

COLONIZATION MOVEMENT IN NORTH QUEBEC

Many Lumber Camps Are
Found in Midst of Lau-
rentian Hills.

THE NILE RESERVOIR HAS BEEN OUTCLASSED

Fur and Fish Products Abound
Paradise of the Hunter
and Trapper.

OUR NORTHERN EMPIRE, No. 3.

The through Transcontinental train passes La Tuque about midnight. In our berth with drawn blinds we are oblivious to the wild, monotonous scenery, through which the train winds up the St. Maurice River, and its tributary the Vermilion. Before daybreak we see the lumber camps, the places that contribute to the lumber traffic of the railway. Fifty miles from La Tuque the lumber camps appear. Flammard, Windigo, Ferguson, Vaudry and Weymard are the centre of lumbering activities carried on by the big corporations operating mills on the St. Maurice, towards Three Rivers. The lumber jack with his axe and pick pole makes up the population. It looks simple enough to cut the logs and let them tumble from the side of the mountain into the river below, but outcrops and reefs complicate the problem. When the logs reach the water, they dash along with exuberant glee until they are in their booms many miles below. One would scarcely imagine that these out of the way wilds contain one of the most gigantic engineering undertakings in the world, one that outdistances Egypt's great work—the Aswan Reservoir. It is called La Loutre Storage Reservoir. It controls the water supply of a territory of over 300 miles in extent. It is located at the Junction of the St. Maurice and Manuan Rivers. The dam is a third of a mile long and eighty feet high. Its purpose is to hold the water of the Upper Country, to be used by the mills and factories in the lower St. Maurice during the dry season. Four times as much water is distributed in held as is used to irrigate the lands of the Nile. The Gouin Government is responsible for this splendid work. At La Loutre a hydroplane had been put in use for surveying and observation purposes. Early in the morning we pass a place where rich silted, ships, etc., pertaining to a divisional point, having ascended in the world 900 feet from La Tuque, that place having an altitude of 500 feet. This is a place of mountains, saw mills and lumber.

Great Fur Belt.

Thirty miles further west, we pass a fine sheet of water called Lac des Lacs. The outlet is in the St. Maurice River. The devotee of the canoe can travel easterly from this point for days, on the southerly side of the divide, through a country of picturesque wildness. We are reminded we are now within the Great Northern Fur Belt, by a large sign on a small shack at Ousouene Lake, advertising it as a trading post for hunters. In these lonely woods and mountains the moose roam in security and the bear has a long sight of his human antagonist. The silent hunter pits his wits against the wiles of the wild denizens of the woods, sets his traps on their trail and packs of packs of beavers, foxes, otter, and lynx, find their way to the Quebec market. The trapper has done his work too well; fur bearing animals are becoming every year scarcer. Larger game attracts the sportsman, Vermilion is a gathering place for game hunters, and here they start to range the woods and streams. Here they have erected a large club house. It would be useless to note the places on the map by the Canadian National Railway the past four years—over seventy miles of line, and over fifty west of Parent—each one contributing something ready to the traffic of the railway in the way of pulp wood, lumber, fish, etc., and promising much more in the future, as the operations of the settlers are so far almost entirely in sight of the railway. About 20,000 people have already made homes for themselves.

Trappers Came First.

The earliest explorers were French trappers and traders, who penetrated these regions for furs, but it remained an unknown wilderness save to them and missionaries. The Indians until about half a century ago, when the lumber operators found their way up the St. Maurice and the Ottawa. There are also wolves in these wilds. They follow the deer in their migrations. An old sportsman gave the writer an account of a herd of them attacked by a pack of wolves. When formed in a circle, with horns and hoofs in front to give battle, such an affair would be an interesting spectacle—a sensation for the movie picture artist to arrange.

During spring and autumn migrating black ducks gather in the marshy bays of the lakes. Amos is another centre for sportsmen, especially from the United States. From that point they gravitate north, fishing and hunting. The Hudson Bay Company's long ago established trading posts across the continent and still retain them at Parent, Sarnett and Narrot. From the train we catch an occasional glimpse of groups of dogs, reminding one we are in the latitude where in the winter dog teams start for more northerly posts.

Paradise For Canoeists.

Ousouene Lake, south of the divide, is a starting point for canoe voyages taking in an endless variety of streams and lakes, circling around the mountains dark with this coating of jack pine. Some day these remote spots will be a summer haunt of pleasure-seekers. The character of the country and the scenery is not changed until we reach Not-

MARINE NEWS

Full Moon June 30
Last Quarter June 25

Ship	From	To	Arrived	Departed
St. John	St. John	St. John	6:15	6:15
St. John	St. John	St. John	6:15	6:15
St. John	St. John	St. John	6:15	6:15
St. John	St. John	St. John	6:15	6:15

Arrived Friday

SS. Manchester Shipper, Manches-

ter, Coastwise—Str Keith Cann, 177,

McKinnon, Westport; gas sch Jennie

T. 31, Teed, Belliveau's Cove; sch

Oronokah, 21, Robinson, Hampton,

N. S.; str Pejeepot, 79, Hackett,

St. Martins.

Cleared Thursday

SS. Pejeepot, 79, Hackett, Belfast,

Coastwise—Str Keith Cann, 177,

McKinnon, Westport; gas sch Jennie

T. 31, Teed, Belliveau's Cove; sch

Oronokah, 21, Robinson, Hampton,

N. S.; gas sch Rosa Georgina, 31, Comeau,

Church Point.

FOREIGN PORTS

Rotterdam, June 22—Ar str East-

erly, Montreal; Western Plains, Mon-

tréal.

Algoa, June 22—Ar str Kaduna,

Montreal.

Cherbourg, June 22—Str. Ad-

riatic from Southampton for New

York.

Messina, June 22—Str. Cana-

dian Ranger, Montreal.

Rotterdam, June 22—Str. Holby,

Montreal; Pikepool, Montreal.

Sachem at Halifax

S. S. Sachem arrived at Halifax

Thursday with passengers and freight

from Liverpool via St. John's, Nfld.

S. S. Caronia arrived at Halifax

Thursday night from Liverpool via

Queenstown. She brought 254 passen-

gers for Halifax. She sailed for New

York Friday morning with 716 passen-

gers. Robt. Reford and Co., are local

agents.

Aviator Reported

S. S. Canadian Aviator passed Cape

Sable Wednesday enroute from this

port to Hull.

Manchester Shipper Docks

S. S. Manchester Shipper arrived in

port Friday morning docking about

noon at McLeod's wharf. She has a

small cargo for St. John, but will

out for Manchester with a full gen-

eral cargo.

Shifted to Pettigill Wharf

Chaudiere shifted last night from

Refinery to Pettigill wharf where she

will complete her cargo today.

away, on the Belle River, which flows

north into James Bay, consequently

we have crossed the height of land.

From this point motor boat trips can

be made to Rupert House in James

Bay, 345 miles away. Here com-

mences the famous clay belt, which

stretches away to the north many

hundreds of miles and westward six

or seven hundred miles. Geologists

call these lands locusts, glacial clay—

whatever that may mean. The soil

is gray and of fine texture and

blowing deposits from the tides of the

Bay of Fundy. It was, perhaps, the

product of Arctic tidal movements

and perhaps owes its fertility largely

to the remains of shell fish. It is as

free from stone as the prairie country.

Here commences the new settlement

region. The settlers content them-

selves with making homes for them-

selves within ten miles from the N.

P. Railway line, though with the de-

cent of the land towards the north,

estimated roughly at five feet to a

mile, the climate is said to be more

mild.

The tree growth in this region de-

pends upon drainage as well as soil.

Furness Line

SAILINGS BETWEEN ST. JOHN,
N. B. AND LONDON

Manchester Line

From Manchester To Manchester via

U. S. Ports

June 11 Man. Shipper About June 26

June 23 Man. Exchange

July 15 Man. Importer

Passenger Ticket Agents for North

Atlantic Line

FURNESS, WITHEY & CO.,

LIMITED

Royal Bank Building

St. John, N. B.

Can. Main 2616

CANADIAN PACIFIC

Effective immediately

Double Train Service

St. Andrews Sub-Division

(Eastern Time, Daily except Sunday)

Lv. St. John 6 a.m. or 3:45 p.m.

Ar. St. Andrews 11:30 a.m. or 8:40 p.m.

Lv. St. Andrews 6:40 a.m. or 4:05 p.m.

Ar. St. John 11:45 a.m. or 9:50 p.m.

N. R. DeBRISE, D. P. A.

EASTERN STEAMSHIP

LINES, INC.

International Line.

Resumption of Freight and Passenger

Service Between St. John and

Boston, Commencing May 25.

Steamship "Governor Dingley" will

leave St. John every Wednesday at

8 a.m. and every Saturday at 6 p.m.

(Atlantic time).

The Wednesday trips are via East-

port and Lubec, due Boston 11 a.m.

The Saturday trips are to Boston

direct, due Sundays at 2 p.m.

Fare \$10.00 Steerage, \$3 up.

Direct connection at Boston with

Metropolitan Line steamers for New

York via Cape Cod Canal.

For rates and additional information

apply to

A. C. CURRIE, Agent,

St. John, N. B.

TIME TABLE

The Maritime Steamship Co.

Limited.

Commencing June 7th, 1921, a

steamer of this line leaves St. John

Thursday, at 7:30 a.m. for Black's

Harbour, calling at Dipper Harbor and

Beaver Harbor.

Leaves Black's Harbor Wednesday,

two hours of high water for St.

Andrews, calling at Lord's Cove, Rich-

ardson, Back Bay and L'Etete.

Leaves St. Andrews Thursday, calling

at St. George, L'Etete, or Back

Bay and Black's Harbor.

Leaves Black's Harbor Friday for

Dipper Harbor, calling at Beaver Har-

bor.

Leaves Dipper Harbor Saturday at

8 a.m. Daylight Time. Freight re-

ceived Mondays 7 a.m. to 5 p.m.; St.

George freight up till 12 noon.

Agents, the Thorne Wharf and

Warehousing Co., Ltd.

LEWIS CONNORS, Manager.

Phone Main 2581.

CUNARD

ANCHOR

ANCHOR-DONALDSON

MONTREAL-GLASGOW

July 3, Aug. 6, Sept. 10 Cassandra

July 23, Aug. 27, Oct. 1 Saturnia

N. Y. GLASGOW (Via Moville)

June 25, Aug. 20, Oct. 4 Algeria

July 16, Aug. 10, Sept. 24 Cameroun

July 16, Aug. 10, Sept. 24 Columbia

Sept. 20 Assyria

BOSTON-GLASGOW (Via Moville)

Aug. 16 Assyria

July 2, July 30, Aug. 27 Caronia

July 9 Castalia

July 12, Aug. 20, Sept. 27 Albania

July 16, Aug. 13, Sept. 10 Carmania

Sept. 8, Oct. 11, Nov. 15 Scythia

NEW YORK, CHERBOURG, SOUTH-

AMPTON

June 30 Berengaria

July 5, July 26, Aug. 23 Aquitania

July 14, Aug. 11, Sept. 18 Mauretania

July 16, Aug. 13, Sept. 10 Columbia

June 30 Assyria

N. Y. PLY. CHER. HAMBURG

July 21, Aug. 30, Oct. 11 Saxonia

VIGO, GIBRALTAR, PATRAS

DUBROVNIK, TRIESTE and Fiume

July 27 Calabria

For rates of passage, freight and further

particulars apply to local agents or

THE ROBERT REFORD CO., LIMITED

GENERAL AGENTS

163 PRINCE WILLIAM STREET

ST. JOHN, N. B.

NOTICE TO MARINERS

Notice is hereby given that the

light on Quaco Ledge gas and bell

buoy is not burning. Will be relighted

at first opportunity.

J. C. CHESLEY,

Agent, Marine Department.

W. C. M.

Paul F. Blanchet

Chartered Accountant

TELEPHONE CONNECTION

St. John and Robney

SANTAL

REPELLE

MIDY

CATARAH

OF THE

BLADDER

Prepared by

Dr. J. C. CHESLEY

St. John, N. B.

Business Cards

MARRIAGE LICENSES.
MARRIAGE LICENSES issued at
Wasson's, Main Street and Sydney
Street.

FILMS FINISHED.
Send any roll with 50c to Wasson's,
Box 1240, St. John, N. B.

VIOLINS, MANDOLINS
And All String Instruments and Bows
Repaired.

STINNEY GIBBS, - 21 Sydney Street.

OXYGEN and ACETYLENE WELD-
ING of all descriptions and in all
metals. Auto and machine parts,
tanks built of any description and for
any purpose. All work guaranteed.