

QUEBEC TO WINNIPEG

Page 7

Mls. from
Quebec

3 5	Cadorna	Alt.	
0	Bridge	"	163 0
8 8	Cap Rouge	"	257 0

After leaving Quebec, the railway follows the valley of the St. Charles River for several miles, gradually climbing the slope of the vast promontory which separates the St. Charles from the St. Lawrence and at the eastern extremity of which the city of Quebec is built. As the train mounts higher and higher, a panorama of rare attractiveness unfolds, the wide fertile valley spreading out in the foreground and beyond stretching the rugged outline of the Laurentian Mountains, with their rich purple colouring.

Passing through some heavy rock cuttings, the track suddenly emerges on the brow of Cap Rouge, with the broad St. Lawrence rolling proudly seaward immediately below. Here a junction is made with the main line of the Government Railways, and if the traveller will look back to the left, he will see the towering cantilevers of the famous Quebec Bridge rising quite close at hand.

15 6	St. Augustin	Alt.	216 0	Just beyond the junction of the
21 2	Neuville	"	238 0	line from the Union Palais Station
26 1	Dombourg	"	264 0	and the line from the Quebec Bridge,
34 2	St. Basile	"	205 0	the railway crosses the Cap Rouge
38 7	Portneuf	"	240 0	Viaduct. This is an immense struc-
46 9	St. Marc	"	144 0	ture, second only in importance
51 3	St. Casimir	"	126 0	to the bridge over the St. Lawrence
60 8	St. Prospere	"	361 0	itself, and from it magnificent views
70 3	St. Adelphe	"	410 0	in both directions are to be had,
79 1	Hervey Jct.	"	583 0	which should by no means be missed
				From this point until the railway
				turns north up the Batiscan Valley



The Cap Rouge Viaduct