

# MOTORING CONDITIONS THROUGH CANADA'S MAR- TIME PROVINCES

Through the "Land of Evangeline"  
and the Beautiful Valleys of New  
Brunswick and Nova Scotia

(From The Bureau of Tours, The  
Automobile Club of America)  
Roads are rapidly improved through-  
out New Brunswick, Nova Scotia and  
Cape Breton Island and motorists can  
now reach St. Andrews, St. John, Moncton,  
Truro, Halifax, Yarmouth and Sydney  
from the middle of May until November  
using roads that have at least 60 percent  
of the surface improved.

The road car of The Automobile Club  
of America in charge of O. M. Wells,  
Chief Roadman, recently checked these  
highways and his findings are embodied  
in this article.

The English custom of driving to the  
LEFT is followed in the Maritime Pro-  
vinces, and knowledge of this has kept  
many motorists from the States away in  
the past. However, the difficulty should  
not be exaggerated; the writer with a  
driver having only American experience,  
made a survey of the roads throughout  
the Maritime Provinces and experienced  
no trouble whatever; everyone drives  
to the left, which makes it easy for a  
stranger to conform to the custom.

Some of the most beautiful valleys in  
the world are located in New Brunswick  
and Nova Scotia, and there is a diversity  
of scenery somewhat like the more pictur-  
esque sections of New England. Not so  
many years ago, these roads were so  
poor that it was difficult to reach even  
the more prominent cities. Now all the  
main points through the Provinces are  
conveniently accessible by automobile.

On reaching Calais, Me., which is on  
the United States side of the St. Croix  
River, a bridge is crossed to St. Stephen,  
New Brunswick, the first Canadian City.  
Motorists must stop at the American  
Customs Office before crossing, and go  
into the Customs Office and present the  
car registration certificate to the Customs  
Officer. He in turn will fill out a permit  
to correspond with the certificate, which  
the motorist must carry throughout the  
Dominion and return to the Customs  
Officer at any port when returning to  
the United States. The above formal-  
ities apply to the entire Dominion of  
Canada at all points of entry. Motorists  
will find the American and Canadian  
Customs officers most courteous and will-  
ing to assist in every way in preventing  
delay or inconvenience to the tourist;  
tourists are made to feel welcome on  
crossing the border and the same hospi-  
tality is shown in all the Provinces of  
the Dominion.

From St. Stephen there is an excellent  
gravel road to St. Andrews-by-the-Sea,  
a charming resort with excellent hotel  
accommodations and fine facilities for golf.  
From St. Andrews to St. George the road  
is improved and, for much of the distance,  
with the exception of one or two sections  
that are rough but passable, is better  
than it has been in previous years. From  
St. George to St. John, considerable road  
construction is in process and this route  
should be in excellent condition for the  
touring season of 1922. One of the most  
scenic trips by motor in New Brunswick  
is from St. John to Moncton via the  
Kennebecasis Valley. There is a hard  
surfaced road from St. John, through  
Rothsay to Hampton and the balance  
of the mileage is gravel. From Sussex  
there are two parallel roads which pro-  
vide fair gravel surface to Peditcodiac.  
Local motorists seem to have a preference  
for the southerly route which goes from  
Sussex through Penobscot and Linden  
Bridge.

The remainder of the route through  
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to Moncton is somewhat rough and  
rutted. From Moncton through Dorches-  
ter to Amherst there are alternating  
stretches of good and poor road, all of  
which can be traversed with very little  
difficulty. From Amherst to Truro there  
is a choice of two roads. One going direct-  
ly south through Maccan, Athol and  
Southampton to Parrsboro, then due  
east through Five Islands and Great  
Village to Truro. The other route runs  
from Amherst through Oxford, Colling-  
wood and the Wentworth Valley to  
Great Village then on to Truro. Although  
the road is narrow, with some quite  
rough stretches, motorists who like wonder-  
ful scenery should, by all means, go  
through the Wentworth Valley via  
Oxford and Londonderry to Truro.

Motorists going to Sydney and Cape  
Breton Island will find a large proportion  
of improved road.

There is a delightful motoring area,  
throughout the summer months, all the  
way from Truro to Sydney via New  
Glasgow to Port Mulgrave, where the  
ferry is taken to Port Hawkesbury. The  
balance of the trip to Sydney and the  
trunk lines through Cape Breton Island  
have been so much improved that motoring  
is feasible throughout the Island and  
very few sections of unimproved roads  
will be found. From Truro south to  
Halifax there are a few stretches that  
are quite rough, also a number of sections  
that are under construction. From Hal-  
ifax to Dartmouth the best way is to  
follow the New Boulevard to Bedford,  
which is all hard surfaced and makes a  
very pretty drive. There are a number  
of stretches under construction around  
Mount Uniacke; all of these are passable  
to Windsor.

The route from Windsor to Yarmouth  
forms one of the most interesting auto-  
mobile drives in all the Maritime Pro-  
vinces. Most of the road, though some-  
what narrow, is in good condition and it  
passes through picturesque villages and  
fertile farmlands all in a fine state of  
cultivation. Then on through the Annapo-  
lis Valley and the heart of the Evangeline  
country, made famous by Longfellow's  
immortal poem, to Digby, a charming  
village situated on a bluff overlooking  
Annapolis Basin. Boat connections are  
made at Digby for St. John, N. B. by  
steamer which runs the year around, leav-  
ing St. John at 7 A. M. and arriving at  
Digby at 10 A. M. returning leaves Digby  
at 2:15 P. M. and arrives at St. John  
between five and six P. M. Touring cars  
are carried; at the rate of \$15.00 for a  
small car, \$18.00 for a medium car, and  
\$21.00 for a large car. Cars with station-  
ary tops exceeding 6 ft. in height are

not carried.  
From Digby to Yarmouth the route  
runs along a ridge overlooking St. Marys  
Bay and passes through a number of  
quaint fishing villages, including Way-  
mouth, which is situated on the Sissiboo  
River. Here are living some descendants

of the original French Acadians with the  
characteristics of their ancestors plain-  
ly in evidence.  
The ocean route from Yarmouth to  
Halifax via Shelburne, Liverpool, and  
Bridgewater is very scenic with wonder-  
(Continued on page 7)



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late of Hortonville, in the county of  
Kings, deceased, are requested to render  
the same, duly attested within twelve  
months from the date hereof, and all  
persons indebted to said estate are re-  
quested to make immediate payment to  
George S. Taylor  
Harry M. Palmeter  
Administrators.  
Probate granted June 6th, 1921.  
Dated the 12th of September, 1921.



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