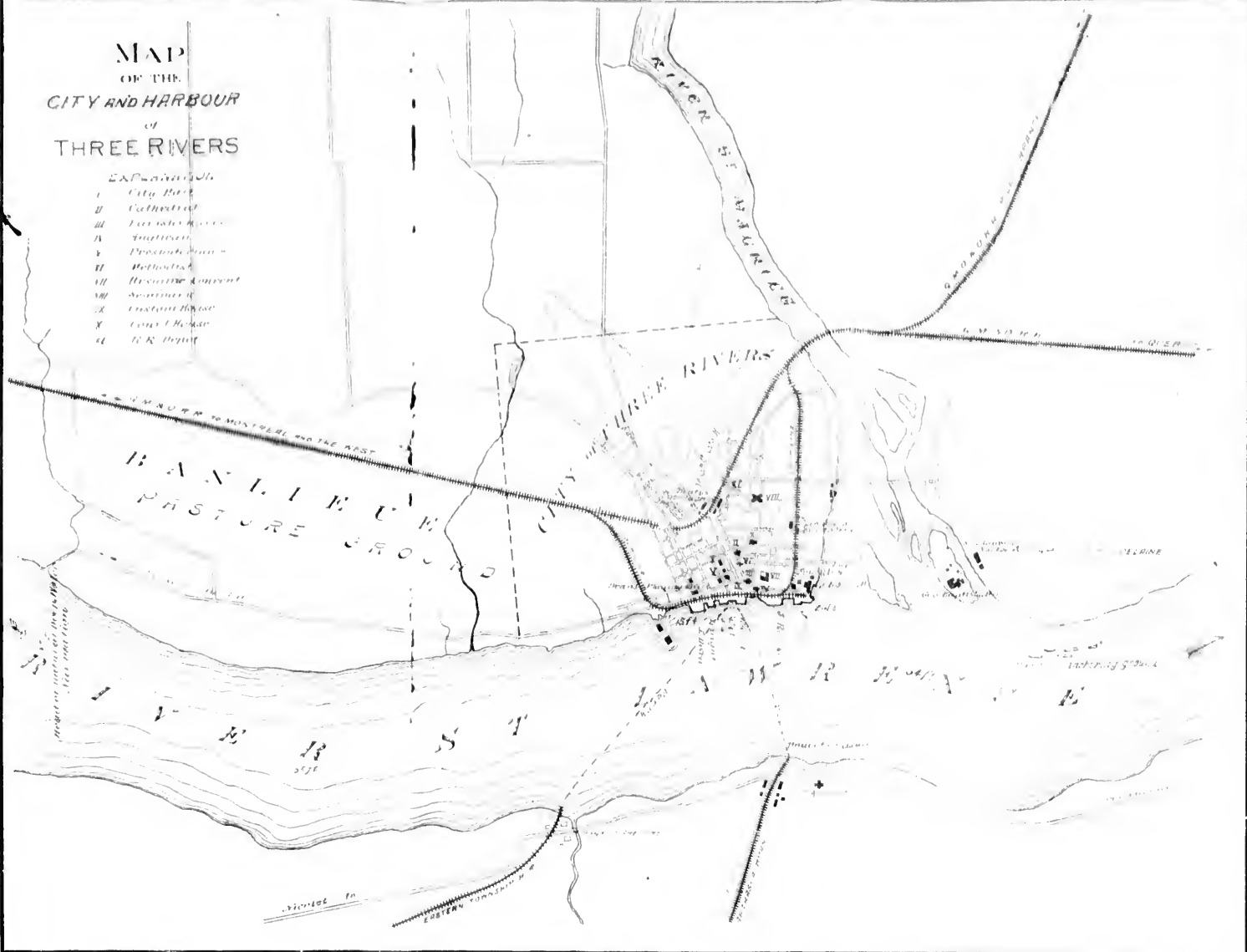
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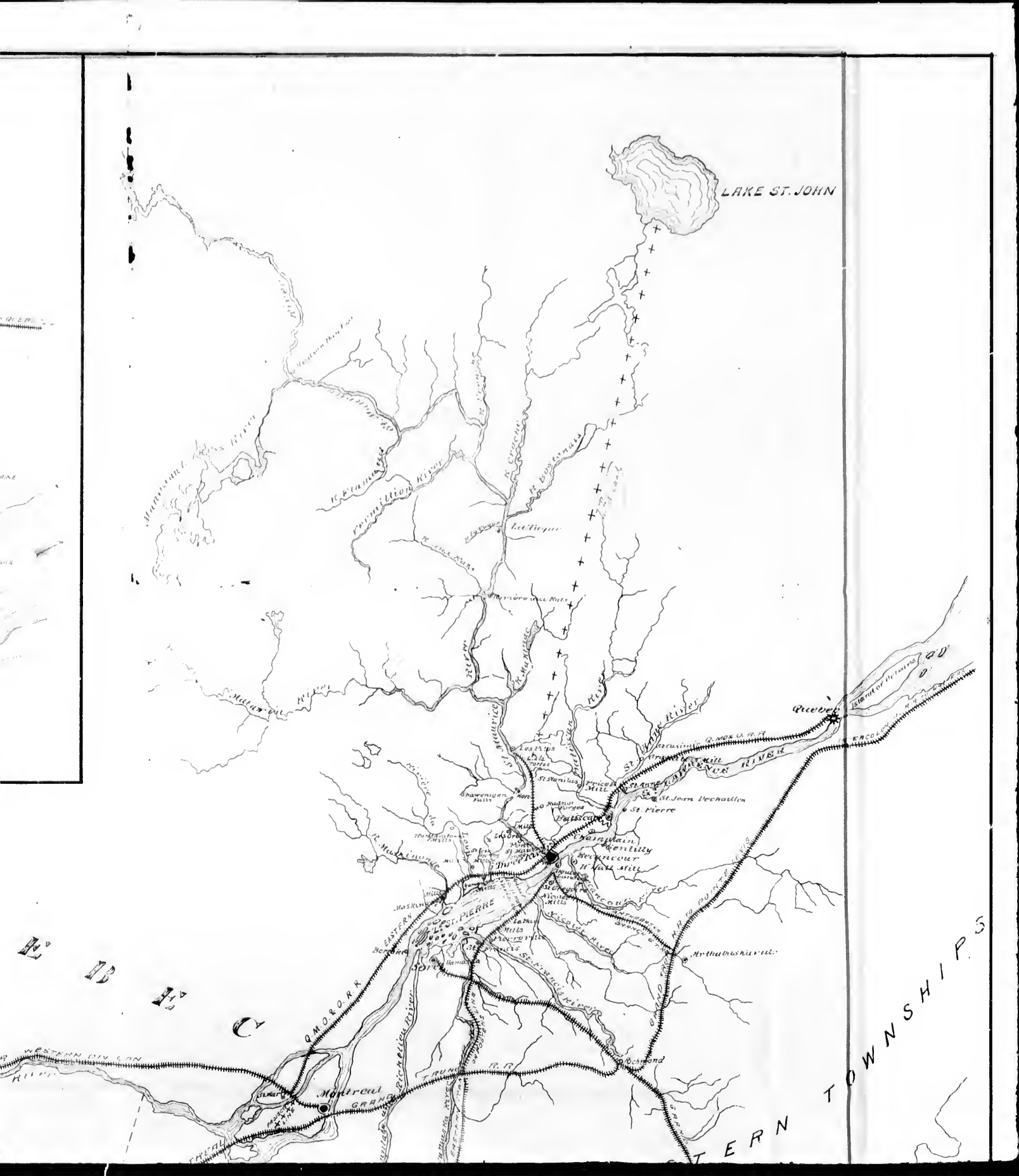
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MAP
OF THE
CITY AND HARBOUR
of
THREE RIVERS

EXPLANATION

- I City Barr
- II Cathedral
- III Fair School
- IV Fisheries
- V Protestant
- VI Methodist
- VII Hospital
- VIII Seaman's
- IX Custom House
- X Court House
- XI R.R. Depot





LAKE ST. JOHN

Quebec

ST. PIERRE

Q.M.O.R.R.

Montreal

EASTERN TOWNSHIPS

SCALE

ONE

MILE

WESTERN DIVISION

GRAND

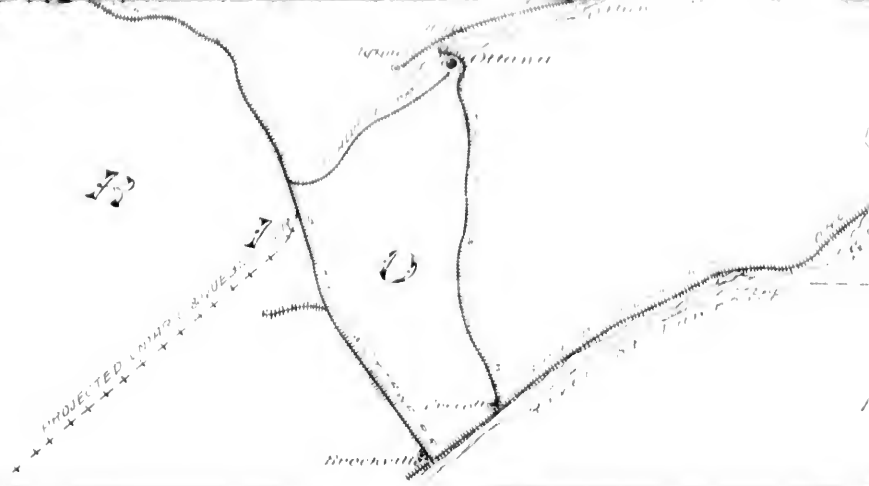
ST. LAWENCE

MAP

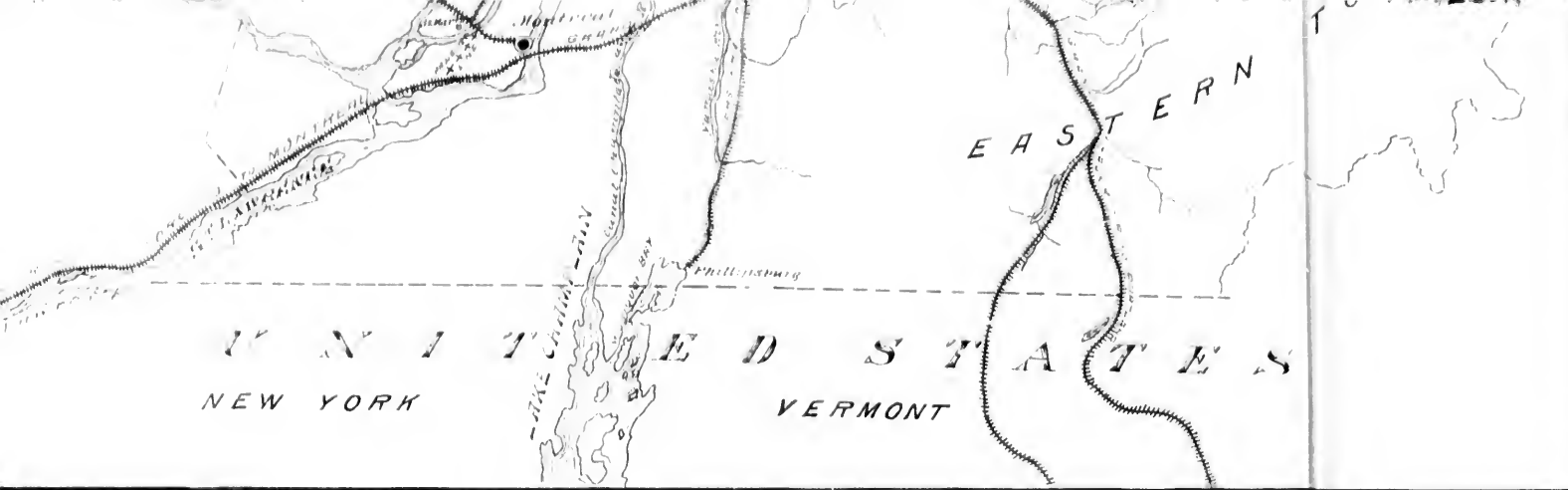
of the

DISTRICT OF THREE RIVERS

The Rail Roads connected
with the place of Three Rivers
and their ramifications



RED & CARRATS PHOTO-LITH 80 ST. LANS STREET MONTREAL



NEW YORK

VERMONT

UNITED STATES

EASTERN

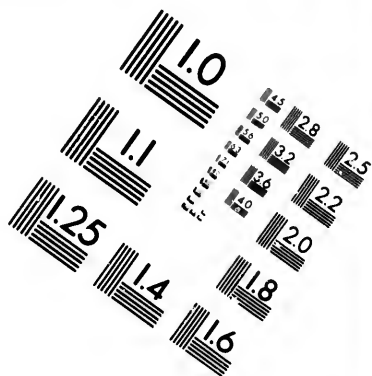
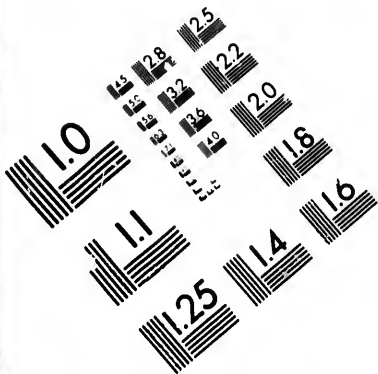
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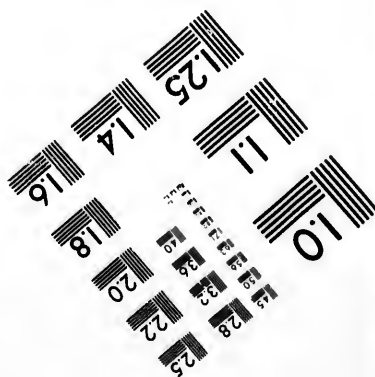
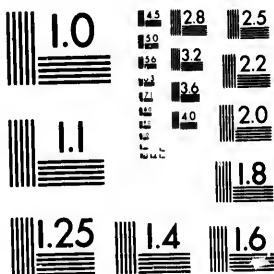
LAKE CHAMPLAIN

Burlington

VERMONT

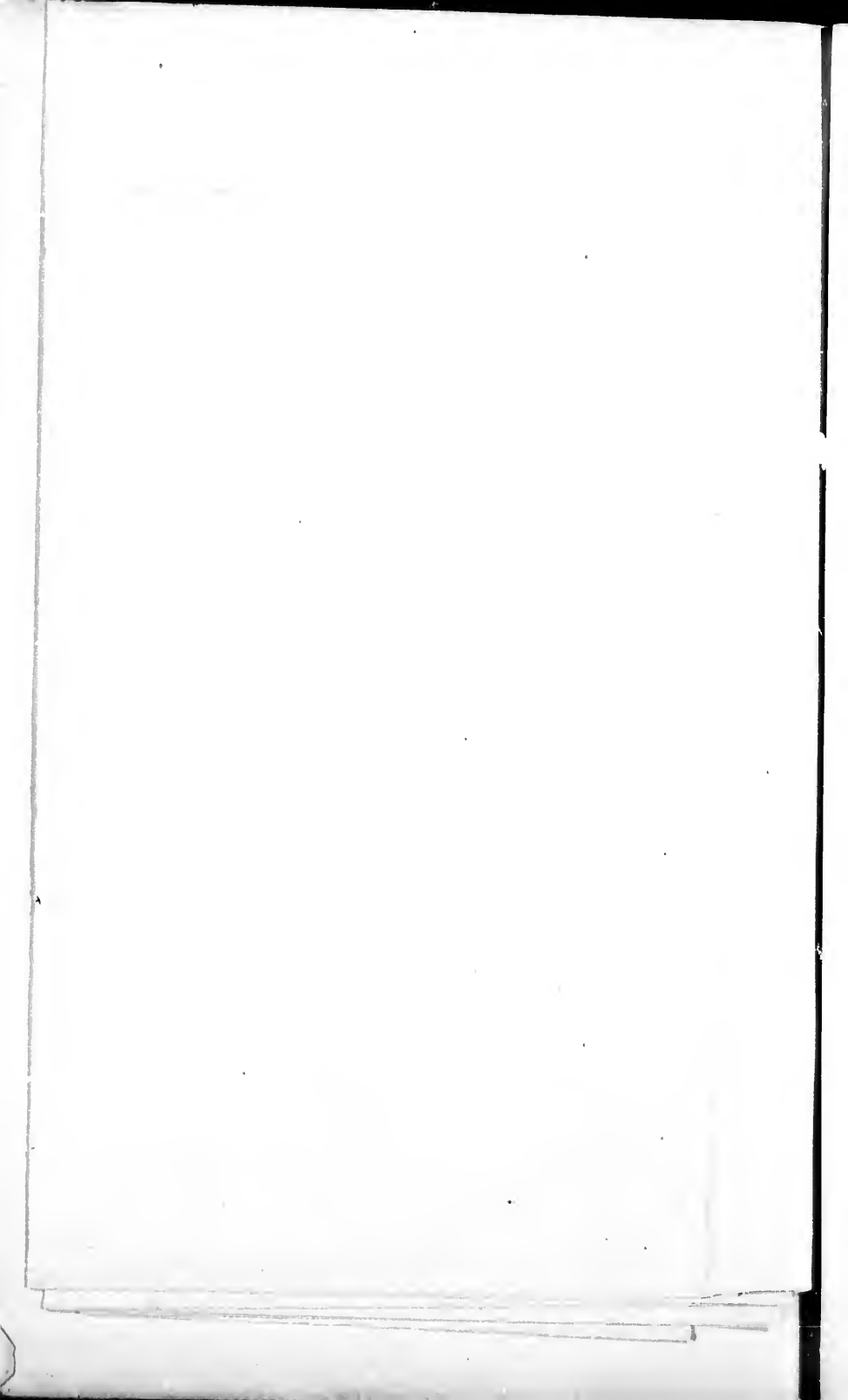


**IMAGE EVALUATION
TEST TARGET (MT-3)**



25
2

51



QUEBEC BANK.

(INCORPORATED BY ROYAL CHARTER 1818.)

CAPITAL \$3,000,000

SURPLUS 325,000

HEAD OFFICE, QUEBEC.

JAS. G. ROSS, PRESIDENT. JAS. STEVENSON, CASHIER.

BRANCH THREE-RIVERS : Alexander Str.

F. G. WOTHERSPOON, Manager

Agents in London : UNION BANK OF LONDON.

Agents in New-York : MESSRS. MAITLAND PHELPS & Co.

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Sterling exchange and drafts on New-York bought and sold. Drafts issued available at all points in Canada.

Collections made at all points.

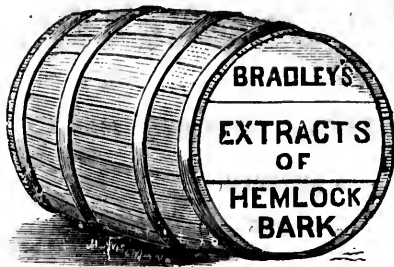
Current rates of interest allowed on deposits.

J. N. BUREAU, Q. C.

ADVOCATE AND ATTORNEY.

ST. JOSEPH STR,

THREE-RIVERS.—CANADA.



The Canada Extract and
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AND

BULSTRODE, P. Q.

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*Sedimentless Extracts of Hemlock
Bark, Tamarack, Butternut
Maple, etc.*

Dealers in *Hemlock Bark*

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Silver medal, Paris 1878.

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TOWN OF NICOLET P. Q.—CANADA.

PROPRIETOR OF STEAM SAW-MILL,

PINE, SPRUCE AND HEMLOCK LUMBER ALWAYS
ON HAND AND SAWED TO ORDER.

Pine, Spruce and Hemlock Shingles, Laths, Battens, etc.
furnished at the shortest notice and on moderate terms.

Nicolet, July 1880.

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**MANUFACTURERS AND SHIPPERS OF
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Saw Mills at Les Grès, River St., Maurice. Steam Saw
and Planing Mills in Three-Rivers.

HEAD OFFICE : NOTRE-DAME STREET
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HENRY M. BALGER

WHOLESALE DEALER

AND IMPORTER OF

HATS, FURS, BUFFALOES SKINS

MANUFACTURER OF

Gloves and Mittens in Kid, Buck, Moose, Cariboo &c.

SHIPPER OF RAW-FURS AND SKINS.

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ROSS RITCHIE & CO.

ST. MAURICE STEAM SAW MILLS.

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↔ Deep water wharf on the St. Lawrence close to saw mill.
Cargoes delivered free alongside vessel.

SAWING CAPACITY OF MILL ; 20 MILLION FEET ANNUALLY

RYCHIE BROS.

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*PINE AND SPRUCE DEALS AND LUMBER, TAMARAC, HEMLOCK,
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Telegraph poles, Pine and Cedar shingles, Pine laths, Palings. White Birch spool wood. Dimension and building timber of all descriptions.

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Lumber Merchant and Limit holder.

MANUFACTURER AND EXPORTER OF SAWN PINE
AND SPRUCE LUMBER.

THREE-RIVERS, P. Q.
CANADA.

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