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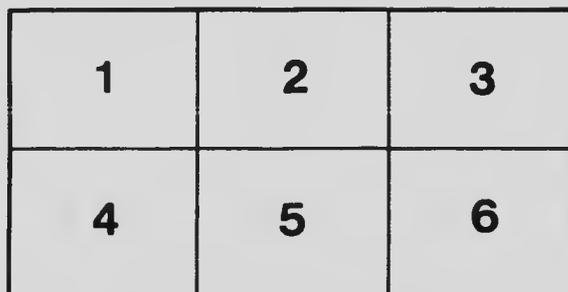
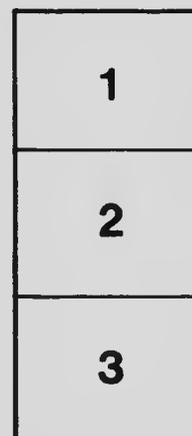
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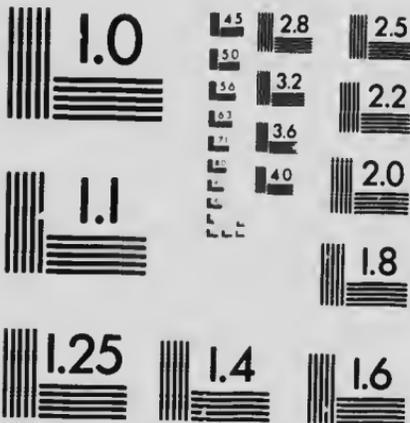
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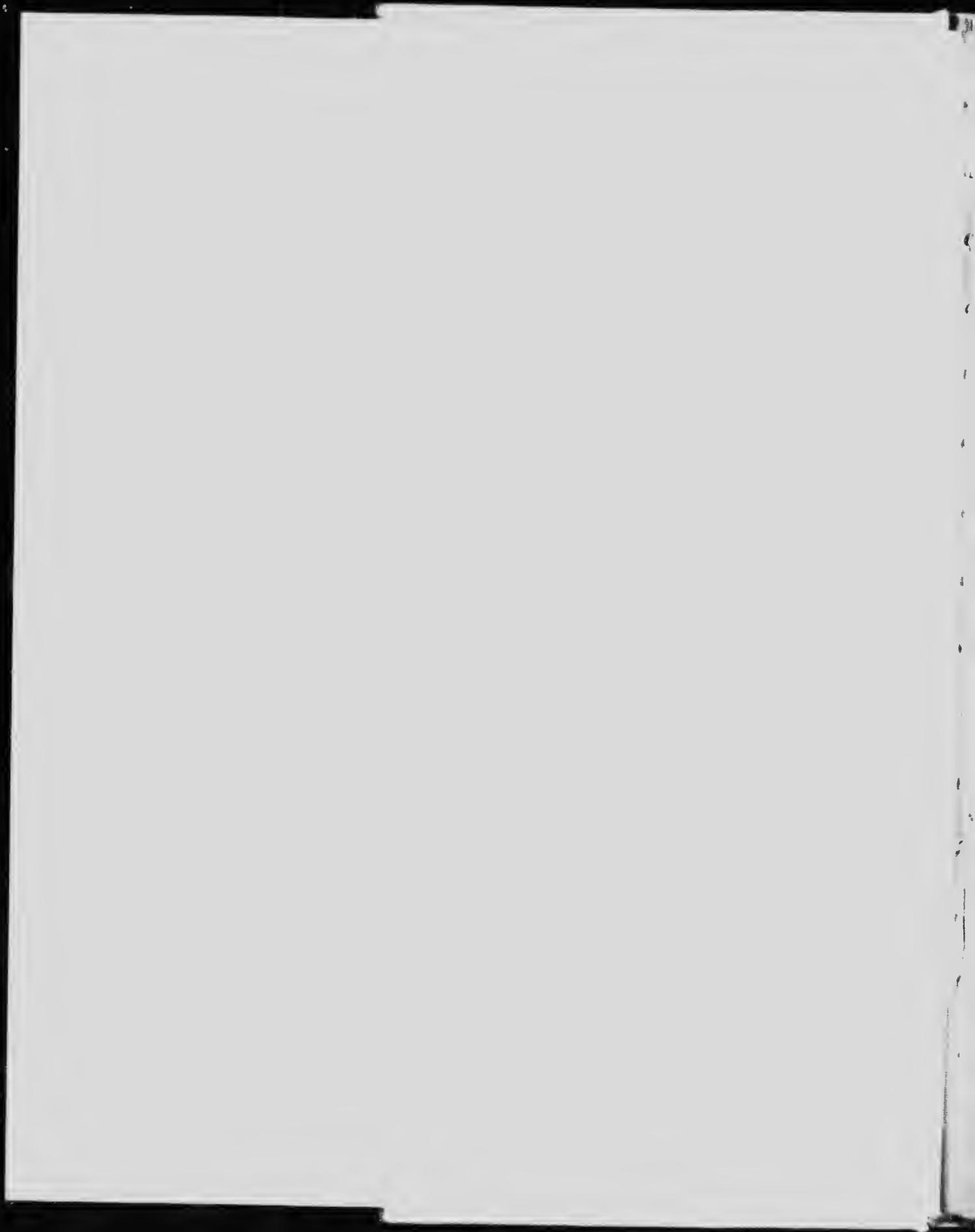
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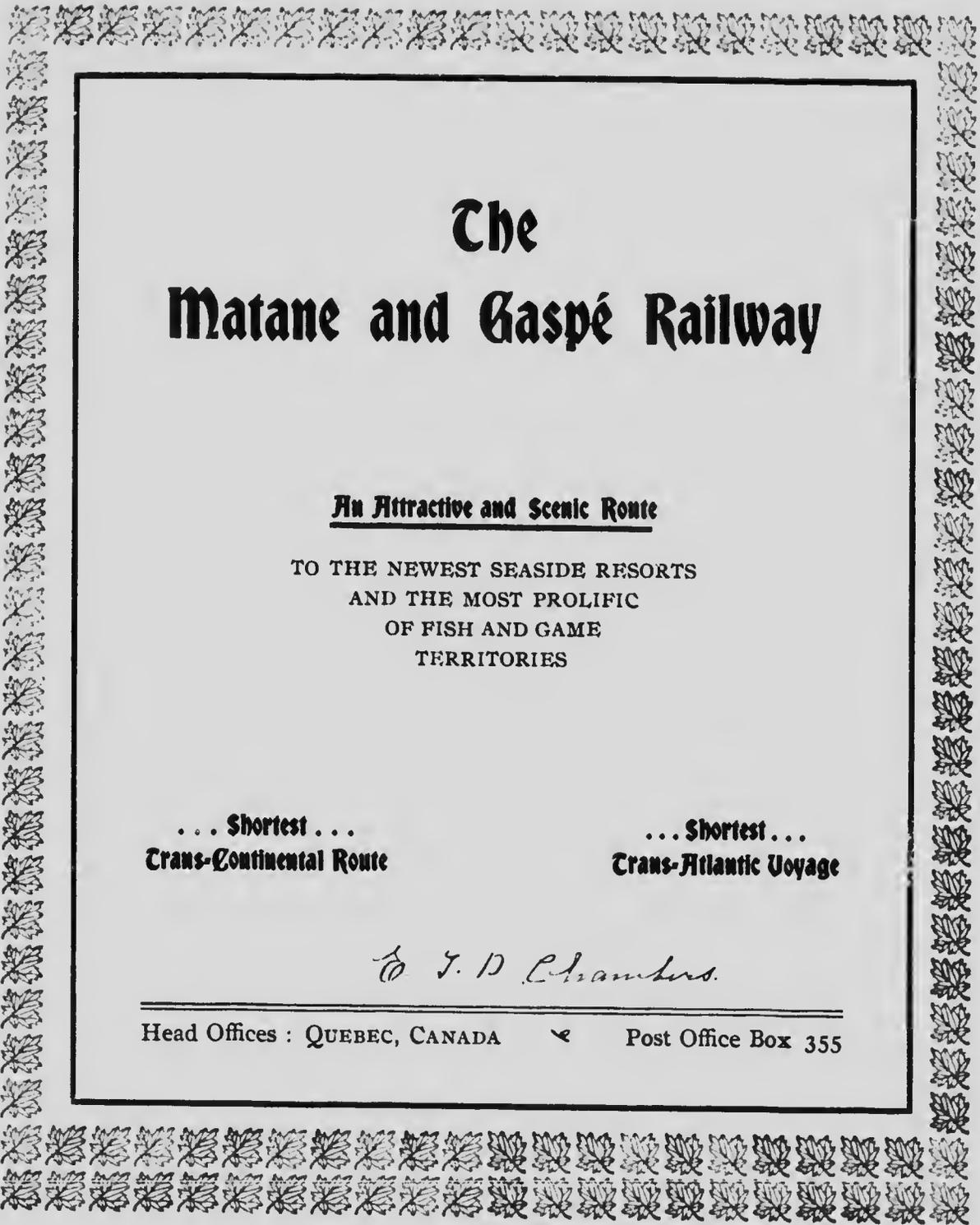
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# The Matane and Gaspé Railway

An Attractive and Scenic Route

TO THE NEWEST SEASIDE RESORTS  
AND THE MOST PROLIFIC  
OF FISH AND GAME  
TERRITORIES

... Shortest ...  
Trans-Continental Route

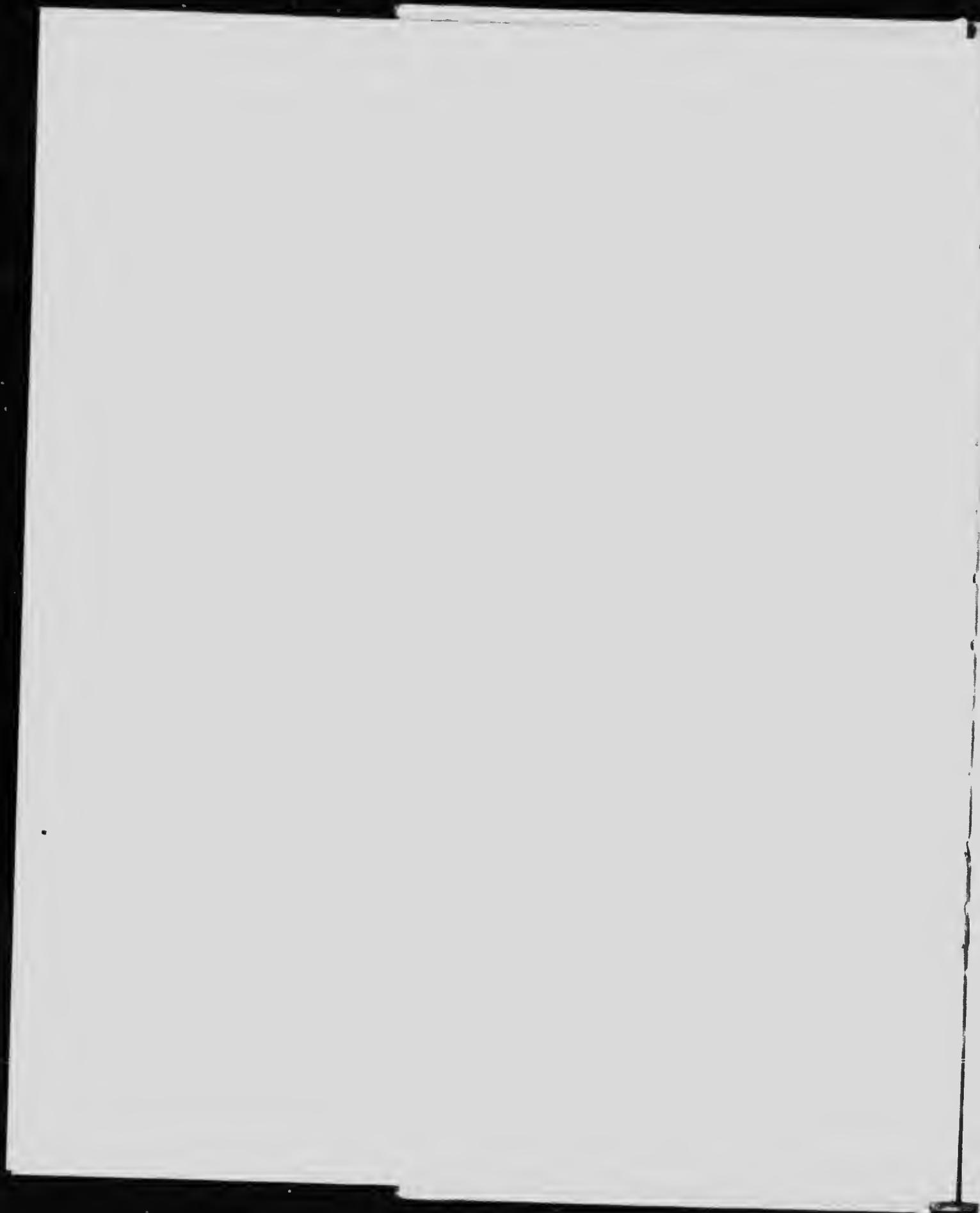
... Shortest ...  
Trans-Atlantic Voyage

*W. J. D. Chambers.*

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# The Matane and Gaspé Railway

by  
E. J. R. Chambers

An Attractive and Scenic Route

TO THE NEWEST SEASIDE RESORTS  
AND THE MOST PROLIFIC  
OF FISH AND GAME  
TERRITORIES

*Lubric*

... Shortest ...  
Trans-Continental Route

1907

... Shortest ...  
Trans-Atlantic Voyage

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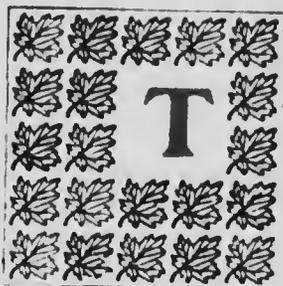


The Falls of the Grand Metis

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# THE RESOURCES OF THE GASPÉ PENINSULA AND THE MATANE AND GASPÉ RAILWAY

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THE MATANE AND GASPE RAILWAY project is a proposition to furnish railway communication to the picturesque, thickly populated and valuable territory lying along the north shore of the Gaspé peninsula, from Métis to Gaspé,—with as many future watering places as there are villages,—and at the same time to supply a short route to the ocean and an all-the-year-round port in the province of Quebec for both the Interecolonial and Grand Trunk Pacific Railways, which will be nearer to Liverpool than any other port on the American continent.

These objects are to be accomplished by the construction of a line of railway from a junction point on the Interecolonial railway at or near St. Octave de Metis, to Gaspé Basin, via Matane, and also westward from the junction with the Interecolonial Railway, to a point of junction with the proposed Transcontinental railway in the county of Temiscouata.

Outside of Rimouski, to which the company has the right of extension westwards, its road will reach three ocean ports of immense capacity, two of which, Mont Louis and Grand Grève are winter as well as summer ports, while Matane, Ste. Anne des Monts, Grande Vallée and Gaspé are open during the greater part of the year.

## *Comparative Distances*

The shortness of the route to Europe by way of the proposed MATANE AND GASPE RAILWAY and the port of Gaspé appears from the following comparative tables of distances:

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*THE RESOURCES OF THE GASPÉ PENINSULA*

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|   | Miles |
|---|-------|
| Montreal to Gaspé.....                              | 589   |
| Gaspé to Liverpool.....                             | 2,374 |
|   | 2,963 |
| Montreal to Halifax.....                            | 758   |
| Halifax to Liverpool.....                           | 2,580 |
|   | 3,338 |
| Montreal to Liverpool ( <i>via</i> Belle Isle)..... | 2,830 |
| Gaspé to Liverpool " " ".....                       | 2,233 |
| In favor of Gaspé.....                              | 597   |
| Quebec to Liverpool ( <i>via</i> Cape Race).....    | 2,801 |
| Gaspé to Liverpool " " ".....                       | 2,374 |
| In favor of Gaspé.....                              | 427   |
| Quebec to Liverpool ( <i>via</i> Belle Isle).....   | 2,660 |
| Gaspé to Liverpool " " ".....                       | 2,233 |
| In favor of Gaspé.....                              | 427   |
| St. John, N. B., to Liverpool.....                  | 2,850 |
| Gaspé to Liverpool.....                             | 2,374 |
| In favor of Gaspé.....                              | 476   |

The railway mileage from Quebec, Montreal and all points west shows a difference in favor of Gaspé over Halifax, of 169 miles; which added to the ocean difference in favor of Gaspé of 206 miles, makes a total saving of distance in favor of Gaspé, of 375 miles.

And if the winter port of Grand Grève be utilized in summer instead of Gaspé, there will be an additional saving of 20 miles.

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*THE MATANE AND GASPE RAILWAY*

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The Water Power at Matane.

Gaspé, as is well known, possesses one of the very finest harbors in the world, being twenty miles long by five wide, and capable of affording shelter to the combined fleets of the world at one and the same time.

Still another important point in favor of the Gaspé ocean route is the fact that the cost of insurance is a great deal less on ocean risks between Europe and Gaspé than upon the same risks via the St. Lawrence.

The average duration of the ocean voyage between Liverpool and New York, by the large ocean steamships is seven days.

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## THE RESOURCES OF THE GASPE PENINSULA

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The same class of vessels, at the same speed, could take seven days between Liverpool and Montreal, six days and nine hours between Liverpool and Quebec and five days and fourteen hours between Liverpool and Halifax.

Between Liverpool and Gaspé, however, it would be possible to cover the distance by the same class of vessels, employing the same speed, in five days and four hours, as the following comparative table shows:

|                          |       |          |     |         |    |        |    |   |
|--------------------------|-------|----------|-----|---------|----|--------|----|---|
| New York to Liverpool..  | 3130  | miles... | 7   | days... | 00 | hours. |    |   |
| Montreal to Liverpool... | 2972* | "        | ... | 7       | "  | ...    | 00 | " |
| Quebec to Liverpool..... | 2660* | "        | ... | 6       | "  | ...    | 9  | " |
| Halifax to Liverpool.... | 2580  | "        | ... | 5       | "  | ...    | 18 | " |
| Gaspé to Liverpool.....  | 2233  | "        | ... | 5       | "  | ...    | 04 | " |

The saving of two days on each return trip of ocean steamers over the Atlantic means much when it is taken into consideration that vessels of ten thousand tons consume about \$2,500 a day in expenses.

The port of Gaspé itself, known as Gaspé Basin, at the head of the bay of that name, is open from the end of April till the 15th of January, but the port of Grande Grève, just opposite the mouth of the bay is open the whole year round.

### *Imperial Significance of the Project*

The shortness of this route between Europe and the West<sup>1</sup> gives it a great imperial significance, since it establishes it at once as the military route par excellence, between Great Britain and the Pacific. Troops landed at any season of the year at one of the ports of the MATANE AND

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\* Between Montreal and Liverpool there are 589 miles of River Navigation, and between Quebec and Liverpool 411 miles, the speed of steamships in the St. Lawrence being calculated at 15 miles per hour and on the ocean at 18 miles per hour.

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THE MATANE AND GASPE RAILWAY

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GASPÉ RAILWAY, will not only have enjoyed the shortest possible voyage across the Atlantic, but can be carried to Winnipeg on

Cleaning



Curing



Drying



their way to the coast quicker than by any other eastern road: and this will be found, —by a reference to the table of comparative distances, and by a glance at the map,— to be equally true, no

Different Phases of Present Fishing Industry

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*THE RESOURCES OF THE GASPE PENINSULA*

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matter whether the troops be turned over to the Intercolonial Railway at Ste. Flavie Junction, to the Grand Trunk Pacific at Temiscouata Junction, or to the C.P.R. at Quebec, Montreal or Winnipeg.

The new extension which the Quebec Central Railway now contemplates constructing to connect with the Temiscouata Railway, which is to be crossed, south of Lake Temiscouata, by the MATANE AND GASPÉ RAILWAY, will not only give the Quebec Central a winter Canadian seaport, but will furnish the MATANE AND GASPÉ RAILWAY a short rail route to the United States.

The first section of the proposed railway will be constructed from a point at or near St. Octave de Metis to Matane, a distance of 31 miles or thereabouts. It will run through a well settled country, containing five parishes and the entire line is destined to serve a population of over 39,000 people. Instead of having to open up a new country, it is destined to cater to a large business already awaiting it, and to prosperous communities that are only awaiting railway communication with the outside world to increase their prosperity. The agricultural, lumbering and fishing operations of this section of country have been very much handicapped in consequence of a lack of direct transportation to markets, and with the building of the new railway will of course be given the opportunity for material development.

The country possesses a splendid soil, generally covered with spruce, cedar, black and white birch, maple, balsam, fir, etc. Speaking of the townships McNider and Matane, which are crossed by the section of the line now described, the official publication of the provincial government known as "The Settler's Guide," says:—"The soil is excellent, the country well wooded and well watered, with good mill sites, and wheat, oats and hay are successfully grown."

The chief settlements along this 31 mile section of road are Ste. Flavie, Grand Metis, Little Metis, Sandy Bay, Rivière Blanche or Tessierville and Matane.

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## THE MATANE AND GASPE RAILWAY

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LITTLE METIS is already, and for some time has been a most popular summer resort. At the point upon the shore of the St. Lawrence where the village is situated, the estuary begins to so widen out that the opposite shore is a faint line in the distance and much of the horizon is as



Driving Sheep to Market—Sandy Bay

level as upon the ocean. The beach is about four miles long, hard, smooth and perfectly safe for bathers. Boats of all sizes are available to the visitor, from a skiff to a schooner.

MATANE is even a more beautiful resort still and destined to become one of the most fashionable of Canadian watering places, as soon as it has railway communication.

Opposite Matane the St. Lawrence is from 30 to 40 miles wide and pleasure yachts or schooners may be obtained for cruises to the north shore or to any other part of the river or gulf that may be desired.

The Matane river like the Metis contains numbers of both salmon and trout. As early as 1688 the fishing industry was prosecuted in this vicinity, whales, as well as codfish being found in extreme abundance all along the coast.

The country in rear of the parishes already described is equally rich, in part, in agricultural lands, while the sides of the picturesque mountain ranges are clothed with valuable timber. Pulp wood is also abundant,

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## THE RESOURCES OF THE GASPE PENINSULA

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and so are the water powers required for its manufacture into pulp. The approaching construction of a railway through the territory will of course facilitate the shipment of manufactured produce.

### *Assets of Company*

The right of way for the first section of the railway has been almost all contracted for and construction is to be entered upon at once.

The plans, profiles and quantities of these 30 miles of road are now complete, as well as the location of the line. The work upon this section



The Fort of Gaspé

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*THE MATANE AND GASPE RAILWAY*

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is comparatively light and easy of access, since it follows the highway known as the Maritime road for its full length, almost upon the level of the seashore, and possesses the advantage of wharves, etc., at a number of points between the termini.

By starting work upon the section at four different points it is hoped to complete the whole 30 miles in a few months.

The earnings of the road will naturally be large from its very opening. This follows, necessarily, from the fact that it will serve a well populated section of the country, and every mile of line opened up will furnish traffic, the country being totally settled throughout the whole projected line.

While any figures that might be submitted as an approximate statement of earnings and operating expenses might be considered largely conjectural, the following memorandum is based on the population per mile of the district to be served, in comparison with that of the Quebec and Lake St. John Railway, which traverses, for one half of its length a mountainous and unsettled district, and has opened up and developed, at its northern terminus, a vast agricultural area around Lake St. John.

*Estimate of Traffic*

(Based on per capita proportion of population per mile to Quebec and Lake St. John Railway)

|   |              |
|---|--------------|
| Passenger Earnings.....                   | \$ 32,984 00 |
| Freight " .....                           | 89,241 00    |
| Mail " .....                              | 2,668 00     |
| Express " .....                           | 3,000 00     |
|   | \$127,893 60 |
| Less 50 per cent. for operating expenses. | 63,946 80    |
|   | \$63,946 80  |
| Approximate net proceeds.....             | \$63,946 80  |

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*THE RESOURCES OF THE GASPÉ PENINSULA*

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The agricultural and fishery resources of this district which have hitherto remained dormant, owing to their isolation from markets because of lack of transportation facilities, will certainly revive immediately upon the construction of the railway, and a large volume of lumber traffic will accrue to the line, in addition to the very considerable



Village of Sandy Bay, on First Section of M. and G. P. R.

summer passenger traffic coming as far as Little Metis over the Intercolonial Railway, much of which will be carried by the new line to Matane and other summer resorts that will immediately spring into existence at the various beauty spots along the shore of the Gulf.

While freight traffic will be handled by steam locomotives, passengers will enjoy the luxury of electric trains, the system of operation



Main Street, Village of Gaspe

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## THE RESOURCES OF THE GASPE PENINSULA

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being that known as the *Independent Unit* system of cars, which has been proven so successful in recent long distance demonstrations in the United States. There will be little or no snow problem to deal with in the operation of the railway because of the fact that the prevailing winds drift the snow inland.

### *The Fresh Fish Industry*

A very important fast freight business is sure to be done by the railway in fresh fish destined for the markets of Quebec, Montreal and other western Canadian points.

At present, the fresh fish used in these cities comes from American sources, chiefly from Portland and Boston, which have such close connection with Quebec and Montreal. Yet the finest fresh fish in the world are taken in the cold northern waters of Canada off the coast of Gaspé and in the Gulf of St. Lawrence. The lack of railway communication prohibits their shipment west in a fresh state however.

Refrigerator cars will be provided for this traffic, and the fresh fish of Gaspé, instead of being salted or dried for export, will command a far better price by being placed on the market in prime fresh condition.

By the amendments to its Act of Incorporation, (2 Edward VII, chapter 60), contained in the Statutes of the last session of the Legislature, the company was given power to operate lines of steamers between Quebec, Montreal, the north shore and various points on its main line of railway as may be deemed expedient. These ships are also to be furnished with cold rooms for the transport of fresh fish, and pending the construction of the road to the eastern part of the Gaspé peninsula, fresh fish will be brought to the cars from the fishing grounds. The same traffic will also be initiated upon the north shore of the Gulf, the company's steamers crossing there for fresh fish and connecting with their trains on the south shore.

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## THE MATANE AND GASPE RAILWAY

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By its Act of 1906 the Company have also been authorized to own hotels and fishing and hunting reserves as an attraction for tourists, fishermen and sportsmen who may use its railway. In order to be able to grasp what this means to the traffic of the railway it is only necessary to call to mind the enormous attractions which the Gaspé peninsula



Herring Trap at Little Metis

offers to sportsmen and tourists and the annual increase in the number of those indulging in the pastimes of fishing and hunting.

### *Tourist Traffic*

No inconsiderable proportion of the revenue of the Quebec and Lake St. John Railway comes from visiting tourists and sportsmen, for in the country traversed by that line, there are miles after miles of territory which hardly furnish no other return to the railway. And the same condition of affairs exists in a large part of the State of Maine in which railways have been constructed.

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*THE RESOURCES OF THE GASPE PENINSULA*

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Bird's-Eye View of Matane Village and Port, c

The Hon. B. F. Chadbourne, one of the Railway Commissioners of the state of Maine, is authority for the statement that "the tourist and sporting business has grown until it has become a very large factor in the revenues of our railroads,—not only from the transportation of passengers, but from the more profitable transportation of freight. . . . Every person who comes into the State not only brings passenger traffic to the railroad, but also incidentally, and in large degree brings freight; supplies have to be brought in, or the materials for erection of camps have to be carried, and it is no small item in the freight transportation of the State. . . . It is a very profitable traffic for the railroads."

Hon. Chas. E. Oak, ex-Fish and Game Commissioner of the State of Maine, estimates that Maine's summer visitors and non-resident sportsmen expend thirteen millions of dollars annually in the State, and actual

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*THE MATANE AND GASPE RAILWAY*

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Port, on the line of the Matane and Gaspé Railway

count showed that in 1902, over 133,000 non-residents went into that State either to fish, to spend a vacation or to hunt. The expenditure of the sum mentioned means of course, not only a very large revenue for the railways running into the districts frequented by the sportsmen, and coming directly from the pockets of the visitors, but also the circulation of millions of dollars among the people living in the State, and thus providing them with the means of employing those business and industrial activities which in turn mean travel and freight to the railways.

The demand for more and newer resorts by the sea must constantly increase, and none will be more popular than those destined to spring into existence along the new railway that will skirt the entire northerly and easterly coasts of the Gaspé peninsula. The scenery is everywhere superb, the beaches for the most part long and sandy.

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## THE RESOURCES OF THE GASPE PENINSULA

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affording the best of bathing; boating and yachting are everywhere to be had, and there are opportunities for the finest of sea-fishing that it is possible to imagine. The waters that lave the shore of the Gaspé peninsula are so widely noted for their fisheries that this entire country has been called "the Kingdom of Cod." Mackerel fishing is also excellent in its season, and even more magnificent sport is offered by halibut fishing, especially when, as sometimes happens, a fish of two hundred pounds' weight has to be counted with at the end of the line.

Splendid opportunities are also offered here for the tuna fishing which annually attracts so many anglers to Pacific waters.

### *Sporting Attractions*

The inland waters of Gaspé peninsula contain the grandest fresh water sporting fishes, not only of America, but also of the entire world. The Magdalen, the Ste. Anne des Monts, the York, the Dartmouth and other Gaspé rivers that might be mentioned have yielded some of the largest salmon ever taken by rod and line. Some of these rivers are so inaccessible at present, that those frequenting them have no other choice than to take sailing boats or yachts for the trip, or to charter a special steamer. The trout fishing, not only in many of the small rivers, but also in the thousands of inland lakes, is simply magnificent, while the shoals of sea trout that run up the rivers to spawn, and fight and leap like salmon, are destined to attract thousands of sportsmen to this angling paradise as soon as proper means of communication are afforded.

In the forests of Gaspé, moose, caribou and red deer are found in great abundance in all parts of the country, and the trapper will be at no loss to find the haunts of numerous fur-bearing animals.

The abundance of both fish and game in the Gaspé country is not only far ahead of that offered to sportsmen in the State of Maine, but is certain of efficient protection, as well because of the special legislation of the present Minister of Colonization, Mines and Fisheries of the

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*THE MATANE AND GASPE RAILWAY*

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Shipping at one of the Matane Wharves

Province of Quebec, the Hon. Jean Prévost, and of his strict enforcement of the same, as on account of the recent setting apart by the provincial Government, of the whole central part of the peninsula, as a national park and huge fish and game preserve. This park contains an area of about 2,500 square miles, or say 1,500,000 acres, more or less.

It includes the entire area covered by the Shick-Shock mountains, which are the backbone of the Gaspé peninsula and the source of every important river of this part of the country, whether flowing into the Gulf of St. Lawrence or the Baie des Chaleurs.

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## THE RESOURCES OF THE GASPE PENINSULA

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George Waldo Browne, author of a magnificent work on the St. Lawrence, describing the coast upon which the new line is to be built, says:—"The scenery of this magnificent shore has not yet been appreciated save by an occasional artist who has reached the ancient hamlet of Ste. Anne des Monts and Cape Gaspé. It has its own peculiar attractions, however, and the day cannot be far distant when the tide of tourists will find them, and the quiet simplicity of the humble fisher and farmer-folk will be swallowed up in the train of modern fashion and revelry."

### *Second Section of the Railway*

The second section of the railway to be constructed is that from Matane to Ste. Anne des Monts, a distance of sixty miles. Like the line of the first section, this portion of the road will pass within a distance, on an average, of a quarter of a mile to a mile from the shore, and being located, as a rule, upon a regular plateau, its construction will be unusually light.

From Ste. Anne des Monts to Gaspé there will be 127 miles to be constructed. This will be placed under contract all at once, instead of in sections. Here will be met the only difficulties in the work, rather heavy grades having to be encountered for portions of the 38 miles intervening between Ste. Anne des Monts and Mont Louis, though none of them so heavy as some of those met with on the lines of many of the Canadian railways.

The westerly extension of the line to Temiscouata Junction will be constructed as soon as the Transcontinental Railway reaches that point, in order that the MATANE AND GASPE RAILWAY may be at once in a position to take from the Grand-Trunk-Pacific at this point the western grain and other through freight that may be seeking the shortest route to Europe just as soon as it commences to carry the freight so far east. And should it suit the company to do so, it has the right, according to

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## THE MATANE AND GASPE RAILWAY

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a special clause in the Government contract with the Grand Trunk Pacific Railway, to run its own trains through from Winnipeg over the line of that railway.

### *Townships to be Traversed by the Railway*

The official handbook of the Provincial Government, prepared for the guidance of settlers, furnishes the following reports from recent surveys, of the different townships to be traversed by the railway, and of those adjacent to them:

*Tessier township*, immediately in rear of Matane, and watered by the Matane river and its tributaries:—Soil of superior quality and plateaux richly wooded with black birch, maple, etc. Very well suited everywhere for cultivation.

*St. Denis*.—Land generally level. Soil very good and vegetation very vigorous.

*Cherbourg*:—Soil very fertile and offers great advantages to settlers. There are some hills of varying height, but all are fit for cultivation. Watered by many rivers with fine water-powers.

*Dalibaire*:—Soil very well suited for cultivation of wheat, peas, barley, oats, potatoes and hay, also vegetables. White birch is found in great quantities and easily worked.

*Romieu*:—The soil is excellent and well watered but mountainous in rear. The timber is white birch, cedar, spruce, balsam, fir, etc.

*Cap Chat*:—Soil of superior quality, very well adapted for growing all kinds of grain, and rich in fine mixed timber, chiefly white birch, spruce, cedar and black birch. The attractive character of the fishing in the lakes is specially noted by the surveyors' reports. In this township as shown on the accompanying map, is located the land grant of the company for the first section of the railway about to be placed under

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## THE RESOURCES OF THE GASPE PENINSULA

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construction, a report of which has been made by the company's engineer.

The above are all the townships through which the second section of the railway will run. It reaches to the boundary of Cap Chat and Tourelle, at Ste. Anne des Monts, where the remaining section of the road commences. The other townships to be traversed by the easterly extension of the line are Tourelle, Christie, Duchesnay, Mont Louis, Taschereau, Magdalen, Grandville des Monts, Chloridorne, Sydenham, Fox, Cap Rosier and Gaspé. Some of these are more or less mountainous and contain rich mineral deposits, which will be referred to later. In many instances, as in parts of Christie, for instance, the surveyors report that "the soil is generally good, even on the top of the mountains, where there are fairly large plateaux, comparatively easy of access. Besides balsam, fir, spruce and white birch, there is also plenty of ash and rather extensive maple groves on the slopes of the mountains."

There is no doubt that the new railway will largely contribute to the development of all the natural resources of the Gaspé peninsula, petroleum as well as timber, fisheries as well as minerals, agriculture as well as pulpwood.

### *A Clergyman's Testimony*

The Rev. L. T. Landry, *curé* of Cap des Rosiers, writes that the construction of such a road will mean the opening of a new era of progress, not only for the district of Gaspé but for the whole Province of Quebec. "A new impetus," he says, "would be given to agriculture, which in the past has been so much neglected. There is also a considerable quantity of wood from which much profit will be made. The fishing industry will also benefit very largely, because of the open door which will be given to the products of the fishermen's toil. As it is to-day there is a considerable loss because of the quantities of fish which are often left on the hands of the local merchant all winter for want of means

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*THE MATANE AND GASPE RAILWAY*

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Loading a Norwegian Barque off the Gaspé Coast

to get them to market before the closing up in the autumn of all the existing means of communication. These enormous losses fall, necessarily, to some extent, upon the fishermen, as well as upon the merchant."

From all parts of the county come similar testimony, and a general desire to aid as far as possible, the promoters of the enterprise which is certain to effect so great a revolution in the conditions of both the country and of its people.

Both the climate and the soil are admirably suited for the successful prosecution of agriculture, but the difficulty of communication has dis-

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## THE RESOURCES OF THE GASPE PENINSULA

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couraged many of the people from attempting to raise more produce than they can consume or dispose of in their immediate locality, because of the difficulty of getting it to market.

### *Rich Mineral Deposits*

The lack of proper communication has also prevented the development of the valuable mineral deposits of this section of the country. As early as 1882, Mr. Ellis, of the Dominion Geological Survey of Canada, spoke of the difficulties which stood in the way of a proper exploration of the region in question. Referring to the existence of *serpentine* and *chrome iron* in the region of the Shick-Shoek mountains, he remarked that it was not unreasonable to predict that in the unexplored parts of the Gaspé peninsula, such minerals as usually accompany those mentioned would be discovered, namely *abestos*, *copper*, *lead*, *antimony* and *iron*, and even *gold* and *silver*.

Professor Sterry Hunt expressed similar views, and the predictions of the men of science have been fully realized.

*Petroleum* was known to be in existence fully thirty years ago in Gaspé, and subsequent explorations have established that it exists in several localities along the borders of the rivers Dartmouth, York, St. Jean and Malbaie. The oil is found saturating both the limestone and the sandstone deposits along the shores of these rivers. Oil is also found at the source of Silver Brook, one of the tributaries of the York, and in many other localities, including Sandy Beach and Haldimand, as well as a locality about a mile west from the village of Douglstown and on the borders of a brook which discharges into St. George's Bay.

*Copper* has been found in the vicinity of Mount Serpentine, near Gaspé Bay, and also at Port Daniel, while at Matane an important mine of the mineral is in course of development, over \$40,000 having been already expended on the work.

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## THE MATANE AND GASPE RAILWAY

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Summer Hotel and Residences at Little Metis

*Lead*, or rather *galena* is found in considerable quantities in veins crossing the limestone of Gaspé, at Cape Gaspé and Indian Bay. At Little Gaspé Bay the vein is eighteen inches thick. Here, twenty tons of mineral have given twelve tons of pure lead. *Galena* has also been found in several other localities in the district.

*Chrome iron* exists in the serpentines of Mount Albert on the bank of the Ste. Anne des Monts River, and has been found extending for a distance of half a mile, forming an immense deposit, and offering a vast field of operations.

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## THE RESOURCES OF THE GASPE PENINSULA

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*Asbestos* was found by Sir William Logan in the vicinity of Mount Albert at the extremity of the Shick-Shock mountains, and while the deposit itself is not of any great extent, it is important as indicating the probability of more extensive beds being found when a more careful examination will have been made.

*Serpentine* is found to exist so largely in the district, that it is expected that large quantities of marble of superior quality will be quarried.

*Limestone, chalk,* and a stone which makes a capital *hydraulic cement* are also amongst the mineral deposits of the north shore of the Gaspé peninsula, and should go far towards furnishing freight for the new railway.

### *The Fishing Industry*

The fisheries of the waters surrounding the Gaspé peninsula are the most important of the entire Province of Quebec. THE MATANE AND GASPÉ RAILWAY will not only be able to accommodate a large proportion of this fish business with direct transportation, but by means of its steamers will also be in a position to handle the whole fishery output of what is known as the Gulf division of Canada, including that of the North Shore of the St. Lawrence and of the Magdalen Islands. What this will mean is shown by the fact that the fisheries of the Gulf or Gaspé division amount in value to about two millions of dollars annually. About half of this amount represents dried codfish, disposed of at an average of \$4.50 per hundred weight, none of it being able to be marketed fresh, in which condition it would have commanded a much higher price, because of the lack of transportation facilities.

There are engaged in this fishery 38 vessels of 1,580 tons, manned by 214 men, 6,496 boats fished by 11,214 men, 289,557 fathoms of gill net, 496 seines of 23,825 fathoms, 181 trap nets, 920 trawls, 25 weirs,

213 smelt and seal nets, 20,365 handlines, 83 lobster canneries, employing 1,653 hands, 86,210 lobster traps, 140 freezers and ice houses, 1,202 smoke and fish houses, 250 piers

Robin Fishing Establishment



Warehouses



and wharves and 11 smaeks and tugs.

For more than two centuries the rich fisheries of Gaspé waters have been annually prosecuted, and

millions of dollars have been made out of them. The house Charles Robin & Co., of Jersey, realized several millions out of the business, which placed it at the head of all the fishing houses

Steamer at a Gaspé Wharf



Shipping Fish from the Port of Gaspé

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## THE MATANE AND GASPE RAILWAY

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of Europe and America. Other important firms engaged in the industry were J. LeBouthillier & Co. and J. and E. Collas.

The principal fish taken here are the cod, the herring, the mackerel and the salmon, though many other kinds are also caught. The cod is both the most abundant and the most important. The Gaspé fishermen take it both in the bays and off the points along the shore and also on the Grand Banks some twenty to thirty miles distant from their homes.

### *Seal Hunting*

An important industry of the Gulf Fishery division is seal hunting. Some fifty schooners, manned by 750 men are annually engaged in this operation. The centre of the sealing operations by the Province of Quebec sealers is Pointe-aux-Esquimaux, on the north shore of the gulf. It is not unusual for the crew of each schooner to kill from twelve to fifteen hundred seals in the short time that the season lasts. The hunt is at its height about the end of March, and the average value of each seal taken is about three dollars. The principal market for both the skins and oil is Bristol, England. When the MATANE AND GASPE RAILWAY is in operation and its steamers navigating the Gulf, the collection of the sealskins and oil taken there will be a comparatively easy matter, and it will of course be possible to convey them to whatever winter port may be established and ship them without delay to their destination.

It is impossible of course, in the limits of a brief prospectus to deal with every feature of the natural productions of the land and water that are to furnish freight for the projected railway.

Enough has been indicated, however, to convey a reasonable idea of the enormous traffic that awaits the construction of such a road. The tremendous development of these natural resources which must inevitably follow the building of the railway must be patent to everybody.

All the factors that contribute to the economical construction of a

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## THE MATANE AND GASPE RAILWAY

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The Attractive Beach of a Gaspé Fishing Village

railway are present in this particular case. The location is by no means difficult, labor is cheap and all the timber required for the road can be had almost on the spot.

### *Some of the Industries Along the Route*

Apart altogether from the new industries which will be developed by the construction of the railway, there are many existing ones ready to furnish business to the road as soon as it is in operation.

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*THE RESOURCES OF THE GASPE PENINSULA*

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RIMOUSKI, 180 miles from Quebec, contains six hotels, several stores, one printing office, two telegraph offices, customs office and a harbor in which ships of the largest tonnage load with timber for foreign ports.

STE. FLAVIE, 9 miles from Rimouski, has two grist mills, one saw mill, one carding mill, a telegraph office, two hotels and thirteen stores.

STE. LUCE, 10 miles from Rimouski, has two grist mills, a starch factory, three cheese factories and five stores.

ST. OCTAVE, 5 miles from Ste. Flavie, has seven stores, three mills, one cheese factory, one tannery and one telegraph office.

GRAND METIS has a grist mill, besides a number of stores, etc., and Little Metis Station and Little Metis have six hotels and five stores.

SANDY BAY, 11 miles from Little Metis, has four stores, one hotel, several grist, saw and shingle mills and butter and cheese factories.

RIVIERE BLANCHE, 12 miles from Sandy Bay, has three saw mills, two grist mills, and other mills and stores.

MATANE, 9 miles from Rivière Blanche, contains several saw and grist mills, sixteen stores, two hotels, and one spool-wood factory.

STE. FELICITE, 9 miles from Matane, has ten stores and a grist mill.

CAP CHAT, contains several mills and stores.

STE. ANNE DES MONTS, 9 miles from Cap Chat, has three saw mills, two grist mills, eight stores, a butter factory, a large fishery trade.

RIVIERE A LA MARTE, 18 miles from Ste. Anne des Monts, is supplied with stores and saw mills.

RIVIERE CLAUDE, contains grist as well as saw mills and stores.

MONT LOUIS, 19 miles from Rivière à Claude, contains saw and grist mills and three stores.

GASPE is a place of considerable importance, both as a business centre and as a summer resort. It is the seat of extensive fisheries of

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*THE MATINE AND GASPE RAILWAY*

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salmon, cod, mackerel, herring, whales, etc., and contains four churches, two saw mills, two hotels, one sleigh factory and six stores.

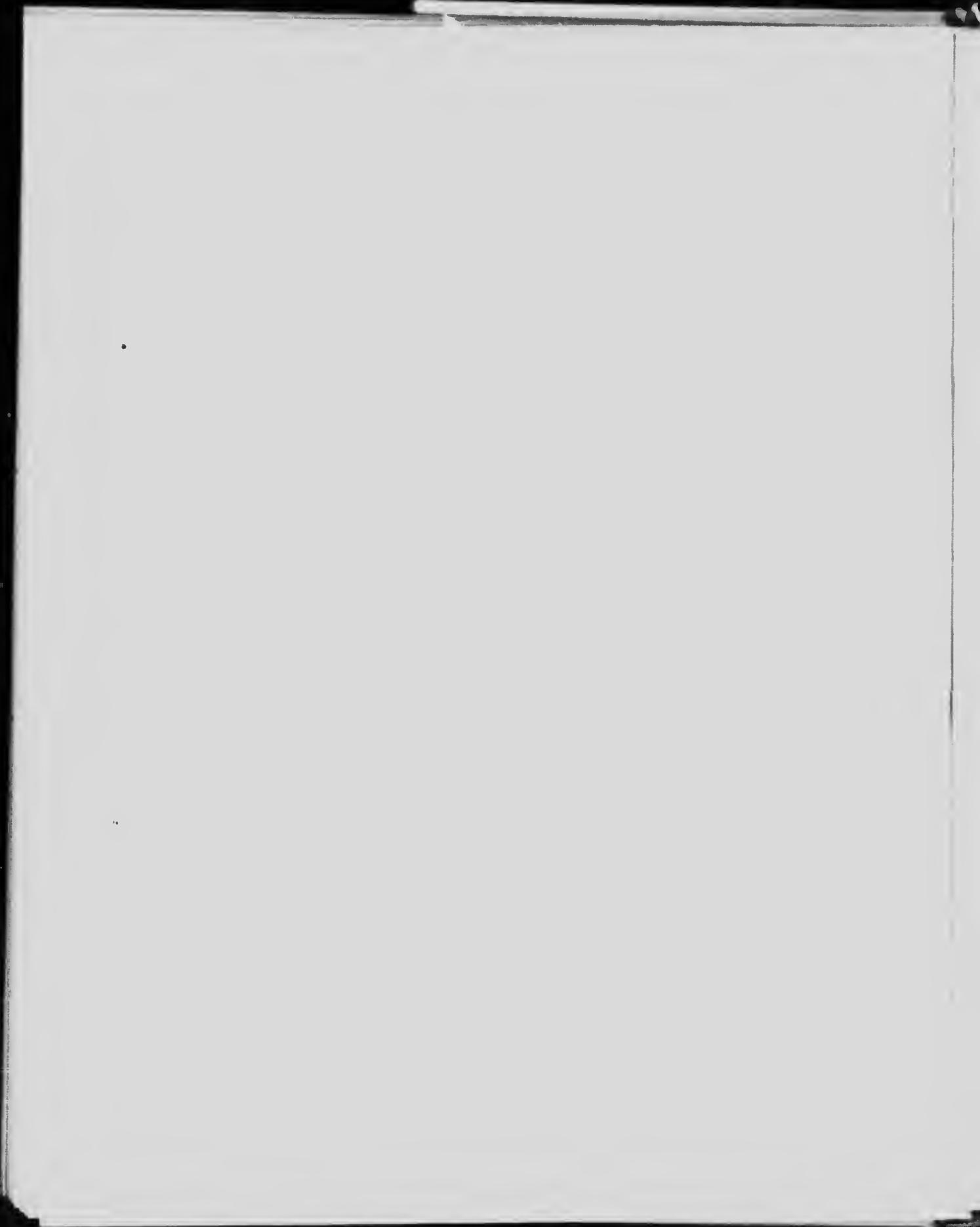
PENINSULA, 15 miles from Gaspé, has a grist mill and one store.

GRAND GREVE, 9 miles from Peninsula, has three churches and four stores and is an important fishing station, with a splendid harbor.

CAP DES ROSIERS, 4 miles from Grand Greve, contains saw and flour mills and six stores.



Trout Pool, Little Metis River

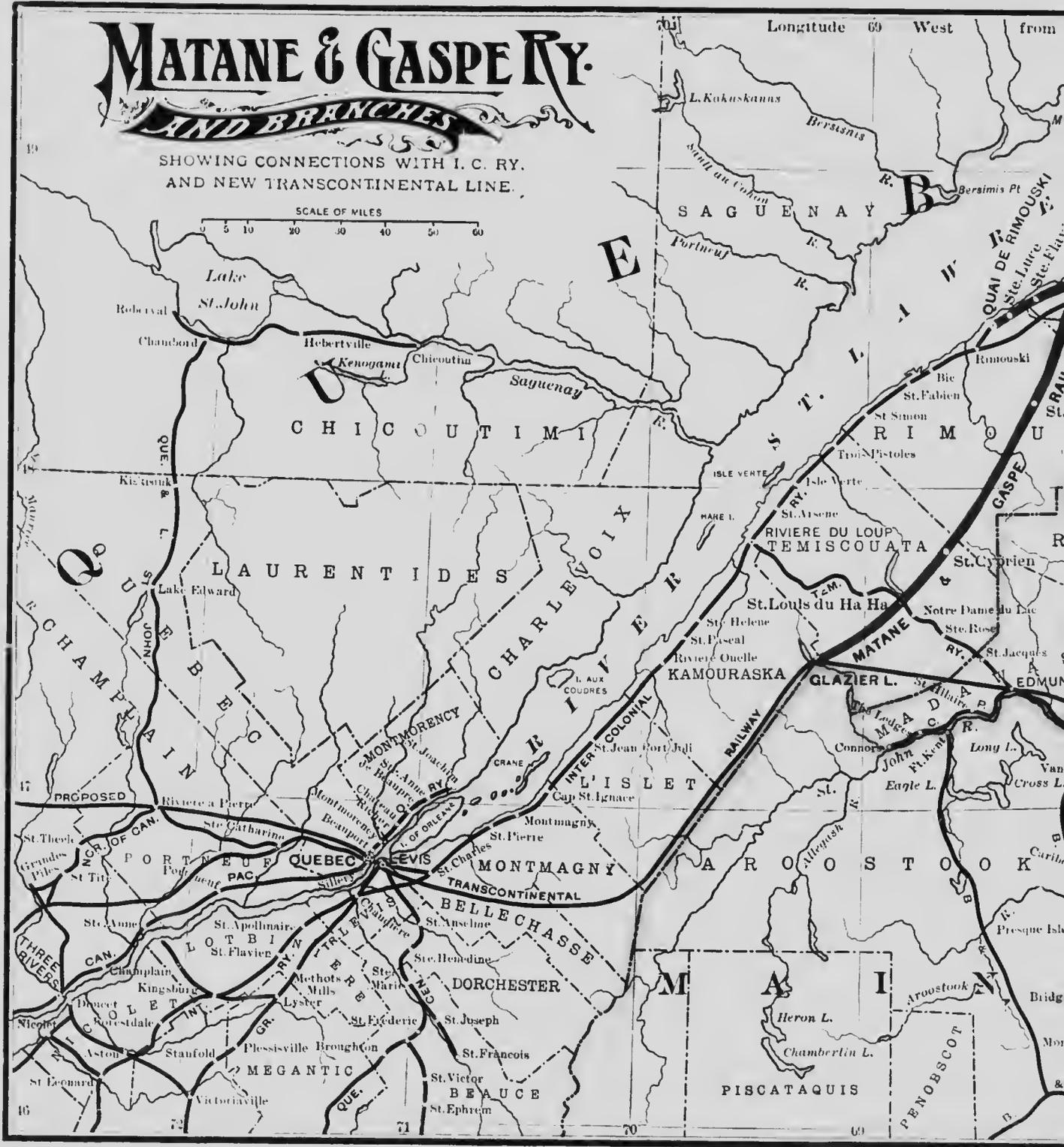
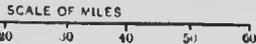


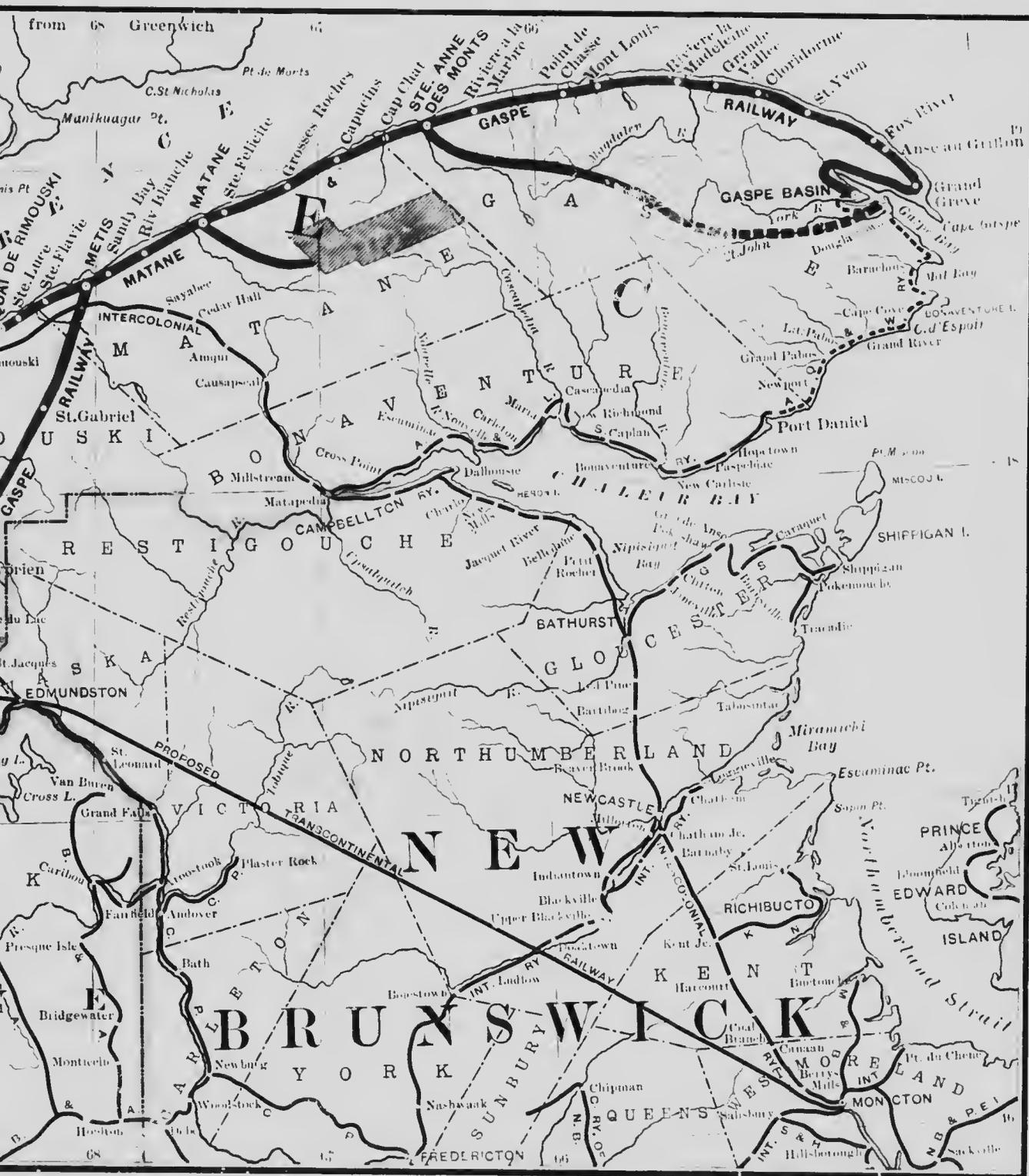


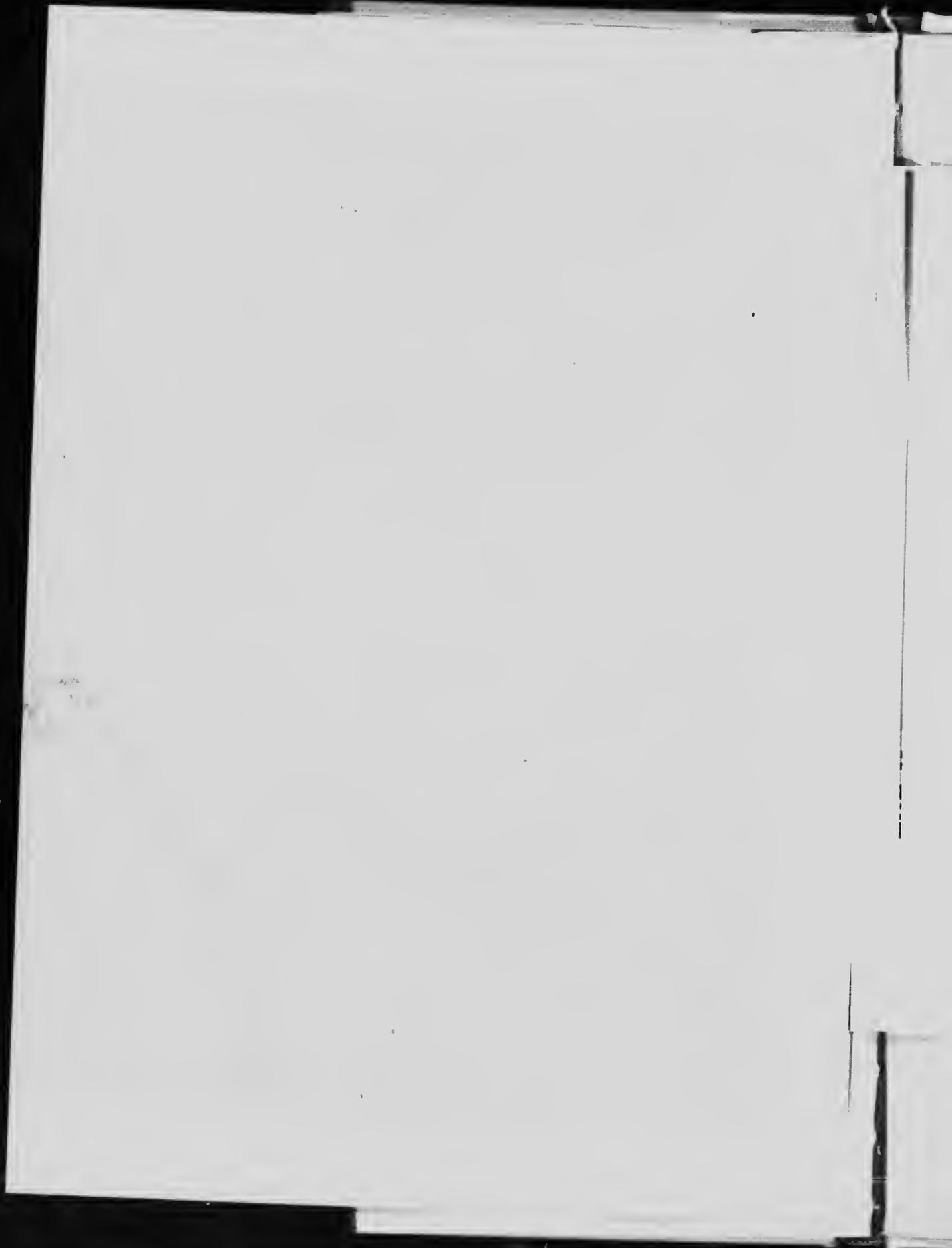
# MATANE & GASPE RY.

## AND BRANCHES

SHOWING CONNECTIONS WITH I. C. RY.  
AND NEW TRANSCONTINENTAL LINE.









## THE MATANE AND GASPE RAILWAY

**TABLE OF DISTANCES between Stations, showing the population according to the census of 1901**

| No. of Miles<br>between<br>the Stations | Names of the Stations     | Total number<br>of Miles | Population |
|---|---------------------------|--------------------------|------------|
| 0                                       | Ste. Flavie Junction..... | 0                        | 2,343      |
| 1½                                      | St. Joseph de Lepage..... | 1½                       | 491        |
| 5                                       | St. Octave.....           | 6½                       | 2,998      |
| 2½                                      | Grand Métis.....          | 9                        | 1,089      |
| 6                                       | Petit Métis.....          | 15                       | 1,002      |
| 5                                       | Sandy Bay.....            | 20                       | 2,289      |
| 12                                      | Rivière Blanche.....      | 32                       | 2,070      |
| 9                                       | *Matane.....              | 41                       | 3,244      |
| 9                                       | Ste. Félicité.....        | 50                       | 1,734      |
| 9                                       | Grosses Roches.....       | 59                       | 668        |
| 12                                      | Méchins.....              | 71                       | 284        |
| 18                                      | Capucins.....             | 80                       | 1,699      |
| 9                                       | Cap Chat.....             | 89                       | 2,723      |
| 9                                       | *Ste. Anne des Mouts..... | 98                       |            |
| 18                                      | Rivière à la Martre.....  | 116                      |            |
| 14                                      | Rivière à Claud.....      | 130                      |            |
| 9                                       | **Mont Louis.....         | 139                      |            |
| 15                                      | Petite Madeleine.....     | 154                      | 1,446      |
| 3                                       | Grande Madeleine.....     | 157                      | 376        |

|    |                        |     |
|----|------------------------|-----|
| 9  | **Mont Louis.....      | 159 |
| 15 | Petite Madeleine.....  | 154 |
| 3  | Grande Madeleine.....  | 157 |
| 9  | *Grande Vallée.....    | 166 |
| 5  | Petite Vallée.....     | 171 |
| 8  | Clorydornes.....       | 179 |
| 3  | St. Yvon.....          | 182 |
| 6  | Grand Etang.....       | 188 |
| 7  | L'Anse à Valteau.....  | 195 |
| 10 | Rivière au Renard..... | 205 |
| 7  | L'Anse à Griffon.....  | 212 |
| 15 | *Gaspé.....            | 227 |

PENINSULA DIVISION

|    |                      |     |
|----|----------------------|-----|
| 0  | Gaspé.....           | 0   |
| 15 | Peninsula.....       | 15  |
| 2½ | Cap Ozo.....         | 17½ |
| 9  | **Grande Grève.....  | 26½ |
| 4  | Cap des Rosiers..... | 30½ |
| 2½ | L'Anse à Louise..... | 32½ |
| 2½ | Jersey Cove.....     | 35  |
| 4½ | Griffin Cove.....    | 39½ |

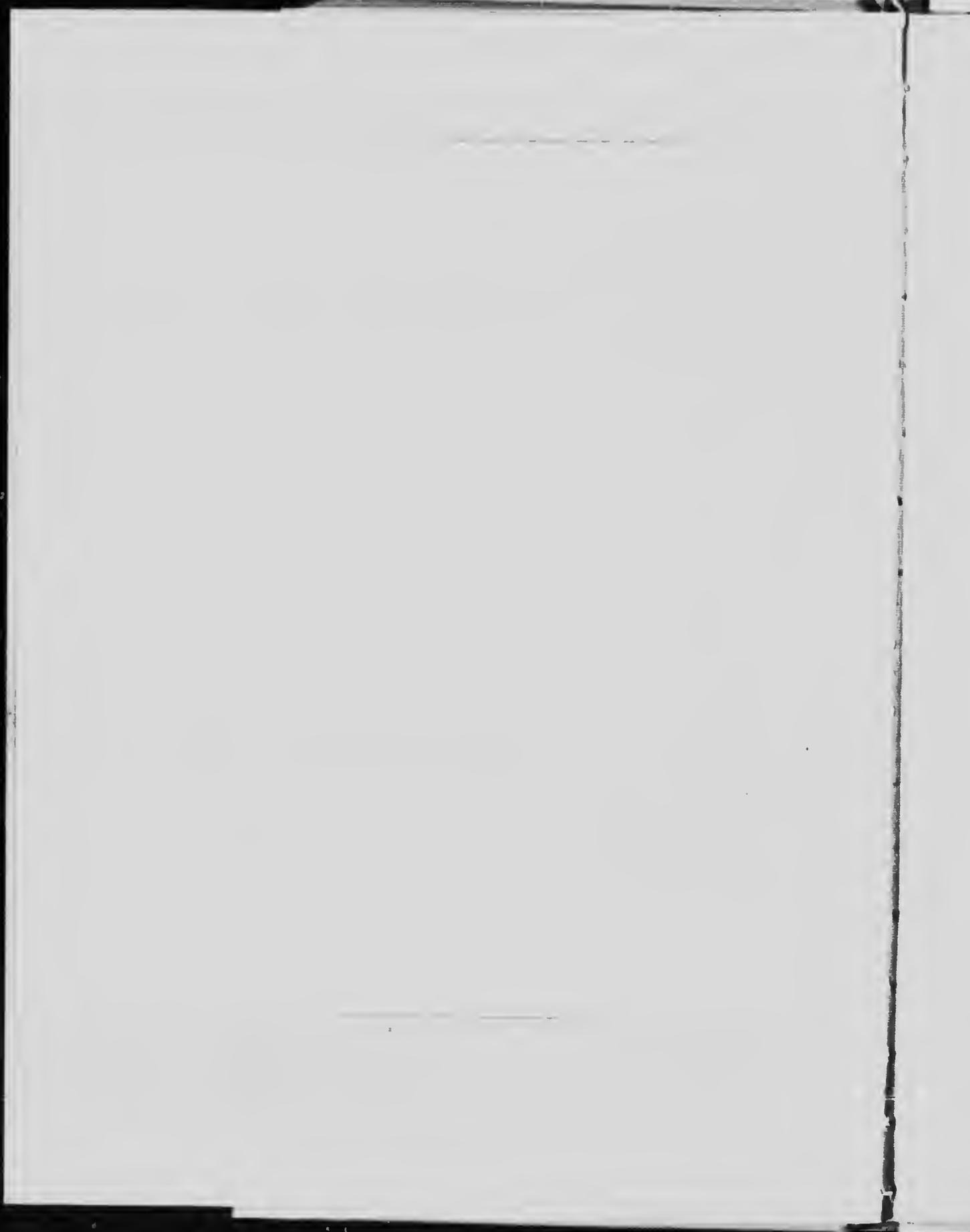
RIMOUSKI DIVISION

|   |                           |      |
|---|---------------------------|------|
| 0 | Ste. Flavie Junction..... | 8    |
| 8 | Ste. Luce.....            | 13   |
| 5 | *Rimouski Wharf.....      | 18   |
| 5 | Pointe au Père.....       | 20   |
| 2 | Rimouski.....             | 20   |
|   | Totals.....               | 286½ |

RECAPITULATION:—Total number of Miles, 286½. Total Population, 38,913. Blank spaces have been left where the total population of a locality does not appear in the Census.

\* Summer Ports.

\*\* Ports that may be used in Winter.





**MATANE & GASPE RY.**  
*AND BRANCHES*

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