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BONAVENTURE.
 Historical Sketch of the Quaint
 Village and Surroundings

(By Margaret Grant MacWhirter)
 Among the earliest settlements on the Bay Chaleur was Bonaventure, forty miles from the mouth of the bay, on its northern side. Emigrants from France established a flourishing settlement at this place, but with the advent of Captain Byron in pursuit of the French store-ship in 1760 disaster overtook the people. Byron determined to make a clean sweep of all that came in his way on the Bay Chaleur, and the few Acadian refugees at Carleton alone escaped. When we recall the privations and sufferings endured by this handful of settlers from the dispersion of 1755 till their final settlement beneath the mountains of Tracadiegetch, we are thankful that their few humble homes escaped the vigilant eye of the British commander. Later, when peace was declared the home-coming settlers returned and turned to work to rebuild their ruined homes, secure under the flag of the conqueror.

In 1780 a church was built and the nucleus of the present flourishing settlement came into existence. Today the Roman Catholic church is one of the finest edifices in the Gaspé Peninsula. Rebuilt in 1895 at a cost of \$40,000, it has a seating capacity for 1200. The building is 150 feet long by 56 feet wide, and is famous for its paintings and statuary.

The Roman Catholic parish is thirteen by fifteen miles in extent, comprising a population of 3115 souls, among which are fully 530 families. Educational matters are not neglected: fifteen schools open their doors to the children of the municipality. The Bonaventure river winds into the Bay is about 114 miles in length. The main river is augmented by numerous branches on both sides. Five miles from its mouth on its east side is Hall's river, where is a large and prosperous settlement. So high are its banks on this stream that in many places it is difficult to break the landings, as lumber, pitching overhead is in danger of being smashed.

Six miles farther is Duval. At its mouth are the Duval Rapids, which are extremely dangerous in freshet time. The river is un navigable for either canoe or boat, but large quantities of lumber are carried down its turbulent waters. Between Hall and Duval here are miles of level plateau, and far below the rapid river rushes on its way. In many places the Duval resembles a canyon, fully 150 feet on each side the iron-bound cliffs rise precipitously from the water's edge. Should a jam occur when driving lumber the men are lowered from the top by ropes, which are sometimes stretched across from one bank to the other.

Other branches are the Little West, First East, Second East, Big West and the Third East—the main river comes from the North West. On an average the river is fully 150 yards wide. For many miles in various places the river flows between high mountains; in some places the banks rise perpendicularly from the water's edge to the height of 500 feet. At other places the mountains recede, and rich flats, perhaps a mile deep are to be found. On the lower waters rich farms have been reclaimed from the forest, and comfortable homes testify to the industry of the Scotch and French inhabitants. About fifty-two miles up there is a jam across the river from one side to the other, and at least 350 yards in extent. To the uninitiated the river seems to have reached its source; all trace of the stream having vanished. Travellers beyond this point are compelled to carry their canoes, luggage, etc. over the portage, which is solid

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ground whereon great trees and shrubs are growing. At various places there are back runs of water where the river pushes its way along—always bringing earth, uprooted trees and other debris, which add to the strength and size of the jam. A few miles further there is another jam—above which the country is largely black spruce.

Four miles up across one of the back runs in the remains of an old mill dam, which ante-dates the memory of the oldest inhabitant. Old settlers claim that a number of years ago there were traces to show that the dam crossed the main river also. No doubt it is a relic of old French life.

Like many other streams in the Maritime Province, the Bonaventure has a reputation for salmon. A fishing club has its preserves on this river, employing seven guardians to watch that poachers do not trespass. These go on duty June 1st, and remain till the end of November. During June the guardians remain on duty all night; later the hours are shortened—a part of each day and night is sufficient.

The fish spawn from seven miles upward. Among the best salmon pools may be mentioned: Salmon Hole, Deep Water, Comical John, Snake Pool, Red Pipe, and Rock Pool. An old Indian, who has lived on the Bonaventure River declares that the freshest during May 1912 was the highest in fifty years; traces remain even yet which indicate how much above the ordinary the flood has risen.

Bonaventure village has a number of stores, among which is that of C. E. C. as Robinson, Jones and Whitman is still known in the Gaspé Peninsula. Opposite the church, beautifully situated on the Bay is the new up-to-date hotel of R. N. LeBlanc.

About a mile from the mouth of Bonaventure River is the new bridge completed in 1912, occupied a year in its construction. Plans and specifications were prepared by L. A. Vallee, Engineer and Director of Railways for the Province of Quebec, and his assistant Ivan E. Vallee, B. A. S. Both engineers' charges of the work which cost \$15,000. One-half of this amount was raised by the municipality; the other was obtained from the Provincial Government through the efforts of John Hall Kelly, Esq. M. P. P. for the County, who by his interest in this direction has conferred a boon on his constituency—not only on the district immediately concerned but the whole Bay shore has been benefited by this public-spirited representative.

The contractors were Messrs Boardman. The superstructure was furnished and erected by the Phoenix Bridge and Iron Works, Ltd., of Montreal.

Mr. Vallee of the Public Works, Quebec in response to a letter of enquiry has kindly given particulars of the bridge as follows:

The steel superstructure of that bridges is a "Double Intersection Baltimore Truss" of 250ft. clear span supported on two T concrete abutments on piles foundations. The concrete abutments have each 18 feet in height from

THE CANADIAN INDIAN IN THE WAR

Few possibly realize the contribution the Canadian Indian is making to the war, in men and money, and the work and gifts of their women.

The number who have enlisted is probably over the thousand mark, while the different tribes have asked the Canadian Government to pay over \$20,000 to Red Cross, patriotic, Belgian relief, and other funds, from their own trust funds, and on many a Reserve the women are sewing and knitting like their white sisters.

In doing this the Indian is only repeating history, when, during 1812, the tribes under the British flag chose to remain, here despite inducements to forsake it; and the services of a Brant and a Tecumseh are being repeated by many a young brave to-day; indeed Brant has already made the great sacrifice in the present struggle.

One notes the dark-faced sons, these original Canadians, in many a battalion, in every province of the Dominion and many have already shown their mettle in the contest with an implacable foe.

All honor to the dusky sons of Canada for their loyal response to the Empire call.

PEERAGE CONFERRED ON SIR MAX AITKEN

London, Dec. 18.—The King has conferred a Peerage on Sir William Maxwell Aitken, (formerly eye-witness with the Canadian troops) and the Right Honorable Charles B. Stuart-Wortley, members of Parliament respectively for Ayrshire and the West of Scotland and the West of England.

Concrete used a mixture of 1 cement 2 sand and 4 broken stone. The approaches are one and earth filling and are 18 ft. width at top with a slope on each side of 1 1/2 per 1 of rise. Their lengths respectively 98 and 90 ft. At top of said embankments wooden railings are placed.

The clear width of the bridge is 16 ft. and its flooring is a wooden one of 4 in. in thickness. The opening of the trusses are filled with a steel lattice fence railing. The bridge is calculated to carry a live load of 2400 lbs. distributed 8 ft. by 6 ft.

At the village is built the mill of Messrs Edwards and Maclean. The mill is 130 feet long by 60 feet wide and 26 feet post. The mill is fitted with four horizontal tubular boilers, total horsepower of 275; one pair twin horizontal engines, total horsepower 250; one gun shot steam feed carriage, steam nigger and kickers, double edger, butter tables, one lath machine and boiler; slashers one planer, surfaces and matcher; eight shingle machines principally the Dunbar Model and one Perkins shingle machine.

Long lumber is principally sawn into 3 in., also 2 in., 1 1/2 in. and 1 in: the greater part of it is spruce and credited with being the best on the Gaspé coast. Shingles are all cedar: no hemlock or balsam is cut.

The yearly out-put of long lumber is five and a-half million feet, twenty-five millions of shingles, and three millions of laths.

The mills, stables, lodge and all out-buildings are lighted by electricity—(Fairbanks Dynamo & 25 H. P. Engine). Quite recently a new smoke-stack has been added to the mill, said to be the largest on the coast—108 ft. long by 5 in. diameter; 3 ft. 16 in. plate up with a 75 lb. poles; the stack including guys and guy-bands aggregated 12,500 lbs. and was hoisted with a capstan.

Work begins at the mill the tenth of May, and closes the fifteenth of November; about 200 men are employed at the mill and on the drive.

The lumber-line on the Bonaventure River and tributaries belonging to Messrs Edwards and Maclean consist of 1600 square miles. A portage road extends between the Little Cascapedia and Bonaventure rivers. Drawing near the latter the road is somewhat too steep for comfort, and it is current report that a number of public men were once taken along this road and notwithstanding the urgency of their request the driver having perchance an eye to a public grant—refused to permit them to dismount—and holding on as best they could down the steep, rocky road they descended, fortunately without mishap, thanks to the skill of their Jegg.

No description of Bonaventure would be complete which omitted "Day's Mill" This grist-mill is one of the old landmarks of the Bay Chaleur country. Built in 1827 for the late James Day Sr. (father of the present proprietor) of Paspébiac on Robinson's Brook it was the first grist-mill that manufactured flour in the District of Gaspé. The stone mill was seventy days in course of erection, at a cost of ten thousand dollars,—the machinery was cast in Wm. Day's Foundry in England at a cost of £1000 sterling. The mill-wright was sent from England to install the machinery. Lumber was formerly sawed, but has lately been

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 A second class female teacher for coming term for district No. 1, parish of Durham. Apply stating salary to
ARMROSE J. BROWN,
 Armstrong Brook, Rest Co. N. E.
 Dec 14-4w

The mill remains a monument to the man—strong and enduring. The situation is exceedingly picturesque; the brook upon which it is built is crossed by the king's high-way, and the traveller is attracted by the charming surroundings, which possess sufficient wildness to make them interesting. The roller-mill was unknown and undreamed of by the pioneers of the Bay Chaleur. To the "Stone-Mill" for many miles up and down the Bay came the farmers with their grist, even as they do to-day. The pioneers of Bonaventure have passed away, newhouses, people and opportunity have supplanted the old, but unchanged the great wheel revolves beneath the restless waters of the picturesque brook, and watching the steady, rhythmic motion the words of the old refrain comes to mind as though re-echoed from the busy wheel, and fraught with suggestive lessons to the young spectator: "You cannot grind with the water that is past."

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