



*Vacation Days*  
*in*  
*Nova Scotia*

Dominion Atlantic Railway  
"Land of Evangeline" Route

# *Vacation Days in Nova Scotia*

BY THOMAS F. ANDERSON



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**1908**

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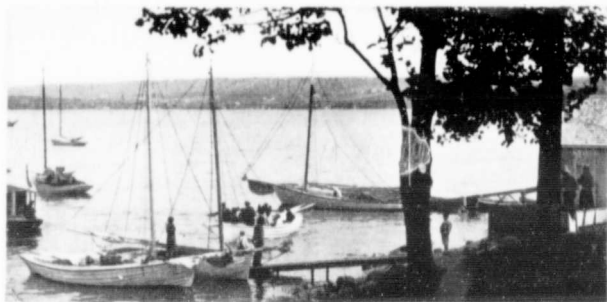
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A COUNTRY ROAD IN BEAUTIFUL NOVA SCOTIA



## IN THE ACADIAN LAND

*"I saw below me, like a jeweled cup,  
The valley hollowed to its heaven-kissed lip,  
The serrate green against the serrate blue —  
Brimming with beauty's essence."*



NOVA SCOTIA, the lovely, alluring "Land of Evangeline," is a vacation country whose summer charms are more potent and more permanent than those of any other section of the North American continent.

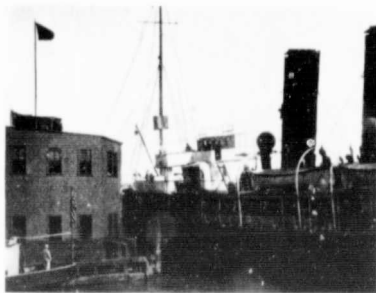
Whether it is the quiet and restful beauty of its scenery, the tonic virtues of its balmy yet exhilarating air, or the spell of romance and heart-interest thrown about it by Longfellow that so enchants the visitor and makes him to the end of life the lover of this picturesque Province, it is difficult to say.

Doubtless it is the sum of all of these distinctive qualities of Evangeline's country that explains its great and lasting popularity with the thousands who make it their summer resting place, and whose chief regret is that they cannot live there always.

Be that as it may, Nova Scotia is to-day one of the world's most famous resorts, and year by year the number of those who succumb to its subtle fascinations increases in most remarkable degree.

The great majority of this holidaying throng come, of course, from the neighboring domains of Uncle Sam, but many there are





OFF FOR YARMOUTH, AND "EVERYBODY HAPPY"

who journey from other parts of Canada itself, and even the British Isles and other countries of Europe are abundantly represented by willing pilgrims to this most beautiful of vacation Meccas.

Moreover, scores of these summer visitors go thither, not to spend the vacation weeks in hotels or farmhouses, but to revel in the peerless air and scenery of the country at their own private

cottages or camps. Indeed, there is a very large regular "American colony" in the Province to-day.

And there is nothing quite like the ozone and scenery of Nova Scotia! Neither is there anything exactly akin to the Nova Scotia life, for the genus "Bluenose" is unique.

In the craggy coast line of the peninsula there is a touch of Norway. In its farms and orchards there is the smile and fragrance and rusticity of the English country or of the Santa Clara Valley.

Its mountains suggest the green hills of Vermont. Its dikeland are a bit of Holland. Its island-studded bays lack only waving palms to belong in the Caribbean; and its "French Shore" recalls the romantic days of Evangeline. Indeed, Evangeline still lives there in the flesh, though of a later generation.

History, too, broods in eloquent silence over its Annapolis Royal and its Louisburg; tradition lurks in the purple haze and fleecy fogs of its Minas Basin; quaintness and the majesty of militarism walk hand in hand in its garrisoned Halifax.

Throughout the entire Province — from Yarmouth to Cape North — Nature smiles indulgently upon the visitor, from farmland and wilderness and dimpling sea. It is the land of Outdoors, of balmy breezes, of genial skies, and of open-handed hospitality and good cheer — a land where only the visiting tourist ever hurries or takes stock of Time.

Acadia, in brief, is the playground of the weary, the sanatorium of the ailing, the ideal holiday field of the children, the paradise of the sportsman, and the Elysium of the artist. It is the land of lakes and streams, of forests and flowers. It is God's country — and man's.

Nova Scotia is popular with vacationists because it is different from any other summer playground on the continent. The whole aspect of



WHERE SHIPS SAIL  
ON DRY LAND



VACATION'S BEGUN!

other, it is its remarkable summer coolness. It is unique.

It is said the Province owes its delightful temperature to the fact that the Arctic current, hurrying southward from its icy birthplace toward Cape Cod, runs very near Nova Scotia's eastern shore. This current does not seem to possess the vagaries that sometimes mark the course of the Gulf Stream. It is Nova Scotia's constant and unchanging friend, and under its tempering influence the nights there are nights of comfort and sweet dreams.

The chief and nearest gateway to Nova Scotia is Yarmouth, situated at the western end of the Province, and this is just another form of saying that the proper way to travel thither is via the Dominion Atlantic route.

It would, perhaps, be quite in order to call this the royal road to Vacation-land, since a majority of this enterprising Company's splendid fleet of steamships are "Princes." There are the "Prince Arthur," the "Prince George," the "Prince Rupert," and the

the country is different; the very air one breathes is unlike other air. It is not New Hampshire, nor the Adirondacks, nor yet California, but simply its own sweet, quaint, odorous, attractive, indefinable self; and those who once come under its hypnotic spell are forever afterward its devotees.

If there is one attribute of the Land of Evangeline that appeals to the vacationist more than any In this respect again



A MOVING PICTURE OUTSIDE OF BOSTON LIGHT



BOSTON-BOUND

"Prince Albert" — not all of them in the Boston-Yarmouth service, to be sure — and there are also the "Boston" and the "Yarmouth," names that are surely appropriate.

Upon whichever of these fine ships the tourist chances to take passage he is assured of roomy and comfortable state-rooms, an excellent cuisine, courteous attention from officers and stewards, and the best of company. The newer additions to the Company's fleet, the "Prince Arthur" and the "Prince George," are models of naval architecture. They are large and speedy steel steamships, equipped with twin screws, the most modern type of engines, bilge keels, electric lighting, cozy smoking-rooms and music-rooms, wide promenade decks, finely

appointed dining saloons, and capable of making 19 knots an hour. They are in charge of commanders who have spent a lifetime in navigating this part of the coast, and who are noted for their skill, prudence, and personal popularity. To those who really love the ocean there is not a more delightful sea trip of similar duration in the world than that between Boston and Yarmouth. From light to light, as the mariners put it, it is a journey of some 240 miles, consuming about 17 hours.

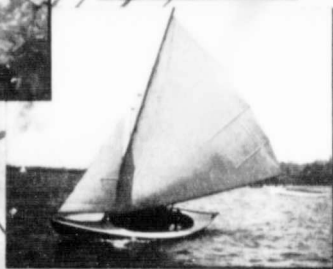
During all but four or five hours of this time the tourist is out of sight of land — he could not be more so, indeed, if he were going to Europe — and he enjoys all the delights of the transatlantic voyage, minus its possible dangers, for the route lies away from the beaten track of navigation, and is far removed from that ocean zone where the storm-lashed waves sometimes run "mountains high."

The Dominion Atlantic steamships leave their berth at Long Wharf, Boston, at 2 o'clock in the afternoon — there are sailings every day except Saturday during the height of the vacation season — and are due to arrive at Yarmouth early next morning. Their trips back and forth are made with the regularity and precision of a ferry, even though it be an ocean voyage.

Long Wharf is one of the most accessible and centrally located terminals on



HELPING THE CAPTAIN



A FASCINATING LAND OF OUTDOOR JOYS

the water front of Boston. It immediately adjoins both the State Street station of the Elevated railway and the Atlantic Avenue station of the East Boston tunnel. The sailing hour, moreover, is a very convenient one for tourists arriving from the West or South on the forenoon trains.

Boston, itself, as all the world knows, is one of the most interesting cities on the continent. It is to the United States what Quebec is to Canada, or Edinburgh is to Scotland — a city marked by an atmosphere of historic, literary, and romantic association. With its fine parks, its historic shrines, and its interesting stores, it is a most delightful place in which to spend a few hours prior to a vacation trip to the Land of Evangeline.

The City Ticket Office and Information Bureau of the Dominion Atlantic Railway is located at 228 Washington Street, a few doors from the Old State House and in the heart of the down-town section.

After passing down through Boston's beautiful harbor, the steamship, with its congenial company of vacation seekers, bids adieu to Boston Light and speeds through the sparkling waters of Massachusetts Bay, past the lone lightship, and on toward distant Blue-nose-land, upon a course a little north of east.

There are five or six hours of glorious daylight, in which the passengers may get acquainted with the good ship and its officers, and with one another. There is not a monotonous moment from the time the lines are cast off until the darkness of a balmy summer night descends.

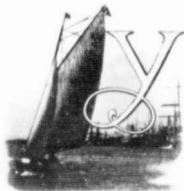
Uplifted by the glory of the superb marine picture through which he has moved, refreshed by the salty tang of the cool and bracing sea breeze, the tourist awakes next morning with a distinct feeling of mental and physical rejuvenation, and ere the stern outlines of Cape Forchu and the striped lighthouse of Yarmouth loom into view he already feels like a new being. It does not take the Nova Scotia elixir very long to get in its work.



YARMOUTH, FROM ACROSS THE HARBOR

## YARMOUTH AND THE FRENCH SHORE

*"I know a nook of trellised blooms,  
Where from the vineclad arbor's glooms  
Wistaria hangs its purple plumes —  
That is the place I love!"*



YARMOUTH is the main gateway to the Land of Evangeline, and is, withal, a most attractive resting-place for overworked humanity, but it by no means represents the crescendo of Nova Scotian scenery. So that, if the stranger-tourist seems to find in its outlying rocky bastions the lines of severity, he may console himself with the reflection that warm hearts and intelligent minds will be found behind those stern ramparts, and that farther afield on his coming journey through the Province he will discover a scenic climax that will fulfil his most ardent desires.

The approach to Yarmouth from the sea is almost abrupt. Directly in front is Cape Forchu, marking the entrance to the harbor. Away to the right are the scattered outposts of the Tusket Islands, whither the tourist may later bend his steps. To the left lies the mighty, tide-vexed Bay of Fundy, with Cape St. Mary projecting sharply into it. The Lurcher lightship, too, may be discerned in that direction.

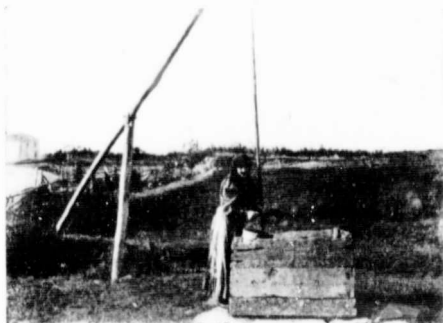
The whole scene is very different from any other part of the Atlantic coast. The very air is different, and one can readily understand why Nova Scotia is famed as "the cool" as well as "the beautiful."

Yarmouth itself is unique. There are other Yarmouths in the world, but none just like this. Like many another place, it is not to be judged from its waterfront. Commerce is of much importance to a community, but it is not æsthetic; and in the case of Yarmouth, even the water — or most of it — runs out to sea twice in the twenty-four hours.

It always returns with religious punctuality, but the general effect when it is absent has a tendency to call to mind one of Charles Dudley Warner's famous



WATCHING THE "PRINCE GEORGE" GO BY



AN ACADIAN TYPE OF TO-DAY

Nova Scotia rivers. Its swift and emphatic tidal changes are not among the least of the Land of Evangeline's attractions.

Yarmouth is, above all things else, hospitable to the stranger. The courtesy of the customs officials on the wharf, whose acquaintance the tourist

makes as soon as he disembarks, is characteristic of that of the residents of the town itself; characteristic, indeed, of the people of the Province.

In Yarmouth the visitor may profitably spend a day, a week, a month, according as his time or his inclination dictates. The town is populated by about seven thousand intelligent and progressive people, and, socially, the community is all that could be desired. The Yarmouthians are largely descended from sturdy New England stock, so that, although they live under another flag, they are really kin to their Yankee summer guests.

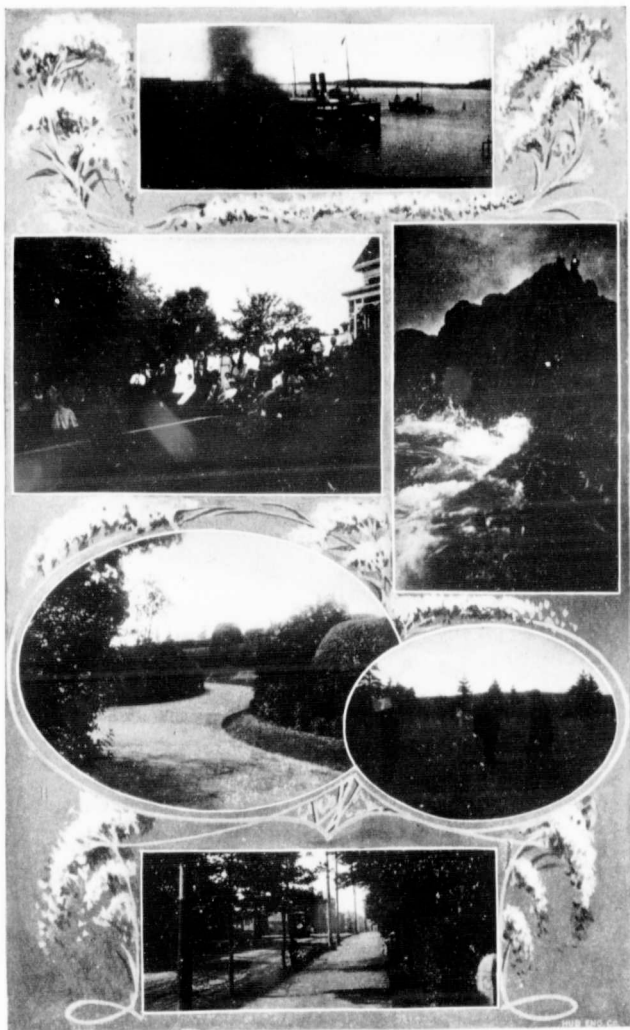
The town has a large and up-to-date hotel — one of the best in the Maritime Provinces — and is well equipped in respect to smaller hotels and boarding-houses.

Aside from its fascinations of scenery and climate, Yarmouth is popular as a refuge for hay-fever victims. There is no encouragement for this malady hereabouts, for there is something in the air that is fatal to its germs, and many go thither for the summer on that account alone.

From the fact that Yarmouth was formerly one of the world's greatest ship-building and ship-owning ports, there is a great deal of accumulated wealth in the town, and it finds expression in some of the handsomest private estates in the Dominion.

Indeed, the flower gardens of Yarmouth, both formal and "old-fashioned," together with its famous hedgerows of hawthorn and spruce, make it one of the most unique and attractive residential places in the country. Nearly everybody owns his own home here, even the artisan and laborer, and there is a refreshing absence of poverty and disorder that would delight the hearts of the altruists.

The visitor who is invited to a "four-o'clock tea" in one of Yarmouth's delightful garden cozy corners will never forget the experience. It is something that is not to be enjoyed in just the same way elsewhere. There are numerous delightful drives in



YARMOUTH AND ITS ATTRACTIVE ENVIRONS



and about Yarmouth, some of them leading into the picturesque country and others to the alternately rocky and sandy seashore.

Just across the harbor, reached by a steam ferry, is Bay View Park, a delightful woodsy retreat, equipped with refectory and the accessories of outdoor pastimes and threaded by "lovers' lanes." This attractive resort, some 40 acres in extent, is growing more and more popular with tarrying tourists, and is likewise highly thought of by the residents.

There are other short excursions: To Chebogue Point, where the Atlantic in all its majesty can be studied at close range, and to the pretty village of Arcadia. Markland—another of Nova Scotia's "aliases"—nestles behind Cape Forchu, with its fine hotel and its cottage colony, and is likewise a popular resort.



A "COZY CORNER" IN A YARMOUTH GARDEN

At Port Maitland, reached by 12-mile drive from Yarmouth, one finds a bathing beach almost unrivaled in the Province. This resort, with its growing group of hotels and boarding-houses, is another favorite refuge of the hay-fever victim. Here one can enjoy fine views of the Bay of Fundy and its commerce, as well as

indulge in the delights of boating, bathing, and deep-sea fishing.

These pastimes are all to be enjoyed at Yarmouth, too, and an especially delightful form of holiday-making there is to sail to one of the neighboring Tusket Islands and partake of a fish dinner, the principal ingredients of which are caught "while you wait."

Yarmouth is a notable yachting center, also; and those who are fond of golfing will find there an excellent course.

Indeed, there is no need for time to hang heavily on one's hands in Yarmouth. It is one of the most interesting outdoor centers on the continent.

Ohio and Hebron, two attractive suburbs of Yarmouth, are also prepared to receive and entertain the summer visitor. These places are situated near the Milton Lakes, a pretty chain of water sheets that extend east for several miles from Yarmouth itself, and which afford opportunities for both boating and fishing.

Scattered throughout Yarmouth County are various other vaca-

tion resorts that are doing their share toward making this end of the Province popular. A favorite place is Tusket, 10 miles from Yarmouth, a picturesque village noted for its splendid trout and salmon fishing. Using this place as a base, the sportsman has an opportunity to fish in one direction for 30 miles, spending a week in doing it, if he so elects. The township of Tusket contains some 80 lakes and ponds.

Tusket is accessible from Yarmouth by the Halifax & Southwestern Railway, a new road that extends along the South Shore, so called, and furnishes transportation facilities to Pubnico, Barrington, Liverpool, and points beyond.

Kemptville, at the headquarters of the Tusket River, is another famous fishing headquarters. There is fine trout and salmon fishing here, and Kemptville is likewise situated in one of the most promising moose-hunting territories of Nova Scotia. It is little wonder that Yarmouth County is such a favorite section with fishermen, for it is said to have upward of 300 lakes and ponds.

In leaving Yarmouth for the eastern part of the Province, the tourist will, unless he is booked for some of the smaller local points, take the Dominion Atlantic Railway's famous "Flying Bluenose" express, which leaves every morning except Sunday shortly after arrival of the steamer.

The principal stops of the "Bluenose" are Weymouth, Digby, Annapolis, Middleton, Kentville, Wolfville, Windsor, and Halifax. It carries a buffet parlor car and in all its appointments is thoroughly up to date.

On the railway journey from Yarmouth the most interesting scenery, as a rule, lies on the left-hand side of the train, and this is true of almost the entire distance to Halifax. The first objects of interest seen are the Milton Lakes, the shores of which are partly wooded and have a most picturesque contour. Back of the lakes straggling roads run over the hills in the direction of the unseen Bay of Fundy, and farms and neat suburban residences appear upon the



A WEYMOUTH VISTA



BASKETS AND TOY CANOES MADE WHILE YOU WAIT

slopes and ridges. Rambling boundary lines of piled rock are a feature of the landscape.

Leaving the attractive village of Hebron, with its farms and groves of fir, the train runs through a rolling country not unlike certain parts of New England, and which is threaded by a silvery stream connecting the upper and lower lakes.

Ohio is a sizable and attractive town, its name suggestive of Western hustle and enterprise. Its neat houses and pretty gardens give place to wide vistas of valley and woodland stretching off toward the distant "French Shore" of the Bay of Fundy, where dwell to-day the descendants of Evangeline.

The train now plunges into what must serve for the latter-day "forest primeval." Here is literally the "deep tangled wild-wood" of the poet, where the crowding fir, spruce, and pine struggle for breathing room, and where even a deer would be at a loss for passage.

To some, perhaps, these few miles of wilderness might seem prosaic, but to those who believe that "every manner of green wood is a true land of faery" it simply gives spur to the imagination and is not the least enjoyable part of the journey.

Numerous lakes are passed on either side of the right of way. One of the first of these to come into view is Brazil Lake, a splendid expanse of water almost entirely surrounded by dense forest. Here the visitor gets his first introduction to the important lumbering industry of Nova Scotia, for not only are there great piles of prepared lumber of all kinds in the foreground, but a busy sawmill is seen in operation.

Brazil Lake and Lake Annis, just beyond it, are excellent fishing resorts. Lake Annis is a favorite summer resort of Yarmouth residents, a number of whom have cottages there, and it is a headquarters for fishing trips to the interior.

Of the several stations between this place and Weymouth, Meteghan is one of the most important, although becomingly modest in itself. It is the central railroad point for the industrious and undemonstrative people of the French Shore, or Clare District, whose chief settlements lie along the south shore of St. Mary's Bay, several miles from the railway.

These settlements are well worth a visit by the tourist, not only for the sake of the romance associated with them in connection with the expulsion of the Acadians from



A DESCENDANT OF EVANGELINE'S  
PEOPLE

Grand Pré in 1755, but because the people are exceedingly interesting in themselves. At Church Point, Meteghan River, and Little Brook, the visitor will find good boarding-house accommodations. He will be rewarded by fine scenery, for one thing, the St. Mary's Bay country being especially attractive, and in the homes of these soft-spoken Acadian French he will hear the language and observe the customs of the motherland. The old-fashioned spinning wheel still revolves here, and Nova Scotia homespun is the chief sartorial dependence of the men, while the women retain their quaint black kerchief as a head covering, as in the days of yore. Here



WAITING FOR THE "BLUENOSE"  
AT WEYMOUTH

*"In the fisherman's cot the wheel and the loom are still busy;  
Maidens still wear their Norman caps and their kirtles of homespun,  
And by the fire repeat Evangeline's story."*

At Church Point there is one of the largest Roman Catholic churches in the Province, and the region also boasts of a college and convent of established reputation. It was along this shore that the famed and well-beloved Abbe Sigogne ministered to the spiritual and temporal wants of the people for many years. Had he arrived on the scene before the disaffection and expulsion of a century and a half ago, Nova Scotian history might have been very different.

The French Shore may be explored by carriage from Meteghan, Yarmouth, or Weymouth, and there are those who drive thither even from Digby.



LOVELY ST. MARY'S BAY, FROM WEYMOUTH

After leaving Meteghan clearings are more frequent, and there are occasional fine glimpses of St. Mary's Bay and the lower part of picturesque Digby Neck. The Bay of Fundy lies beyond that long and narrow peninsula.

Reflecting upon these pretty vistas, the tourist is shortly surprised to find himself skimming across the Sissiboo River on a high bridge, as though he were taking a sudden flight in an airship. There are entrancing views of the river from both sides of the train. On the left the broad estuary winds around toward St. Mary's Bay, a sputtering sawmill appearing on its western bank, while to the right lies the enterprising town of Weymouth itself, with its shipyards and shipping.

It is at Weymouth that one begins to sense the real scenic attractions of Nova Scotia. With its high river banks, its attractive residences, and its surrounding forests, Weymouth is undeniably a pretty place. Many American tourists foregather there every summer, and have done so for many years, enjoying its rare atmosphere, its picturesque drives, and its fishing and boating opportunities.

Sissiboo Falls, some distance up the river, is one of the scenic features of the locality, and 15 miles inland there is an interesting lumber camp, where operations are conducted upon a large scale, to be visited.

The passenger has scarce absorbed the beauties of Weymouth before a matchless panorama of mountain and water toward the northwest challenges his attention and warns him that he is approaching Digby the Delightful.

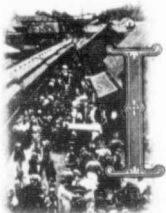
The advance on Digby is a sort of long-drawn-out sweetness, as though it would never do to approach a place of such surpassing loveliness too abruptly.



LUMBERING, FLOURISHES IN THE SISSIBOO REGION

## DELIGHTFUL DIGBY AND ITS ENVIRONS

*"Delightful Digby! Thy delicious air,  
Than nectar sweeter, and thy beanly rare  
E'en for this lovely land hold me in thrall;  
Pleasures perpetual, joys that never fail."*



IN ALL Canada there is not a more favored summer resort than Digby. It is Bar Harbor without its fog, and Newport lacking that center's millionaires—at present. Nature has certainly done all for Digby that the most prodigal of mothers could have done for a favorite child.

The pretty and growing town itself lies partly upon the slope of a commanding hill at the western end of the Annapolis Basin, a peerless sheet of salt water discovered by the French explorer De Monts 300 years ago. It was a good many years after that before the American tourist rediscovered it, but he has long since made good his title to the place, and now it is his for three or four months every summer, "by right of eminent domain."

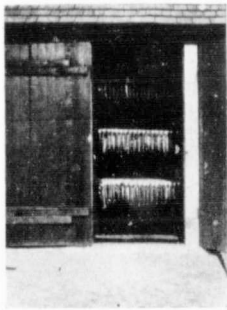
In its early days Digby's chief claim upon the world's attention rested upon its exports of the famous "Digby chicken" and of its people's prowess in capturing unwary Yankee fishermen caught dropping their nets within the "three-mile limit."

To-day it is famous as one of the most popular watering-places on the continent.

The air of Digby is an elixir of life, and its scenery is hardly to be matched in the length and breadth of Nova Scotia. Here one finds himself in a very paradise of outdoor life. The women drive and walk hatless, as they do at American resorts, and there is an atmosphere of freedom and unconventionality that unconsciously appeals to everyone.

The hundreds of tourists that come here annually find accommodation in a score or more hotels and boarding-houses, the number of which is increasing every year, in order to meet the growing demands.

The social summer life here is exceed-



"DIGBY CHICKENS"

ingly simple, and full-dress functions are exceptional. The guests are left to do about as they please in the matter of amusements. A majority of the visitors spend much of their time driving, and no place in the Province has more beautiful drives or a greater variety of them.

Sailing and fishing are other favorite pastimes, and in these respects Digby again excels. The broad and beautiful Annapolis Basin, seldom without its cooling breeze, offers magnificent opportunities for the yachtsmen, and the visitor is quite prepared to learn that Digby has a flourishing yacht club. Yachts and boats are always to be had for hire, with experienced boatmen to man them. Fishing trips to the Bay of Fundy are of daily occurrence, and some famous "strings" of cod, haddock, and pollock are brought in every day.

A favorite and particularly delightful drive is that to the lighthouse at Point Prim. This familiar beacon, set upon frowning cliffs 40 or 50 feet above the sea, has been the Mecca of thousands of American tourists during the past quarter of a century, and its obliging keeper and his family are fondly remembered in homes scattered all over the United States.

The coast scenery here has a boldness that is almost terrible.



"WHILE THE SUN SHINES"



DIGBY'S "BROADWAY" IS A SOCIAL KALEIDOSCOPE

One is able to compass almost the full sweep of the restless and resistless Bay of Fundy, with its tremendous tides, remarkable in their rise and fall here, but startlingly so at its head, 100 miles or so to the east.

Looking across the Bay, the city of St. John, N. B., which is 46 miles from Digby, may almost be seen; the glow of its electric

lights, indeed, being often plainly visible at night from the lighthouse.

The four-mile drive thither by way of the Lighthouse Road takes the visitor through a most picturesque part of Digby's environs. Some of the finest farms in this vicinity lie along this road, and from its upper stretches, near Beaman's Mountain, a fascinating glimpse of St. Mary's Bay, looking clear down toward the end of Digby Neck, may be had.

From the summit of Beaman's Mountain, a favorite rendezvous of the tourists, a glorious vista of Annapolis Basin, extending away up to Annapolis Royal, and taking in Bear and Goat Islands and the Granville Shore, is to be enjoyed. Few views in North America surpass this in extent and loveliness.

Another favorite way to reach the light is by the "Shore Road." This takes the visitor around the picturesque Racquette, past the Micmac Indian camps, where Lo and his family turn an honest penny by fashioning fancy baskets for the tourists and posing for snapshots.

The Shore Road winds for a couple of miles along the edge of the Basin and the base of Beaman's Mountain, toward Digby Gap, the great natural wonder of the vicinity.

This remarkable break in the North Mountain range of Nova Scotia is less than a mile in width, and through it the tides of Fundy and the Annapolis Basin rush with irresistible force, creating eddies and whirlpools that few amateur canoeists would care to brave.

The Gap is without question the dominating feature of Digby scenery, and tourists of artistic temperament go into raptures over it. Viewed from a distance, whether from the Bay of Fundy or the Basin, it has a singular beauty and charm. There is the touch of a Norway fiord about it, and it looms like the great open gateway of some enchanted land. But the trip to the light is only one of a dozen delightful excursions that await

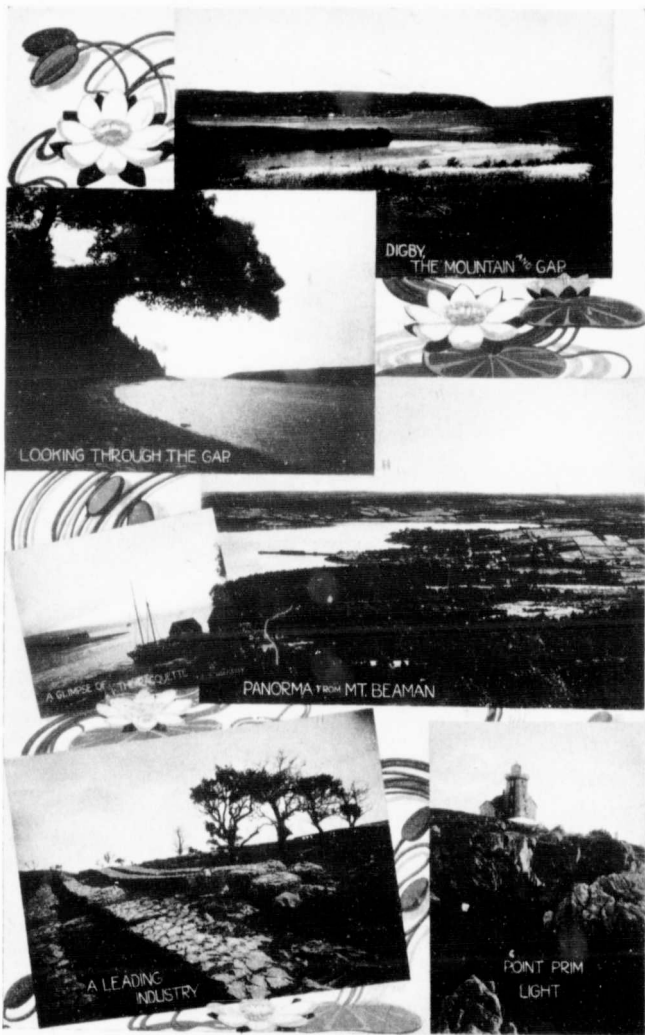


"COME AGAIN AND TRY TO STAY LONGER"



THE "PRINCE RUPERT" JUST IN FROM ST. JOHN





DIGBY AND ITS DELIGHTFUL SCENERY



BEAUTIFUL BEAR RIVER, LOOKING NORTH

the whim of the tourist at Digby. He may visit the lovely Acacia Valley, at the head of The Joggin, embowered in graceful acacia trees; or he may drive to quiet and untroubled Smith's Cove, or through the hills to glorious Bear River, the scene of the picturesque annual cherry carnival. Another delightful way to visit Bear River is by sailboat or steamer, the route lying part of the way across Annapolis Basin, and afterward through the winding and steep-banked Bear River itself.

The visitor may also enjoy water excursions to Granville and Annapolis, and even as far up the Annapolis River as Bridgetown, if that kind of a trip appeals to him. The premier excursion of this kind, however, is that across the Bay of Fundy to St. John, N. B., in the Dominion Atlantic Railway Company's splendid steamship "Prince Rupert," which makes a round trip daily during the vacation season, connecting with the east and west bound "Flying Bluenose." More will be said about this peerless trip later.

Another favorite side trip is that to Culloden, about 7 miles from Digby, on the Bay of Fundy shore. The drive thither is a delightful one.

The entire peninsula of Digby Neck, stretching westward some 40 miles, with Brier Island at its tip, offers another wonderful field of exploration. This rugged and narrow peninsula helps to form the quiet and beautiful St. Mary's Bay, and is notable, not only for its fine scenery, but for its geological treasures, which appeal strongly to both the professional and amateur geologist.

Centreville, on the Fundy coast, about 15 miles from Digby, is a prosperous and interesting village in which many of the inhabitants engage in the dual occupation of fishing and farming. It is here that the modern methods of fishing and canning, as carried on in Nova Scotia, may be



SO SHY !



"CHERRY CARNIVAL" DAY AT BEAR RIVER

studied to quite as much advantage as in Digby itself.

Sandy Cove, on the St. Mary's Bay side, is another attractive community, and Westport, a flourishing town at the extreme end of the Neck, is also occasionally visited by tourists.

There are interesting drives, also, to Barton and Weymouth; and for the fisherman and hunter who wishes to get a taste of the real Nova Scotia wilderness there is no better point of departure than Digby.

Although situated so near the source of the raw material, Digby is practically exempt from fog. There is fog enough at times in the adjacent arm of the "misty and mournful Atlantic," but the high hills that flank the town on the north are an effectual barrier to it. As far as Digby is concerned, its sole office is the beneficent one of tempering the heat of the summer sun that floods so brilliantly the shimmering Basin, and making the Digby climate so cool and delicious and invigorating that one readily understands why the place throws such a hypnotic spell over its habitués.

In the hour or so that it requires to traverse the distance between Digby and Annapolis over the Dominion Atlantic rails the tourist of romantic temperament lives a lifetime.

The Annapolis Basin, whose matchless beauty can best be appreciated from the hills back of Digby, is closely followed on its southern side, and at times its limpid waters almost lap the wheels of the flying train.

It presents a picture in which

*"The gemlike island and the girdling shore  
Seem ribboned for a holiday, that takes  
No aimless pastime, for its call awakes  
The stir of clearing keel and sweeping oar."*

The train has scarcely started on its serpentine course before Smith's Cove, the first of the interesting series of vacation resorts along the shore of the Basin east of Digby, is reached. This is a quiet and lovely retreat, where boating, bathing, and fishing may be enjoyed to the utmost, and where, in addition to the summer hotels and



A "CHERRY CARNIVAL" FOR FOUR



A GLIMPSE OF BEAR RIVER

spread to the left as the train crosses the broad stream on an aerial bridge, the foreground taking in picturesque Bear Island.

The scenery here has a rugged beauty that enchants. Directly opposite opens up the wonderful Gap, and from it the eye travels up the scarred sides of the mountainous Granville shore with Port Wade and its other scattered settlements and wooded ridge.

Upon the sparkling surface of the sapphire Basin, canopied by a turquoise sky, white-winged yachts, fishing schooners, and perhaps an Indian canoe or two merrily dance. It is as pretty a picture as the Dominion of Canada presents.

The town of Bear River lies 4 miles up the winding stream from the station, passengers transferring by carriage. It is a secluded and lovely village perched upon the slopes of aspiring hills, and is an important lumber and mercantile center, as well as a popular tourist resort.

Millions of feet of its lumber go in fleet vessels to South America, but the fame of Bear River's cherries has spread even farther afield than that. This luscious fruit grows here in rich profusion, as well as perfection, and during the season hundreds of boxes are purchased by the ever-moving tourist.

The great summer event in Bear River is the annual cherry carnival, which is held in June. On carnival day hundreds of tourists and natives visit the pretty town to feast on the luscious cherries for which the place is famous, and to enjoy the calithumpian procession,

boarding-houses, there is a unique log-cabin colony of tourists.

From this point a magnificent view of Digby and its surroundings and of the distant Gap is had. At Bear River, the next station, there is another marvelous panorama out-



ONE OF NOVA SCOTIA'S MANY WATERFALLS

aquatic sports, and other interesting events that are usually on the program.

Some 6 miles beyond Bear River, with the restful and romantic Basin still in view, the train, after passing attractive Deep Brook, crosses Moose River and reaches the pretty village of Clements-port. This place is a center of charming drives, including one to Blue Mountain, over which the ancient "medicine men" of the Micmac Indians wove a spell of mystery and tradition.


The tourist soon begins to notice a narrowing tendency of the Basin, for Annapolis Royal, situated at its head, is but 8 miles away. Goat Island, which figures prominently in the annals of that historic stronghold, is soon "abeam," as the sailors say, and shortly the way grows more level, the neighboring water takes on a more ruddy hue, and the eye, for the first time, rests upon a typical Nova Scotia dikeland. It is many a mile, however, to the Grand Pré "dikes that the hands of the farmers had raised with labor incessant."

Then in a few minutes the train is on the outskirts of Annapolis Royal, and the tourist looks with becoming reverence upon the site of the first European settlement to be established upon this continent north of St. Augustine — unless we are to believe that there was a Norumbega.



A PASTORAL SCENE IN EVANGELINE'S LAND

## ANNAPOLIS ROYAL AND THE GARDEN VALE



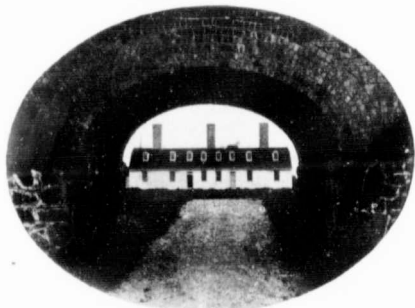
**H**ISTORIANS, poets, and novelists, not to mention the ubiquitous American journalist, have written and rewritten the history and tradition of Annapolis Royal so often that there is little left for a modest guide-book to venture along this line, save to refer its readers to the nearest public library.

There are two Annapolis Royals — the one of to-day and the one of the misty past. Of the older Annapolis, one of its most faithful historians, W. M. MacVicar, has written:

"The many see only the fleeting present, but the favored few are permitted to catch glimpses of the life of long ago. Strange faces pass before the vision while sitting by the fireside in evening meditation. Figures in curious and antique garb move indistinct in the twilight. Shadowy visitors of proud and courtly mien pace our streets, mingle in our transactions, and claim residence among us. They are the ghosts of the memorable past who refuse to leave their early haunts. Men may come and men may go, with all the bustling changes of civilization, but these abide forever."

Naturally, the chief interest of the tourist centers in the ancient fortifications, covering an area of some 30 acres. The first works are supposed to have been constructed about 1643, and the small beginning later grew into a military enterprise of formidable dimensions. The old grass-grown ramparts are the first evidence of the ancient Annapolis to be noted by the approaching tourist, and he later finds the fortifications to be in a tolerable state of preservation; much more so, indeed, than the old works at Louisburg.

Founded in 1605 (its tercentenary having been suitably cele-



THE DOMINANT NOTE AT ANNAPOLIS ROYAL

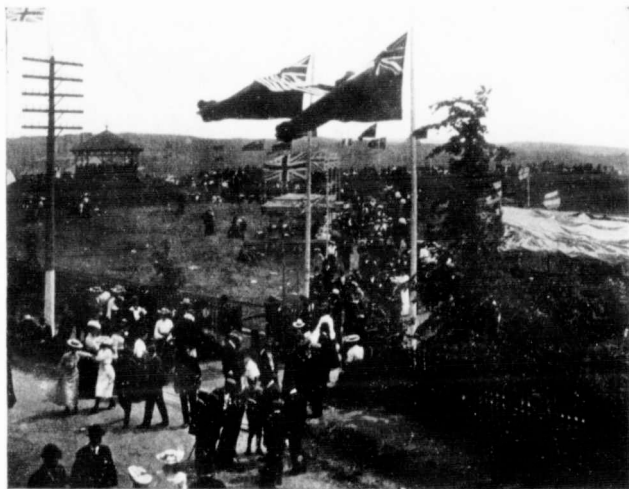
brated in 1905), Annapolis was for a long period the object of a theatric struggle between England and France, its fortunes varying like the swing of a pendulum for a century after its Gallic defenders established it. By the treaty of Utrecht, in 1713, the old town and its historic fortress finally passed, with the rest of Acadia, to British control, and for three quarters of a century thereafter it held the proud position of chief naval station of Britain in the Atlantic provinces of North America.

There are many interesting relics of the early days in Annapolis Royal to be seen, and the visitor will find among the townspeople that hearty spirit of hospitality so characteristic of all Nova Scotians, and he will not lack for willing guides to point out and explain the things he wants most to know.

Annapolis Royal is one of the most attractive towns in the Dominion, and has a marked intellectual atmosphere. Its surroundings are beautiful, and the drives, especially along the picturesque L'Equille River, are a never-ending source of enjoyment.

Near neighbor to this ancient stronghold lies Granville — a pretty town just across the river. The North Mountain looms grandly back of it, and in one of its secluded gorges is a famous "ice mine," untouched by summer's sun, and as yet undiscovered by the ice trust.

It is after his train has whirled him away from fascinating



A FETE DAY AT OLD ANNAPOLIS ROYAL



YE OLDE MAGAZINE, ANNAPOLIS ROYAL

grown the luscious apples that have made Nova Scotia famous in the great markets of the world, and through which the ancient stage-coaches rolled their laborious way in the days when "Flying Bluenoses" were undreamed of. Here, too, the painted bands of marauding Indians wended their silent way in the ancient days of warfare and strife, and homespun-clad Acadians trudged wearily between Annapolis Royal and distant Grand Pré.

It is the apple orchards that strike the dominant note in the landscape to-day. Scores of these fruitful orchards are seen from the train, and if the trip be taken in blossom time in June the visitor will enjoy a scene of beauty and an intoxication of fragrance that will rival the orange groves of Florida or the prune blossoms of the Santa Clara Valley in California.

Apple culture was first introduced into the Annapolis Valley by



BRIDGETOWN'S LEAFY MAIN STREET



the early French settlers in 1633, and some of the original trees are said to be still in existence. When the United Empire Loyalists emigrated to the valley from New England and New York, they began to cultivate the land on an extensive scale, and they did not forget to plant more apple trees.

To-day the cultivation of apples is engaged in on such a vast scale that the annual crop of the Annapolis and Cornwallis valleys (they are practically the same) amounts to between 500,000 and 600,000 barrels a year. Most of the product is sold in the British market at good prices. It is estimated by experts that the valley



"DOWN THE LONG STREET SHE WANDERED"

could be made to produce \$30,000,000 worth of apples and other fruits annually.

Some of the orchards here are of immense size. There is in South Berwick, Kings County, one 60-acre farm containing 5,600 apple trees, 1,000 pear trees, 1,500 plum trees, several hundred peach trees, 50 acres of strawberries, and 10 acres of raspberries and blueberries. A frostproof warehouse with a capacity of 10,000 barrels is one of the accessories of this great farm.

After passing rural Roundhill, the train reaches Bridgetown, an important community in the lower part of the valley, and surrounded by attractive scenery. The Annapolis River, which in this vicinity occasionally expands into lakelike proportions, is navigable to this point for small craft. The turbid river follows

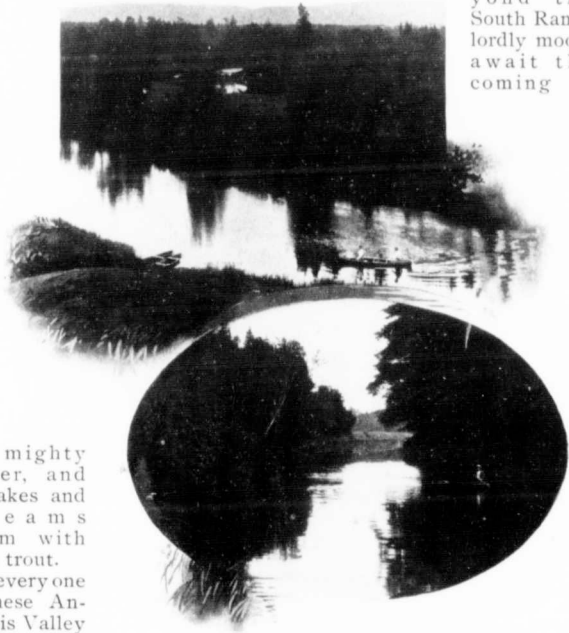
a decidedly erratic course in this part of the valley, and undoubtedly one gets the best impression of the country when it is tide-filled.

There are sections of the diked-in intervalle along the river that assuredly suggest Holland, lacking only the windmills and the Holstein cows.

Never was a mundane settlement more happily named than the adjoining community, Paradise, although there is many another town throughout this lovely "Garden of Nova Scotia" that would do equal honor to the appellation.

Between Bridgetown and Paradise the railway closely skirts the lower slopes of the brooding South Mountain, which, with the opposite North Mountain, keeps the tourist company all the way up the valley. Back of this serrated north bastion lie the surf-swept shores of Fundy, almost a *terra incognita* to the tourist.

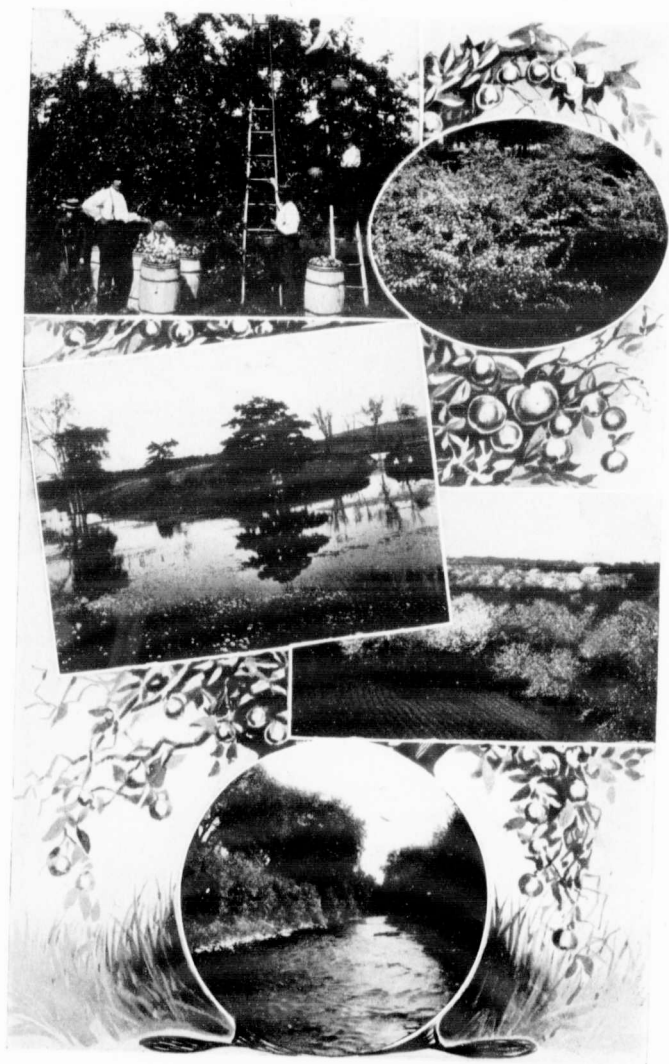
In the wilderness country beyond the South Range lordly moose await the coming of



the mighty hunter, and the lakes and streams swarm with game trout.

In everyone of these Annapolis Valley "paradises" the drives are

VISTAS OF THE ALLURING ANNAPOLIS RIVER AT MIDDLETON



TYPICAL SCENES IN THE LOVELY ANNAPOLIS VALLEY



A SYLVAN RIVER SCENE AT KENTVILLE

glorious. The village of Lawrence-town quickly gives way to Middleton, the railway junction point of the mid-section of the valley. Here the tourist who is booked for Bridgewater, Lunenburg, Chester, and other points on the Atlantic coast of the Province

changes to the Halifax & Southwestern Railway. That part of the Nova Scotia summer playground will be referred to briefly later.

Middleton is one of the most important rallying-points for tourists in the valley, and it is especially popular with fishermen. The enterprising Middleton Board of Trade has given much attention to the preservation of the salmon in the Annapolis and Nictaux rivers, with the result that Middleton is one of the best salmon-fishing places in the entire Dominion Atlantic territory. The best of the salmon pools of the two rivers are readily reached from the central part of the town, and are visited by many American tourists. There are many beautiful drives in the vicinity.

Middleton is also the location of the famous Spa Springs. These have long been noted for their fine mineral waters. They are located in an attractive 10-acre grove, in a situation scarcely less beautiful than that of Poland Spring itself. The curative character of the waters was known to the Indians many years before the early French explorers landed at Annapolis Royal and penetrated the adjacent valley. The large output of Wilmot Spa Springs Company bottled goods is handled through the Middleton station.

The orchard-dotted valley grows more and more interesting as the "Bluenose" rushes onward. There are wide stretches of flat country, interspersed with rounded hills covered with apple trees, and vagrant country roads stretch invitingly in every direction.

Wilmot, the next station, is a popular fishing center, salmon, trout, and perch abounding hereabouts and in the lakes and rivers of the adjacent South Mountain region.

The romantic North Mountain, but partially cleared, continues the com-



THE REAL ARISTOCRACY

manding feature of the landscape. Its contour is broken only once or twice, at a point where Nature evidently planned another Digby Gap, but later changed her mind.

The floor of the valley itself is still quite extensively wooded, occasional groves of pine alternating with the apple orchards. Nothing could be more restful and inviting than the cozy white farmhouses, surrounded by graceful elms, willows, or poplars that everywhere are seen. In many of these farmhouses summer visitors are accommodated.

Kingston, which offers fine fishing and hunting and affords delightful drives to the Bay of Fundy shore and elsewhere, is another attractive settlement, as is Auburn, its neighbor.

Aylesford, the next station beyond Auburn, is in a most charming situation, and the nearby Aylesford lakes are famous for their stores of fish.

At Aylesford, in a breezy and commanding location on the North Mountain, a wealthy New York gentleman has set a good example to other well-to-do lovers of Nova Scotia by building a magnificent summer mansion, equipped with all the luxuries and conveniences that would be found in a palatial summer home on Long Island Sound or the North Shore of Massachusetts. The villa is situated in a 170-acre estate, and is furnished with electric light generated in its own power house. The view from its piazzas looking up and down the lovely valley is far-reaching and beautiful.

Between Aylesford and Berwick there is a remarkable bog, filling up a large part of the valley's width, in which, strange to say, both the Annapolis and Cornwallis rivers, each running in opposite directions, have their source. It is a sort of aqueous "Great Divide."

Berwick, Waterville, Cambridge, and Coldbrook, passed in the order named, are all fruitful and attractive farming communities. In some of their orchards the tourist will note how plainly, by their inclination, the apple trees denote the prevailing direction of the wind.

Kentville, that prosperous and progressive town wherein is located the busy headquarters of the Dominion Atlantic Railway, is a sort of



A VISITING  
EVANGELINE



PICTURESQUE PARRSBORO



A TYPICAL BIT OF THE ACADIAN SUMMER  
PLAYGROUND

social and commercial clearing-house for the Cornwallis Valley and the upper Annapolis Valley.

It has a considerable population, wide, tree-shaded streets, excellent hotels, attractive stores, and fine residences, some of the latter standing in the midst of parklike estates and embellished with beautiful flower gardens and lawns.

The chief recreation of the tourist here is driving, and nowhere in Nova Scotia are the drives more beautiful. Indeed, those to Lookoff, on the summit of Cape Blomidon, and to Grand Pré, through the Gaspereau Valley, are scarcely to be matched for beauty on the continent.

The social life of Kentville is very delightful, and the stranger within its gates is made warmly welcome. Golfing, tennis, and even basket ball may be enjoyed by the visitor.

At Aldershot, a mile from Kentville, is located the Provincial military campground, and here, in the latter part of the summer, the visitor may enjoy an interesting study of the Canadian soldier as he practises the arts of war.

The far-famed Cornwallis Valley, served by the Cornwallis Valley Branch of the Dominion Atlantic Railway, extends an invitation to the sojourner in Kentville he cannot easily resist. This is a most wonderfully fertile 15-mile section of Bluenose-land, where farms and orchards on a truly mammoth scale are to be found, and where agriculture has come to be almost an exact science.

The chief settlements of the Cornwallis Valley are the charming villages of Centreville, Sheffield Mills, Canning, and Kingsport. At the last named place the tourist may embark upon the company's staunch little steamer "Prince Albert," for a trip across Minas Basin to Parrsboro—a journey that will take him across the channel through which the exiled Acadians of Evangeline's day sailed to their new home, and give him an introduction to that grand old sentinel of the Minas region, Cape Blomidon, as well as to Cape Split, Partridge



OUR PILOT TO  
PARRSBORO

Island, Cape Sharp, and the other striking topographical features of that section of Acadia.

It is about this part of Nova Scotia that the most interesting of the local Indian traditions linger, and the history of Glooscap and his mythical companions is almost as familiar to the average reader as is the history of Annapolis.

Parrsboro is one of the loveliest and most restful of all the Nova Scotia vacation resorts, and has an excellent summer hotel, where many sojourners from Boston, New York, Philadelphia, and other large American centers are always to be found.

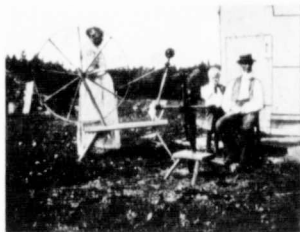
Between the glorious scenery, the magnificent climate, and the wonderful tidal manifestations of the Minas Channel region, where the tide sweeps along at the rate of 7 miles an hour, and rises and falls at astonishing extremes, the visitor at Parrsboro enjoys a vacation experience that is truly ideal.

The drives are superb, and the trout fishing excellent. The Parrsboro region is not half as well known to vacationists as it deserves to be.

The "Prince Albert" runs from Wolfville, as well as from Kingsport, the schedule depending upon the state of the tide.

The drive from Kentville or Canning (a typical and most delightful Nova Scotia village) to Lookoff brings the tourist to an elevation of some 700 feet above the sea, and from this lofty observation point he can look down the whole extent of the Cornwallis Valley, and far beyond, on his right; while to the left the golden Minas Basin, with Kingsport, Port Williams, Wolfville, and Grand Pré, the home of Evangeline, are outspread before him.

The view from Lookoff, indeed, is nothing short of inspiring. Portions of five or six counties are to be seen from it, just as one may view sections of as many states from Lookout Mountain in Tennessee.



AN ECHO OF THE OLD DAYS



OLD FRENCH WILLOWS AT GRAND PRÉ

## GRAND PRÉ AND THE MYSTIC MINAS REGION

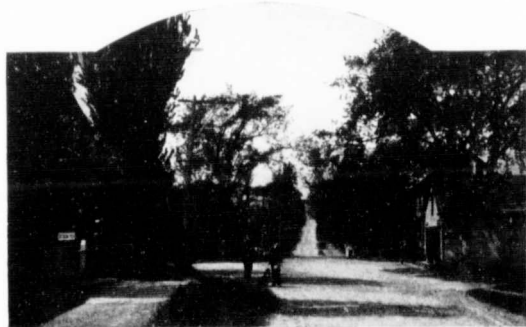


RESUMING his eastward pilgrimage from Kentville, the tourist next makes the acquaintance of Port Williams. This interesting place is about five miles from the bustling shire town of Kings County, and, as its name implies, is a seaport. In this part of the world the goings and comings of people and the course of commerce are largely regulated by the tide. Even the schedule of the steamer that plies between Kingsport, Wolfville, and Parrsboro depends wholly upon the tidal vagaries of the Bay of Fundy; hence varies from day to day.

Hereabouts one may witness the strange phenomenon of a ship resting on top of a muddy bank, securely tied to a wharf, with the nearest vestige of water many yards removed from it. A few hours later, however, that same ship floats buoyantly at her moorings, and the tourist must needs rub his eyes in order to convince himself that he is not the victim of an illusion.

A few minutes run from Port Williams brings the "Flying Bluenose" to Wolfville, and here the visitor finds himself at one of the most popular and important summer centers in Nova Scotia.

Wolfville is in the very heart of "the enchanted land," for it was just beyond this lovely university town that



IN THE MODERN VILLAGE OF GRAND PRÉ





AN ANCIENT HOUSE AT GRAND PRÉ

*"In the Acadian land, on the shores of the Basin of Minas, Distant, secluded, still, the little village of Grand Pré, Lay in the fruitful valley."*

Wolfville is a most delightful combination of the scenic, the romantic, and the intellectual. Acadia University — the "White House" of Nova Scotia — with its associated institution, Acadia Seminary, give the intellectual tone to the

town, while Longfellow has helped to give it its atmosphere of romance. As to its scenery, there are few places to compare with it in the Province.

A more attractive and orderly community it would be difficult to name. It contains many private estates, and has attractive churches, modern stores, tree-shaded streets, and excellent hotels and boarding-houses, the latter by no means few in number.

From the slightly hills of Wolfville a panorama of surpassing beauty and interest is to be enjoyed. The storied Basin of Minas is at one's feet, and looking northward one notes

*"Where Blomidon, a sentry grim, his endless watch doth keep."*

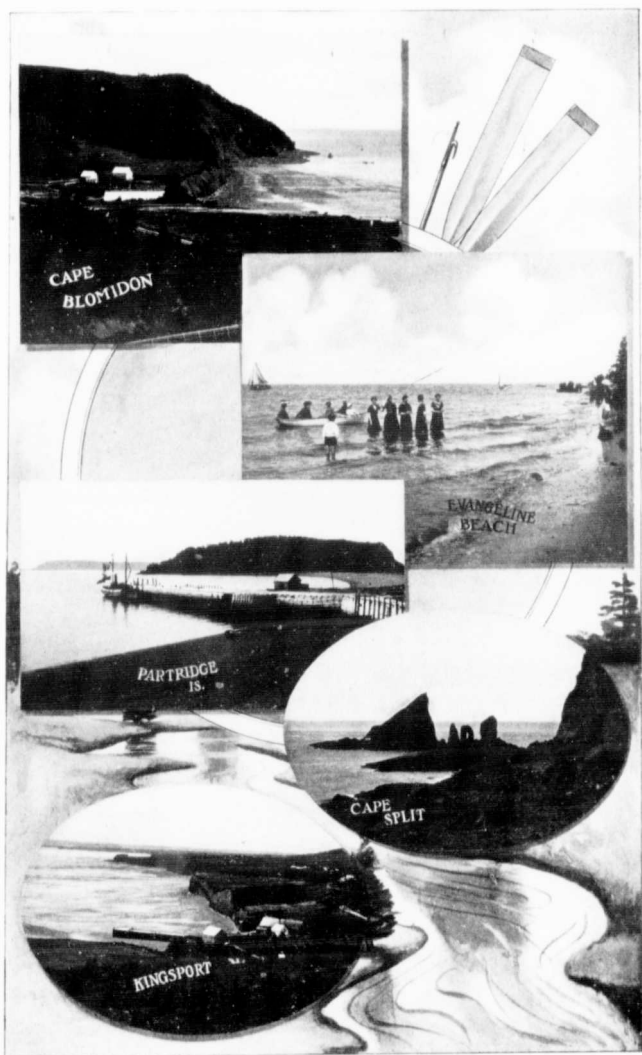
The view in this direction and to the eastward also takes in such interesting places as Port Williams, Kingsport, Long Island, Starr's Point, the purple hills of Parrsboro, and the diked meadows of Grand Pré.

To watch the changing hues of sea and sky and mountains, or the ribbands of woolly mist as they creep slowly up the valleys of the distant tidal rivers, is a never-flagging joy.

From Wolfville



ON THE CORNWALLIS RIVER NEAR KENTVILLE.



SCENIC CHARMS IN THE MINAS BASIN REGION



ENTRANCE TO HANTSPORT HARBOR

there are glorious drives unnumbered — to Blomidon, Kentville, Kingsport, Port Williams, Starr's Point, Long Island, Evangeline Beach, and last, but of first importance, to Grand Pré.

One of the drives thither takes the tourist through the lovely and peaceful Gaspereau Valley, lying back of the town beyond the "Ridge," and immortalized in Longfellow's poem. Few are disappointed in the appearance of the modern village of Grand Pré. It is a quiet and attractive community, with neat houses that give abundant evidence of their occupants' thrift.

Even the ancient church of the Covenanters, with its quaint pews and pulpit, and in which the tourist registers his name, is comparatively modern; for the poet has truthfully written that

*"Naught but tradition remains of the beautiful village of Grand Pré"*

as it was in the days of Evangeline and Gabriel. The original settlement of the Acadians is supposed to have stretched in a straggling single street from the Grand Pré station of the Dominion Atlantic Railway, three miles east of Wolfville, to Horton Landing, a distance of about one mile.

The great diked stretch of meadow-land is the salient feature of the landscape today, and the older portions of these dikes are chief among the tangible evidences of the Acadian occupation that remain. The sturdy farmers of Holland might well have doffed their caps to these ancient Acadians, for the unending battle with the sea here meant a contest with 50-foot tides.



SCOTT'S BAY, ON THE FUNDY SHORE



A SENTINEL OF THE MINAS REGION

The group of old willows in one part of this great meadow, undoubtedly planted by the original French inhabitants, the well supposed to have been part of the village's water supply, and the reputed sites of the forge of Basil the blacksmith and of the house of Father Felicien will all be pointed out to the visitor, as will also the place where a body of New England troops were

massacred by the French and their Indian allies nine years before the banishment.

A visit to Evangeline Beach will give the tourist a closer acquaintance with the ruddy flood of which the poet has written so delightfully:

*"Pleasantly gleamed in the soft, sweet air the Basin of Minas,  
Where the ships with their wavering shadows were riding at anchor."*

A week or a month can be spent to good purpose in this storied neighborhood of lovely scenery and balmy air.

The traveler will turn from Grand Pré with keen regret, and yet with a conscious feeling of exaltation, as though he had faithfully discharged one of life's duties and had profited greatly by so doing.

Crossing the high-banked Gaspereau River, not far from its mouth, the vacationist is reminded that this is one of the most popular fishing sections of the Province. Salmon, trout, gaspereau, haddock, and cod await the attention of the fisherman, according as he prefers fresh or salt water sport.

On the way through Horton Landing and Avonport the tourist is still under the spell of the haunting beauty and mystery of purple-horizoned Minas. Its influence still abides with him at Hantsport, an attractive summer town overlooking the



IN TIDE-SWEPT MINAS CHANNEL



ACADIA UNIVERSITY, WOLFVILLE

Basin and famous for its great range of tides. On the way through Hantsport and Falmouth he is even more forcibly impressed with the part that the tides of Fundy play in the economy of dwellers in this part of Acadia, and he sees

*"The low, bare flats at ebb tide, the rush of the sea at flood  
Through inlet and creek and river, from dike to upland wood."*

Following this wonderful tidal energy to its climax, the "Blue-nose" rumbles across the turbid Avon River and halts at Windsor, where history, scenery, education, and commerce each claims a generous share of the tourist's attention. Already the latter has learned that Grand Pré and the romance of Evangeline and her people are not "the whole thing" in the scheme of a Nova Scotia vacation.



A PANORAMA OF PEACEFUL AND PROSPEROUS WOLFVILLE

## WINDSOR AND THE MIDLAND COUNTRY



THE town of Windsor is redolent of historical and literary associations dear to the heart of all Nova Scotians, but its local attractiveness and beauty of surroundings will of themselves be a sufficient inducement to the tourist to tarry a while.

The ancient Indian name of Windsor was Piziquid, signifying a place at the junction of two rivers — the Avon and the St. Croix. The neighborhood of these rivers, with their wonderful tides, furnishes much to interest the visitor.

Fort Edward and the curious old blockhouse, dating back about 160 years, will interest the student of history and remind him that the early Indian and French trail between the Acadian settlements and Halifax ran through Piziquid. In fact, that place was settled by the French long before Halifax was founded by the British.

King's College, the oldest college in Canada, and founded in 1787, together with the residence in which Judge Thomas Haliburton, Nova Scotia's famous "Sam Slick," once lived, are the two chief architectural landmarks of the place. There is also an excellent private school for girls in Windsor.



ANCIENT KING'S COLLEGE, WINDSOR



NOVA SCOTIA'S SCHOOLS ARE AMONG THE BEST IN  
THE WORLD

of two railroads" in whatever would be the equivalent for that in Micmac, for here the Midland Division of the Dominion Atlantic system diverges to Truro, while the main line continues in a southerly direction to Halifax.

The tourist booked for Cape Breton, Newfoundland, or Prince Edward Island changes trains here, and is transported all too quickly across a glorious 58-mile stretch of country, through the smiling valleys of the St. Croix, Kennetcook, Five Mile, and Shubenacadie rivers.

The last named stream is the highest tidal river in the world. It rises 10 feet in 14 minutes, and one of its phenomena is a "bore" that rushes outward in a watery wall at the rate of 8 or 9 miles an hour.

The Shubenacadie is part of an interesting waterway extending clear to the Dartmouth Lakes, near Halifax, on the Atlantic Coast. It is spanned by a long steel bridge that for length and cost has few equals in this part of Canada.

The route lies through a remarkably attractive and fertile country, the way stations including Brooklyn, Kennetcook, South Maitland, and Clifton, and on the higher grades of the line inspiring vistas of the Cobequid Mountains are enjoyed. It is one of the most attractive sections of the Province.

The importance of Windsor as a shipping and commercial community is obvious to all who visit the delightful town.

On the east side of the St. Croix is Newport, whence great quantities of plaster are shipped down the Bay of Fundy to New York and other points in the United States.

Windsor might also be called "the junction



WINDSOR IS A LIVELY PORT WHEN THE TIDE IS IN

At Truro, the terminus of the division, the visitor is introduced to an enterprising, growing, and attractive town, the seat of Colchester County, and situated only a couple of miles from romantic Cobequid Bay. Truro is a level town with picturesque streets and fine residences, and it is surrounded by a fruitful farming country.

The Provincial Normal School is one of its principal institutions. Victoria Park, with its beautiful Joe Howe Falls (named for one of Nova Scotia's great public men), is one of the finest natural parks on the continent.

Truro is an important point on the Intercolonial Railway, the lines of that system radiating from here to Halifax, Moncton, Quebec, Montreal, St. John, and Cape Breton.

The tourist going to the last named paradise of the vacationist and sportsman passes through some very interesting scenery on the mainland before being ferried across the wonderful Strait of Canso from Mulgrave. Antigonish is an especially attractive point en route.

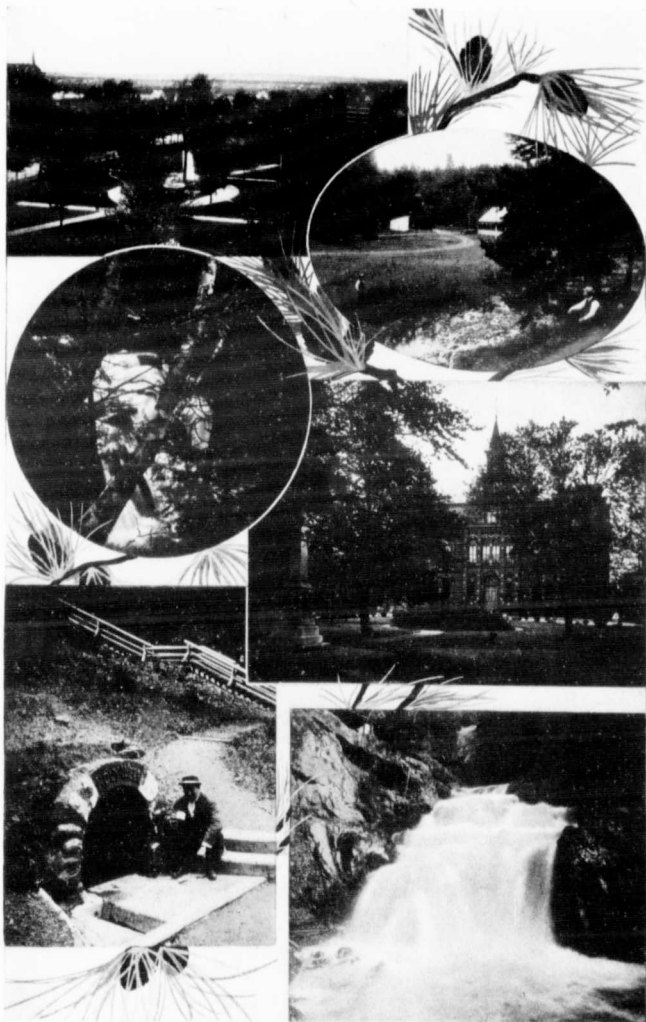
The scenic charms of Cape Breton deserve a volume dedicated to that subject alone. The scenery of the Strait of Canso, with its lofty shores, is grand; that of the Bras d'Or Lakes, which may be voyaged by steamer if the tourist elects, is incomparable.

A picture that uplifts and an atmosphere that spells death to hay fever and malarial germs may be enjoyed anywhere in Cape Breton, either around its glorious inland sea, or on its rocky, surf-swept outer coast. Nova Scotia has an actual coast line of about 2,500 miles, and no small portion of

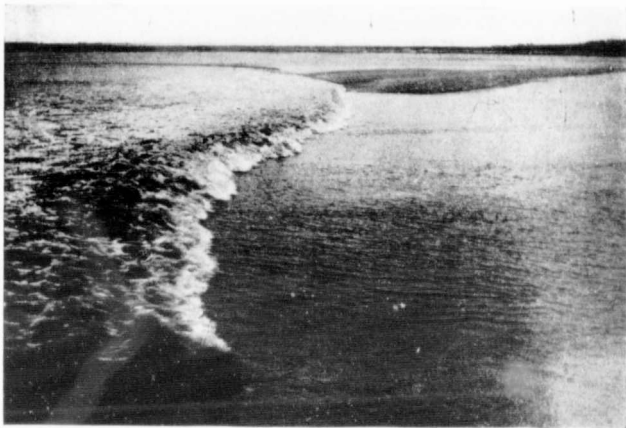


ON THE KENNETCOOK AND SHUBENACADIE





TRURO, ITS NORMAL SCHOOL AND PICTURESQUE PARK



A TIDAL "BORE" AT THE HEAD OF MINAS BASIN

the total is to be credited to rugged, indented Cape Breton.

The chief vacation resorts in Cape Breton include Hawkesbury, Whycocomagh, Grand Narrows, Baddeck, Sydney, North Sydney, Ingonish, Mira, Louisburg, and Gabarus, and there are many other attractive centers that are gradually coming into public notice.

There is no part of the island that is not superlatively attractive, and nowhere on the Atlantic seaboard is there a climate more cool and bracing. At Louisburg are to be seen the remaining vestiges of the old fortifications that bore such an important part in the early history of New France and New England. At Glace Bay and North Sydney the great coal-mining industry of the Province may be studied at close range. Sydney has its mammoth steel works and its nearby copper mines, not to mention its superb harbor and delightful natural surroundings.

From North Sydney one may be transported in a fast modern steamship to Newfoundland in six or seven hours, there to be turned loose in a little-known country that fairly overflows with game and fish, and which can boast of scenery of the Norwegian type. Cape Breton, too, is a famous fish and game region, its salmon fishing being especially fine.

If the destination of the traveler be Prince Edward Island, that fertile, restful, wave-kissed "Garden of the Gulf," he will journey from Truro to Pictou on Northumberland Strait, and sail thence for Charlottetown in a comfortable steamer. Prince Edward Island, from one end of its smiling area to the other, stands always ready with open arms to welcome the Yankee vacation seeker. It is a

land of delicious summer joys, with an individuality entirely distinct from that of Nova Scotia and New Brunswick.

Here the summer sojourner may wander at will, "under the open sky, in the odorous air of the orchard," or idle by the edge of a crystal sea that never rests and yet is always a talisman of peace to wearied humanity.

'Tis but 46 miles from Windsor to Halifax, continuing over the main line of the Dominion Atlantic Railway, and it is a journey that is thoroughly delightful, by reason of the marked change in the characteristics of the country.

Newport, Ellershouse, and Mount Uniacke are among the towns and villages passed, much of the way lying through the almost primeval wilderness.

From Windsor Junction, where the rails of the Intercolonial Railway are joined, it is only a 14-mile ride to the metropolis. Flitting by several pretty lakes, the train begins to fulfil the final portion of its day's duty,

*"Circling Bedford, sheet sublime!  
Into Halifax on time."*

And despite the rare beauty of that peerless water sheet and of the interesting experiences he knows are ahead of him, the traveler cannot well refrain from adding, with the amateur poet :

*"Would that we might e'er remain  
On our 'Flying Bluenose' train."*



THE "INLAND LIMITED"—NEXT STATION, HALIFAX!

## HALIFAX AND THE PICTURESQUE SOUTH SHORE

"There is a city by the sea,  
Where all may troublous cares relax,  
For everything moves tranquilly  
In that old place called Halifax."



FROM the standpoint of a summer resort, no American city has been so much written about, with the exception of Quebec, as Halifax. Like Nova Scotia itself, it has many aliases. Among other appropriate titles it bears those of "The Garrison City" and "The Gateway of the Dominion."

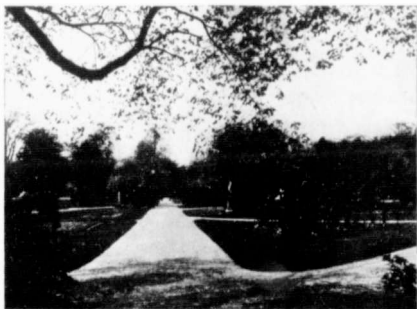
It might also be appropriately referred to as the Canadian Tourists' Mecca. "See Naples and die." See Halifax and resolve to see it often.

The tumultuous welcome extended to the visiting tourist by the hackmen who are waiting to greet him at the station is symbolical of the fraternal advances he will soon be receiving from the people of the city as a whole. The hackmen are not paid to indulge in this strenuousness of greeting; they simply can't help it.

The people of Halifax are the soul of hospitality, and, indeed, they would not be Nova Scotians were they not. Properly introduced, the visitor from "the States" has the entrée to homes as well as to clubs, and as long as he agrees that the Halifax Public Gardens are "the best ever" and that the city's beautiful marine park is without a peer on either side of the boundary line he will remain *persona grata*.

Though not historical in the sense that Quebec, Boston, or St. Augustine is, Halifax is nevertheless a city that, in parts, gives forth the impression of antiquity. Perhaps quaintness would be the better word.

To the stranger it is thoroughly interesting, because so different from most cities he has visited.



IN THE PUBLIC GARDENS, HALIFAX



BRITISH WARSHIPS OFF THE HALIFAX DOCKYARD

Like Quebec, it is a somewhat precipitous city, although not all of its 50,000 inhabitants are obliged to live on side hills.

Like that ancient stronghold of New France, also, it is topped by an aerial fortress, from which is to be obtained a superb panoramic view of harbor, ocean, and city. Likewise, it has an open-air market—not a French market, to be sure, but a sky-canopied trading-place that is even more interesting than the Quebec one, because it represents the assemblage of a greater diversity of race and color.

Caucasian, African, and Indian are represented in the motley throng which preempts a square or two of sidewalks in the downtown section of a Saturday morning, and offers to chaffering purchasers a vast variety of vegetables, fruits, dairy products, berries, poultry, herbs, and basket-work.

The baskets, of course, are the handiwork of the Indians, who have their special "reservation" in a corner of the market-place. They are not the Carlisle School type of Indians, to be sure, nor is their basket and beadwork in the same class with that of the Zunis and Navajos; but they form an interesting bit in the human mosaic of Halifax, nevertheless.

The dominant note of Halifax is the military one. Practically ever since it was founded by Cornwallis in 1749 the place has been a fortified headquarters of Britain. In its later years millions have been spent by the imperial government in erecting strong fortifica-



ISLAND COVE, NEAR HALIFAX

The picturesque city offers an almost endless program of outdoor and indoor enjoyments. There are many public buildings and memorials to be visited, including the Province Building, in which the Provincial Legislature meets, and in which there is an excellent library and a fine collection of portraits.

The Public Gardens, where the military band plays Saturday afternoons, and where illuminated concerts are frequently given, is a pronounced triumph of the landscape gardener's art and well worthy the superlatives that are bestowed on it.

Likewise, the splendid park at Point Pleasant, on the seaward side of the city, well deserves the encomiums that have been paid it. It is a lovely and romantic forest reservation, its shores washed by the cool and clear waters of the Atlantic, and where one may leisurely tread the "foot-

tions in and around the city, so that, from the seaward at least, it is today probably impregnable.

Moreover, Halifax has for years been the summer rendezvous of the British North Atlantic fleet, and the presence in the harbor of a half dozen or more great warships, together with a regiment or two of soldiers on land, means much to the social life of the city.

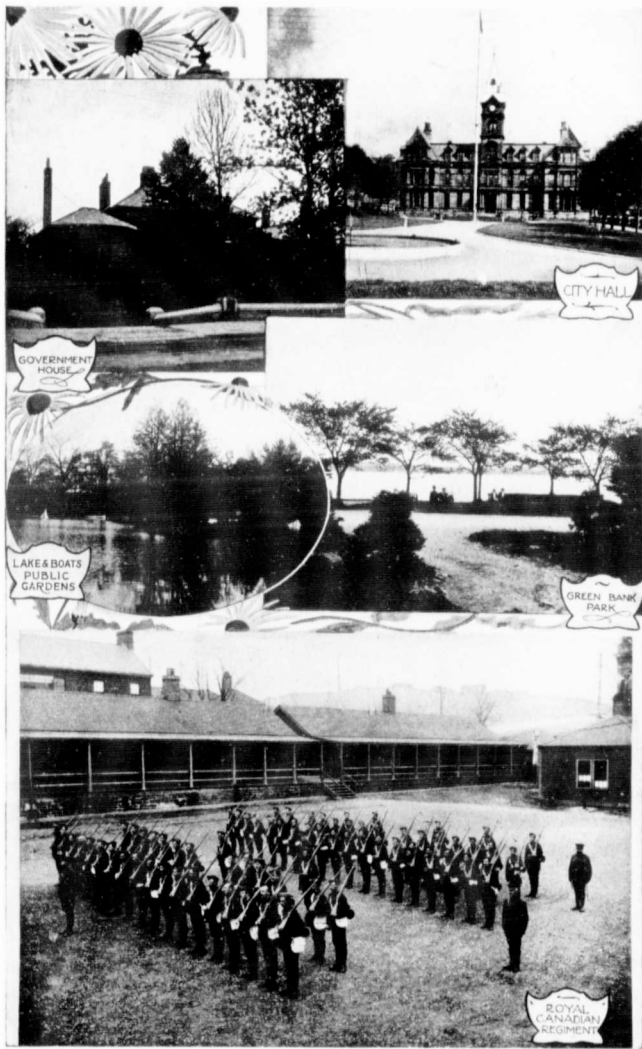
It is a city where the god of war stands hand in hand with commerce,

*"Yet in her parks the children laugh and play,  
With bluest eyes and Saxon hair of flax;  
And maids and matrons go their quiet way  
Among the homes of Halifax."*

To-day it is Canadian soldiers who stalk about "with heads erect, and straight their scarlet backs," for the Mother Country has lately turned over to the young Dominion the responsibility of policing its far-flung territory.



HALIFAX HARBOR, FROM DARTMOUTH



BITS OF LIFE AND NATURE IN HOSPITABLE HALIFAX



MODESTY COVE, ST. MARGARET'S BAY

paths of peace"; and dream sweet dreams of the past.

The city's finest heritage, however, is its splendid harbor. In all the world there is none better. Its busy wharves are lined with ships, for Halifax is a great commercial city, and its steamships and sailing vessels ply to many points along the Atlantic coast and to Europe and the West

Indies. Of more importance to the tourist is the fact that the harbor offers magnificent opportunities for pleasant outings. A favorite excursion is to Bedford Basin, already mentioned, a circular prolongation of the harbor of surpassing beauty. There are several charming summer resorts around its shores, including Bedford and Rockingham.

The Northwest Arm, accessible either by water or land, is a lovely inlet of the ocean back of the city, where regattas are frequently held, and around the shores of which some of the finest estates in Halifax are strung.

Yachting is a favorite diversion here, and there is a fine local yacht club. Cricket, golf, tennis, and polo are among other favored outdoor pastimes. Dartmouth, with its pretty chain of lakes, and Cow Bay, boasting one of the finest beaches in the Province, are well worth a visit; and adjacent points, like Herring Cove, Hubbard's Cove, and Ketch Harbor, with their rugged scenery and picturesque life, are the delight of artists.

It can be truthfully said of Halifax that it fairly overflows with human interest. There is always "something doing" during the summer season, from a sham battle to a cricket tournament or a boat race; and even Sunday, strictly observed here as in all Canadian communities, brings its picturesque parade of soldiery to the Garrison Chapel.

The city, moreover, is a notable center for fishing and hunting expeditions. Halifax County covers an area of about 2,000 square miles and fairly teems with lakes, ponds, and



A TOILER OF THE SEA





HALIFAX IS A HAVEN FOR CRIPPLED SHIPS

All in all, no more friendly bit of advice could be given a person than to "go to Halifax."

While the shore line lying east of Halifax is exceedingly picturesque, clear to the Strait of Canso, that part of it lying to the west, known as the South Shore, is much more accessible to tourists, on account of its better transportation facilities.

Between Halifax and Yarmouth the rugged coast is pierced by numerous harbors and inlets, some of which can be reached by rail, others by stage or steamer, and all of them delightful summer resting places.

The points nearer Halifax include St. Margaret's Bay, Chester, Mahone, and Lunenburg. Chester is a charming resort, nestling in the bight of an island-studded bay, and filled every season with tourists from Boston, New York, Washington, Baltimore, and other American cities. Near here is Oak Island, where men have for years been pursuing the vain quest of Captain Kidd's reputed "cache" of treasure. Lunenburg is a prosperous and pretty fishing town, the "Gloucester of Canada." Here one will soon receive an insight into the importance of the Nova Scotia fisheries, and learn that the value of their annual product is in the neighborhood of \$8,000,000, and that the Province leads all the others in this respect.

Bridgewater, situated some 15 miles up the "Rhine of Nova

streams, in which trout and salmon abound.

Both east and west of Halifax there are dozens of likely fishing resorts, and in the harbor and its immediate vicinity there are excellent pollock fishing and lobster spearing. The waters are also thickly populated with mackerel, cod, haddock, and other salt-water fish.



ALLANDALE — A SOUTH SHORE BEAUTY SPOT



THE LEADING INDUSTRY ALONG SHORE

in this part of the peninsula is crossed on this trip. The average elevation of the watershed is about 600 feet, the Province being about 350 miles in length, with an average breadth of about 50 miles, and containing some 20,000 square miles.

From Bridgewater the Molega and Ponhook Lakes, with their fine fishing, may be reached by carriage. In the vicinity of these lakes, and continuing to the head waters of the Port Medway River and Lake Rossignol, is to be found some of the finest fishing in the Province. It is an ideal camping country, and in the fall is much resorted to by moose hunters. Some of the accompanying illustrations are from photographs taken in this region by American amateurs.

Farther west lie Liverpool, Lockport, Shelburne, Barrington, Pubnico, and a lot of other interesting towns and hamlets facing the rolling Atlantic. Each and all are perfect natural sanatoriums.

This section of Nova Scotia, now being opened up by rail, is destined to attract hundreds of rest-seekers. For bathing, boating, fishing, and other seashore pastimes it is unexcelled. Liverpool and Shelburne are the larger of the towns, and both are attractive and interesting communities.

Shelburne has some claim upon the attention of the historian, for it was this town that originally was intended to be the capital city and metropolis of the Province. But geographical considerations and other things eventually told in favor of Halifax, and Shelburne's large population soon dwindled. The place to-day is a favorite starting point for moose hunters, one of the best hunting regions in Nova



OFF FOR "THE BANKS"

Scotia adjoining it. In brief, the entire coast between Halifax and Yarmouth is a region intensely fascinating, both to the lover of Nature in its more rugged aspects and to the student of history.

It was visited by Champlain and other of the early French explorers away back in the morning of the seventeenth century; but long before that, according to Icelandic tradition, the hardy Norsemen landed upon its rocky shores. It is supposed that in the year 994 Cape Sable was visited by the Norse discoverers, under the leadership of Leif, son of Eric the Red. On account of its well-forested condition, it was called by the visitors "Markland," the Norse equivalent of "woodland."

This coast has also been the scene of more than one sanguinary engagement between English and French warships, and of exciting encounters in 1812 between Yankee frigates and saucy Nova Scotian privateers.

At Port la Tour was the fort of the celebrated Lord de la Tour, the record of whose stormy life also fills many an interesting page in the history of New Brunswick.

If the indented shore of this part of Nova Scotia speaks eloquently of history, the interior lake country is redolent of tradition, for upon the shores of beautiful Rossignol, Ponhook, and Molega Lakes the Micmac Indians had their ancient villages, and to-day their burial places may yet be seen.

Their great god, Glooscap, is held to have performed here wonders no less miraculous than those which have made his name immortal in the Minas Basin region. This inland country also contains a number of gold mines, sometimes visited by tourists. It is a most interesting and important part of the Nova Scotia summer playground.

This, then, in fragmentary description, is the celebrated Land of Evangeline — an ocean-girdled land of pure and bracing ozone, a land of romance and poetry and history, a land in which the sweet-scented mayflower blooms amid the snows of early spring; a cool and beautiful land of summer rest.



CHARMING CHESTER IS A VERITABLE TOURISTS' MECCA

## HISTORIC ST. JOHN AND NEW BRUNSWICK



**I**F NOVA SCOTIA beckons seductively to the vacation-seeker, not less insistent is the invitation extended to him by its neighboring Province, New Brunswick.

Fortunately for the tourist, the Dominion Atlantic Railway furnishes direct and superb transportation facilities to this part of the Canadian summer playground also.

During the vacation season the Company's magnificent side-wheel steamship "Prince Rupert" makes daily week-day trips between Digby and St. John, across the Bay of Fundy, and hundreds of tourists avail themselves of this service merely to taste the joys of a round trip across that wonderful arm of the Atlantic.

The distance between Digby and St. John is about 46 miles, and



ST. JOHN, N. B., FROM THE HARBOR

the trip is made in less than three hours. It is much like the voyage across the Irish channel between Holyhead and Kingstown, and the speed and appointments of the steamships complete the parallel.

The "Prince Rupert," equipped with splendid drawing-rooms, dining-halls, ladies' boudoir, smoking-room, and promenade deck, has engines of 3,000 horse-power, and is capable of speeding 21½ land miles an hour. Altogether, she is one of the finest vessels of her size and class afloat, and she can comfortably accommodate a large number of passengers.

From the time the "Prince Rupert's" paddle-wheels begin to

wake the echoes between the precipitous walls of Digby Gap until she sweeps majestically into the harbor of St. John the voyage is one of unflagging interest. On a clear day one is never out of sight of land, and there are times when, under certain atmospheric conditions, the enfolding shores of the vast bay loom in almost mountainous proportions.

Always it is cool on the Bay of Fundy, and often the air there will be found actually chilly after the genial climate of Digby.

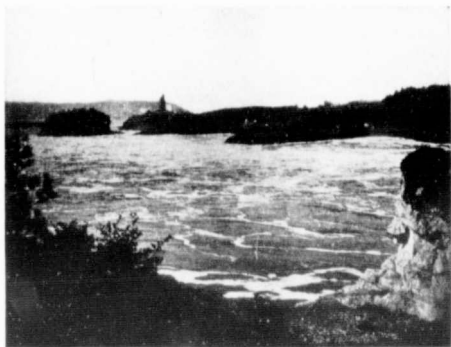
St. John, whose always busy harbor bespeaks the city's importance, dwells partly upon a rocky peninsula, and the approach to it, past its guardian islands, is exceedingly picturesque. The city has a magnificent summer climate, with a temperature ranging between 65° and 75°, on an average.

The city has an exceedingly interesting history. It derives its name from the fact that its harbor was visited by Champlain and De Monts on St. John's Day, 1604. A generation later that other illustrious Frenchman, Charles de la Tour, founded his fortified settlement and trading post there, and afterward, aided by his heroic wife, waged his historic defensive campaign against his enemy, D'Aulnay Charnisay. It is a stirring story that deserves more space than can be given to it here.

The next most important epoch in St. John's history came in 1783, with the arrival from New England and New York of some 10,000 United Empire Loyalists. This gave the city an impetus which has ever since moved it forward; and to-day it is one of Can-



THE FAMOUS REVERSING FALLS, ST. JOHN, N. B.



ST. JOHN RIVER ABOVE THE FALLS

The Market Slip, where Loyalists landed, is one of the regulation "sights" of the central part of the city. The several public squares are an attractive feature of the place, but in the line of breathing spaces the special pride of the people of St. John is the magnificent Rockwood Park, where Nature in her most alluring mood may be communed with.

The quaint Martello Tower, too, must not be overlooked in an exploration of the city.

After all, the most fascinating feature of St. John is its wonderful Reversing Falls, a natural phenomenon, which, in its way, leaves Niagara Falls entirely in the shade, since Niagara can run but one way. This remarkable condition is due to the fact that the waters of the great St. John River are discharged through a contracted rocky gorge near the head of the harbor. A narrow ridge of rock crosses the center of this gorge, and when the tide, which rises and falls 25 to 30 feet here, is out, the river tumbles over this ridge a distance of about 15 feet.

At half tide, river and harbor are practically on a level, and navigation between them is easy and safe, but as the incoming tide begins to gather force the waters of the Bay of Fundy pour back upon the river in such volume that the falls of a few hours before are actually reversed and pour upstream, affecting the level of the river for 80 of its 450 miles.

ada's leading commercial centers, with direct steamship lines to Europe and other parts of the world, and an energetic and ambitious population.

St. John has many interesting public buildings; its stores are attractive, its streets well cared for, and it is supplied with excellent hotels.



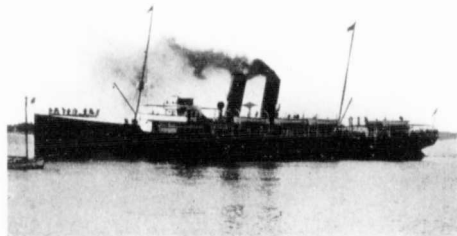
"DINNER'S ALL READY"

The river at this point is crossed by two fine bridges, one of them a railroad cantilever bridge, and the spot is always a favorite one with tourists. As with many other points of interest in the vicinity, the Falls can be reached by electric cars.

There are many delightful side trips to be made out of St. John, as, for instance, to Rothesay, a popular suburban resort on the lovely Kennebecassis River, 9 miles distant; to Loch Lomond, Westfield, St. Andrews, one of the most fashionable summer resorts in Canada, and to the quaint and interesting island of Grand Manan.

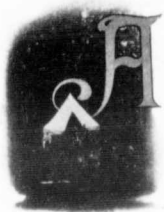
The most glorious trip of all, however, is that by steamboat on the St. John River—the Hudson of the Maritime Provinces—to picturesque Fredericton, the capital of New Brunswick. Nothing more delightful and satisfying in the way of a river journey could possibly be imagined. The St. John, in this part of its course, winds through some of the richest and most attractive farming land in the Province; and between the superb scenery, the frequent stops at way stations, and the passing commerce of the river every minute of the trip is of interest.

From St. John, too, the tourist will find excellent railroad facilities to Moncton, Quebec, and Montreal, and he can likewise reach the famous wilderness fishing and hunting regions of the Restigouche, Miramichi, and Tobique rivers.



HOMeward BOUND

## FISH and GAME in NOVA SCOTIA



CHAPTER devoted to the fishing and hunting opportunities in Nova Scotia must needs be a long one, if anything like full justice is to be done the subject. In the present limitations of space, this delightful and fascinating phase of life in that regal summer playground will have to be treated very briefly, however.

There is not one of Nova Scotia's 18 counties that does not provide something good in the way of either fishing or hunting, or both. Here is what Edward A. Samuels, the well-known author

on these subjects, has to say about the Province :

"To the sportsman she seems a veritable paradise. Her forests, which in some localities are still primeval, are inhabited by moose, caribou, bear, and other large game ; the younger growths near the settlements teem with ruffed grouse, woodcock, and hares ; and her lakes and streams abound in trout, and in some sections, salmon ; and the sea fowl and shore birds that are met with are, in some seasons, almost innumerable."

Surely this is pretty convincing testimony as to Nova Scotia's preeminence as a sporting region ; and what is true of the Land of Evangeline is equally true of the neighboring Province of New Brunswick, with its magnificent salmon streams and its almost trackless wilderness sections in which moose, deer, and caribou roam at will. In a general way, the principal hunting and fishing districts of Nova Scotia include the Tusket region, accessible from Yarmouth or Weymouth and within about 24 hours' journey from Boston ; the Annapolis region, reached from Bear River or Annapolis Royal ; the Gaspereau region, the chief starting-points for which are Kentville and Wolfville ; the Halifax region, embracing parts of Halifax and Guysboro counties and accessible from the capital city ; the



LANDING A "BIG ONE" AT WHITE ROCK POOL



Liverpool region, a wonderful district of lake, river, and wilderness, which may be reached either from Bridgewater, Annapolis, or Shelburne; the Cumberland region, entered from Parrsboro or from points on the Midland Division; and last, but not least, the magnificent Cape Breton district, where the Margaree River salmon fishing alone is well worth the journey thither.

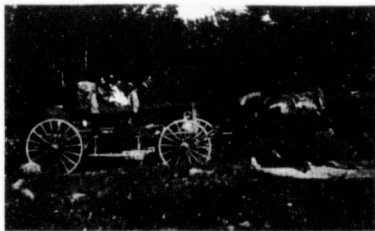
Many fine salmon are killed in the Tusket, Lahave, and Port Medway rivers, and game trout abound everywhere in the Province. Shore birds are found in almost every section where a shore exists, and there is scarcely a township without its well-inhabited partridge and woodcock covers.

Moose, the principal big game of the Province, are scattered practically all over the country. Red deer from New Brunswick have lately been introduced, but it is not yet allowable to shoot them. Caribou, also, are protected until 1910, and in Cape Breton moose may not legally be killed until 1915.

The best fishing is in May and June, although there is fair trout fishing in September. August is the poorest month of the year. Early in May is the best time for salmon fishing, and sea trout take the lure well in June and July. The season for moose shooting is, of course, in autumn and early winter, the close season being from December 15th to September 15th. It is at the former period that the hunters attract the moose by "calling" through birch bark trumpets, after the picturesque Nova Scotia fashion. No person is permitted to kill more than one moose.



BRINGING HOME THE SPOILS



GOING INTO CAMP



NOVA SCOTIA IS THE PARADISE OF ANGLER AND HUNTER

Duck, geese, woodcock, snipe, part-ridge, grouse, plover, and other game birds may be shot according to the provisions of the game laws of the Province, with which all visiting hunters should familiarize themselves. They should likewise bear in mind the fact that non-residents are required to pay a license fee. A copy of the revised game laws will be sent to any address on application to the Company.

Sportsmen's supplies are always to be found in Yarmouth, Halifax, Truro, and the other large centers on the Dominion Atlantic system, and at the more important fishing and hunting headquarters intelligent guides may be hired at reasonable wages.

A number of American sportsmen have private camps in different parts of the Province. Save for the nominal license fee, the fishing and hunting lands of Nova Scotia, including most of the salmon streams, are free to all comers.

The following is a fairly complete list of the fishing waters of the Province, as reached from points along this railway :

**Yarmouth.** Salmon River, Tusket River, Argyle River, Tusket Lake, from 10 to 15 miles distant ; Tusket River best; trout and salmon; trout most numerous; bait used, worm and minnow in early spring, fly after middle of May; May and June for stream fishing, July and August for the lakes; hotels, \$1.50 per day; private houses, \$1.00 per day; livery, \$2.00 to \$2.50 per day; guide with boat, \$1.75 per day.

For a trip, to occupy from one week to ten days, take the coach at Yarmouth for Rockingham on the Tusket River, distant about 28 miles; employ a guide and boat; boat will carry three persons;



JOSEPH PICTOU, A NOTED  
MICMAC GUIDE

run the river down to Tusket Village, distant 30 miles, and return to Yarmouth, 10 miles, by coach or private team.

In camp equipment a tent will be required.



IN THE CENTER OF THE FISHING COUNTRY

**Hectanooga.** Hectanooga Lake,  $\frac{1}{4}$  mile; Farish Lake,  $\frac{1}{4}$  mile; Boneys Brook,  $\frac{1}{2}$  mile; Deans Brook,  $\frac{1}{2}$  mile, and several others within easy



A BIT OF LAKE ROSSIGNOL

distance; all good; trout, perch, and eels; trout plentiful; baits, worms and flies; May, June, and July; accommodations at private houses fair, and charges reasonable; guides from \$1.00 to \$1.25 per day; boats may be obtained for a small charge.

**Meteghan.** Oak Lake, Salmon River, distant 13 miles; Oak Lake best; trout and perch; trout most numerous; usual lures; April and

May; hotels, \$1.00 per day; livery, \$2.00 per day; guides reasonable.

**Weymouth.** Sissiboo River, Silver River, Barrio River, and Tusket River; Uniacke Lake, Tom Wallace Lake, Grand Lake; distance from 6 to 15 miles, reached by teams; Silver and Barrio best; trout, perch, eels, and salmon; trout and eels most numerous; bait used, flies, worms, and fresh herring; May and June; hotels, \$1.50 per day, agreement per week; guides, \$1.50 per day, and cost of team to fishing waters and return, \$2.00. If sportsmen desire to remain out over night good camps will be found in the vicinity of the fishing waters.

**Digby.** Salmon River, Meteghan River, Silver River, Sissiboo River, Bear River, Moose River, Annapolis River, Lake George, Lake Annis, Salmon River Lake, Porters Lake, and Bear River Lake are all within reasonable distance of the railroad; Salmon River and lakes best; trout, perch, and eels; trout are the most numerous; flies, usual bait; May and June; hotels from \$1.50 to

\$2.00 per day, or per week by agreement; guides from \$1.00 to \$1.50, and canoes at 30 cents per day can be readily obtained; livery, \$2.00 to \$2.50 per day.



"IN THE HEART OF THE ANCIENT WOOD"

**Bear River.** Big Lake, Long Lake, South Still



SHE CAN PADDLE HER OWN CANOE

canoe, \$1.50 to \$2.00 per day; livery reasonable.

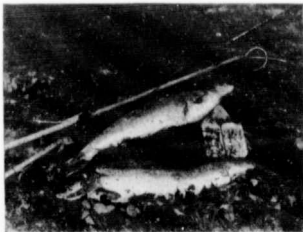
**Clementsport.** Moose River, 1 mile; Power Lot Brook, 1½ miles; Beeler Lake, 10 miles; Flanders Brook, 15 miles; Flanders Brook best; trout and white perch; trout most numerous; bait used, worms and flies; May and June; hotel charges, \$1.50 per day. Beeler Lake abounds in white perch of large size.

Should the angler go to Flanders Brook with the intention of remaining over night, tents and provisions should be taken.

**Annapolis.** Annapolis River and Bay, 1 to 5 miles; Liverpool Head Lakes, 10 to 12 miles; Milford Lakes, 12 miles; all good; sea bass; cod, haddock, herring, salmon, and trout, plentiful in season; baits used, clams, herring, worms, flies, etc; June and September best for trout; July and August for bass; June and July for salmon; hotels, \$1.25 to \$2.00 per day; guides, \$1.00 per day; trout fishing is best in the lakes and streams 10 to 12 miles distant, from last of May to last of July; September is best month with the fly. The Annapolis River, near Lawrencetown Station, yields at times fair salmon fishing; try for them from the last of June to July 15.

**Round Hill.** Lovett Brook, near station; salmon and trout; usual lures; May and June best; guides at low charge.

**Bridgetown.** "Snells," 17 miles; Lake Alma, 16 miles; Mitchell's Brook, 19 miles; Elbow, 8 miles; Paradise Lake, 8 miles; Birch Hill, 6 miles; Long Lake, 12 miles; McGill's Meadow, 22 miles, about equally good; trout; usual baits used, differing according to the time



18 AND 25 LB. SALMON FROM PORT  
MEDWAY RIVER



"BIG GAME"

of year; March, May, and June best; hotels, \$1.00 to \$1.50 per day; guides, \$2.50 per day, including horse; boats free. Other waters from 16 to 24 miles distant afford excellent trout fishing.

**Paradise.** Annapolis River, near station; Starratt Brook, near station; Paradise River,  $\frac{1}{2}$  mile; East Branch, 3 miles; Paradise Lake, 5 miles; Lily Lake, 5 miles; Eel Weir Lake, 6 miles; Paradise

River and branches best; salmon, trout, perch, etc.; trout most numerous; artificial flies, worms, etc., used for baits; May is best; but good until September; hotels reasonable, and board can be had at farm houses \$3.00 to \$4.00 per week; guides about \$1.00 per day; boats and bait moderate.

**Lawrencetown.** Annapolis River,  $\frac{1}{4}$  mile; Liverpool Creek, 15 miles; both equally good; salmon and trout most numerous; flies best for salmon and worms for trout; May and June best; hotels at reasonable rates; guides, boats, etc., at moderate cost.

**Middleton.** Trout Lake, 11 miles; Darling's Lake, 12 miles; Annapolis River,  $\frac{1}{4}$  mile; Nictaux River,  $\frac{3}{4}$  mile; Lily Lake, 3 miles; Nictaux River best; trout, salmon, and perch, the first most numerous; flies usually; May, June, and July best; hotels, \$1.50 per day; guides, \$1.00 per day; boats and bait readily procured. The trout in Nictaux River run large, and are abundant.

**Wilmot.** Annapolis River and Black River,  $\frac{1}{4}$  mile; Walker's Brook, 3 miles; Nictaux River, 4 miles; lakes and rivers on South Mountain, 5 to 15 miles; last mentioned are best; salmon, trout, and perch; trout most numerous; worms generally used as bait. March and all the summer months best; hotel, \$1.25 per day; board can be procured at this place in private houses on reasonable terms. Salmon in the Annapolis River, and fishing fairly good

**Kingston.** Annapolis River, Walker's Brook, Zeak Brook and Lakes, 5 miles; first two named best; trout and salmon; trout most numerous; worms and flies usual



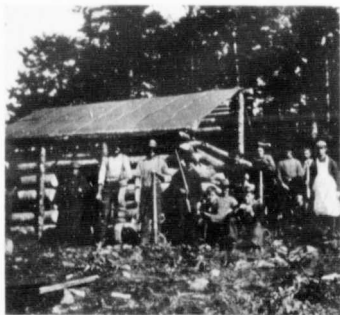
ALL READY FOR THE START

baits ; June, August, and September best; hotels, \$1.25 per day; boats not needed.

**Aylesford.** Annapolis River,  $\frac{1}{2}$  mile; Bay of Fundy, 7 miles; Lake George and Aylesford Lakes, 12 miles; herring and codfish in the Bay of Fundy and trout in Annapolis River and Lakes, of fine size; worms used as bait in the latter; May and June best months; hotels, \$1.00 per day.

**Berwick.** Annapolis River, 1 mile; Cornwallis River,  $\frac{1}{2}$  mile; Aylesford Lake, 7 miles; South River Lake, 10 miles; last named best; trout and occasional salmon; worms and flies used for baits; May and June best; hotels, \$1.25 per day.

**Waterville.** Cornwallis River,  $\frac{1}{4}$  mile; North River, 6 miles; last named best; trout and occasional salmon; worms and flies usual baits; March, May, and September best months; hotels, \$1.25 per day; guides and boats not needed.



A QUEEN'S COUNTY CAMP

**Cambridge.** Cornwallis River, near station; trout; worms usual bait; May and June best.

**Coldbrook.** Cornwallis River,  $\frac{1}{4}$  mile; trout; worms and flies usual bait, flies best in June and August; May, June, and August best months. Ten miles distant

to Hall's Harbor; good fishing grounds for codfish, haddock, pollock, salmon, etc.; hotels, boatmen, and boats plentiful and cheap.

**Canning.** Little River, 1 mile; trout; bait, worms and flies; May, June, and July best; hotels, \$1.50 per day.

**Kingsport.** Minas Basin, deep-water fishing; cod, halibut, haddock, hake; bait, herring; May, June, and July best; boats and bait at reasonable rates; hotels, \$1.25 per day.

**Kentville.** Cornwallis River,  $\frac{1}{4}$  mile; Canard River, 3 miles; Brandywine River, 6 miles; Trout River, 10 miles; Salmon Tail River, 12 miles; North River, 12 miles; West River, 15 miles; Gaspereau River, 5 miles; Gold River, 25 miles; Gaspereau Lakes, 7 miles; Porcupine Lake, 14 miles; Caldwell Lake, 14 miles, North, Trout, and Salmon Tail rivers best for trout; Porcupine and Caldwell lakes abound in large trout, and many have been taken weighing over four pounds. Good salmon fishing in the Gaspereau

and Gold rivers; flies, minnows, and worms usual baits; May, June, and September best months; hotels, \$1.25 to \$2.50 per day; guides and boats can be obtained at moderate rates.

**Port Williams.** Gaspereau River, 3½ miles; salmon and gaspereau (alewives) principally; artificial flies in use; last of April, May, and June best; hotels, \$1.00 per day; guides, \$1.00 per day.

**Wolfville.** Minas Basin, ¼ mile; Davidson Lake, 7 miles; Black River, 5 miles; Forks River, 10 miles; salmon, trout, and gaspereau are plentiful in Gaspereau River, and trout abound in Davidson Lake, Black and Forks rivers; flies and live bait used; May and June best; hotels, \$1.50 per day and upward; guides, boats, etc., can be had at low rates. Salmon in Gaspereau River.

**Grand Pré.** Minas Basin, 2 miles; Gaspereau River accessible; gaspereau, etc.; gaspereau most numerous; usual baits; May and June best.

**Horton Landing.** Gaspereau River, ¾ mile; Avon River, 1½ miles; Minas Basin, 3 miles; Avon River best; haddock, codfish, gaspereau, herring, etc.; gaspereau and herring most numerous; herring used as bait; May, June, and July best; hotels, \$1.00 to \$1.50 per day; \$5.00 to \$10.00 per week; no regular guides; Mill Brook, 3 miles; trout numerous.

**Avonport.** Avon River and Gaspereau River, ¼ mile; first named best; codfish and herring equally numerous; herring are used as bait; May, July, and August are best; hotels, \$5.00 per week; guide, \$2.00 per day; boats and bait, \$2.00 per day. Low tides most favorable.

**Falmouth.** South branch of River Avon, 8 miles, west branch, 10 miles; first named best; trout and small salmon; trout most numerous; flies and worms as baits; June best month; boats and bait at small cost.

**Windsor.** Avon River, fishing begins 8 or 9 miles up stream; Panuke Lakes, 8 miles; Stillwater Lakes and outlets, 13 miles; small lakes in woods about Stillwater, 13 to 16 miles; Kennetcook, 6 miles; Panuke and Stillwater Lakes and small lakes about Stillwater best; tomcods, smelts, gaspereau, salmon, trout, perch, and eels; trout, smelts, gaspereau, and tomcods most numerous; worms and artificial flies used mostly for baits; hotels and boarding-houses, \$1.00 to \$2.00 per day, less by the week; guides at reasonable rates.



A COZY LODGE IN A RESTFUL WILDERNESS

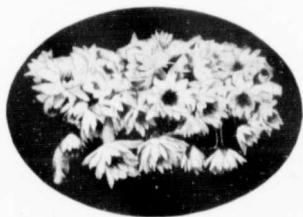


**Ellershouse.** Smiley's Lake, 4 miles; Cameron's Lake, 4 miles; Pine Lakes, 5 miles; Five Mile Lake, 3½ miles; Five Mile Lake is the best for fishing, the trout being of fine size and game; all the other lakes are good; trout; worms and minnows usual bait; May best; boats at Five Mile Lake, 50 cents per day.

**Mount Uniacke.** Uniacke River, 2 miles; Soldier Lakes, 2½ miles; Uniacke Lake, 1 mile; Pentz Lake, 1 mile; West Lake, 1½ miles; Deep Lake, 1 mile; Granite Lake, 2½ miles; Clements Lake, 3 miles; West and Granite Lakes best; trout; worms and flies used for bait; May and June best; hotels, \$1.00 per day; guides at 75 cents per day.

**Halifax.** Cole Harbor, 6 miles' drive; during months of May and June good sea trout fishing to be had. Pace's Lake, 26 miles' drive; fine trout fishing during May and June; minnow only. Musquodoboit Harbor, 27 miles from Halifax, drive; here in the months of May, June, and July fine sea trout fishing at mouth of harbor; several good hotels at reasonable rates; round the place are several lakes, all abounding in trout; at the mill dam salmon are frequently taken. Grand Lake, 22 miles, rail; here are to be found, during whole season, grayling and striped bass in large quantities; "King" or "Horn's" best places to stay. Johnson's, 13 miles' drive; good trout fishing in numerous lakes in the vicinity, especially Robinson's and Hubley's Lakes; both with minnow and fly. St. Margaret's Bay, 20 miles, rail; good hotels; fair salmon fishing at \$1.50 per day, including guide; 4 miles from here is Ingram River, affording very fair salmon fishing; 11 miles from this is Shatford's Lakes, where one may take sea trout up to four pounds weight; good hotel also. Ketch Harbor, 14 miles; good trout fishing in runs and lakes; good hotel. If camping is desired "Ship Harbor Lakes" afford splendid sport both in spring and fall; good guides can be got for \$1.00 per day. It is more satisfactory, as a rule, to purchase flies in Halifax at any of the tackle shops, where much useful information may be obtained; generally speaking, guides

may be hired from \$1.50 to \$2.00 a day, including boat; hotels from \$1.25 to \$1.50. Sea fishing in Halifax Harbor and Northwest Arm is excellent; splendid lobster spearing in Northwest Arm and Eastern Passage during the summer evenings; boats can be hired from 75 cents to \$1.00, including lines and bait; the fall trout fishing, August and September, is nearly as good as the spring.



FRESH AND FRAGRANT

## List of Nova Scotia Summer Resort Hotels

PLACE	NAME	PROPRIETOR	PER DAY	PER WEEK
Annapolis Royal	Clifton	McMullin & Riordan	\$2.00	\$10.00 to \$14.00
	McLeod	Mrs. McClellan	1.50	7.00
	Queen	Riordan Bros.	2.00	Agreement
	Hillsdale	C. A. Perkins	2.00, \$2.50	"
Aylesford	Commercial	Mrs. M. B. Salter	1.25	5.00 to 6.00
	Aylesford	Mrs. E. Brannan	1.50	4.00
Bear River	Bear River	F. Jones	1.50	6.00 to 8.00
Berwick	Hotel Berwick	W. I. Morton	1.50	7.00
Bridgetown	St. James	N. R. Neily	2.00	8.00
	Grand Central	William Coade	2.00	Agreement
Bridgewater	Clark's	F. W. Clark	2.00	"
Canning	Waverly	H. O. Harris	1.50	"
	Canning	Mrs. G. E. Eaton	1.25, 1.50	"
Chester	Lovett House	L. C. Manning	1.50	"
	Columbia	E. M. Robinson	1.50	"
	Hackmatack Inn and Cottages	Edmund W. Allen	3.00 up	"
Clarke's Harbor	Sea View	J. L. Nickerson	1.50	"
	Digby House	Mrs. J. Wright	1.50, 2.00	6.00 to 10.00
Digby	Manhattan	W. S. Troop	2.00, 3.00	9.00 to 15.00
	Trefry House	Mrs. J. A. Trefry	1.50, 2.00	Agreement
	Dufferin	C. A. Jordan	1.50, 2.00	7.00 to 12.00
	New Waverly	W. J. Agate	1.50	Agreement
	Burnham's	Mrs. Kiley	1.50	"
	Lour Lodge	A. Brown	2.00, 5.00	10.00 to 30.00
	Myrtle House	Jas. Harding	2.50	Agreement
	Columbia	C. A. Jordan	1.50, 2.00	7.00 to 12.00
	Wightman's	G. W. Wightman	1.25, 2.00	Agreement
	Eaton's Hotel	F. G. Eaton	1.50	"
	The Pines	H. B. Churchill	2.00, 5.00	10.00 to 30.00
	Harmony Lodge	Mrs. Stalling	1.25	Agreement
Halifax	Bay of Fundy House	J. K. O'Connor	1.50, 2.00	"
	Halifax	E. L. McDonald, Mgr.	3.00, 4.00	"
Halifax	Queen	J. P. Fairbanks	2.00, 2.50	"
	Waverly	E. E. Havill	2.50	10.50
	Albion	J. W. Naylor	1.50	Agreement
	Lorne	J. S. Lomas	1.50	"
	Royal	J. W. Salterio	1.50, 2.00	6.00 to 10.00
	Acadian	D. H. Doody	1.50, 2.00	7.00 to 10.00
	Carleton	F. W. Bowes	1.50, 2.00	8.00 to 10.00
	Revere	E. Rolston	1.50, 2.00	Agreement
	King Edward	Wm. Wilson	2.00, 2.50	"
	Hillside Hall	John Barnes	1.50, 2.00	8.00 to 12.00
	Provincial	Mrs. Wm. Morris	1.00	3.50, 4.00
	Birchdale	F. W. Bowes	2.50, 3.00	Agreement
	Grosvenor	Mrs. W. F. Esdaile	1.50, 2.00	"
	Empress	J. A. Noycott	1.50	"
	New Victoria	A. J. Marley	1.50, 2.00	"
Hantsport	Elmwood	H. C. Freedy	1.50, 2.00	8.00 to 12.00
	American	E. W. Dalton	1.25	6.00
Kentville	Hantsport	M. Wall	1.25	4.00 to 7.00
	Aberdeen	H. L. Cole	2.00	Agreement
Kentville	Porter	A. Whiting	2.00	"
	American	Jas. McIntosh	1.25	"
	Lyons	Alfred Franey	1.25	6.00
Kingsport	The Chestnuts Sanatorium	Miss A. Webster	Agreement	Agreement
	Central	J. P. Corkum	1.50	"
Kingston	Valley House	J. L. Dodge	1.50	4.00 to 7.00
Little Brook	Hotel Comeau	A. Comeau	1.50	6.00
Liverpool	Mersey	P. F. Butler	1.50	Agreement
	Acadia	Mrs. E. Sellon	1.50	"

Nova Scotia Hotels—Continued

PLACE	NAME	PROPRIETOR	PER DAY	PER WEEK
Liverpool	Elmhurst	Mrs. S. F. Freeman	Agreement	Agreement
Lockport	Sea View	Miss Louise Ringer	\$1.25	\$5.00
	Hillcrest	Mrs. M. F. Churchill	1.50	6.00
Lunenburg	King's	J. W. King	2.00, 5.00	10.00
Mahone Bay	Royal	G. A. Mader	1.50	7.00
	American	Mrs. B. Scott	1.00	5.00
	Zwicker's	Mrs. S. Joudry	1.00	5.00
	Aberdeen	J. W. Langille	1.00	5.00
Meteghan	Bay View	W. German	1.50	6.00 to 9.00
	Royal	Mrs. A. F. Hache	1.25	6.00 to 9.00
Meteghan River	La Acadienne	Miss C. Doucette	1.50	6.00 to 8.00
Middleton	Hotel Spa	W. C. Parker	1.50	Agreement
	Central House	A. J. Banks	1.50	"
	American	F. L. Shaffner	1.50	"
Mount Uniacke	Klondyke House	Wm. Glassey	1.25	4.00
New Germany	Morgan	J. H. Miller	1.50	5.00
	McLeod	J. H. McLelland	1.25	6.00
Newport	Newport	Mrs. W. Gibson	1.25	7.00
Parrsboro	Broderick's	J. W. Broderick	1.50, 2.00	6.00 to 10.00
	Grand Central	C. E. Day	1.50, 2.00	Agreement
	Cumberland	W. D. Mahoney	1.00, 1.50	4.00 to 5.00
Port Maitland	Ellis House	E. G. Baker	1.50	Agreement
Port Williams	Port Williams	M. A. Orr	1.00	5.00
Shelburne	Atlantic	D. B. Frost	2.00	Agreement
Smith's Cove	Harbor View	W. Cossaboom	1.50	8.00 to 10.00
	Out of the Way Inn	E. R. Thomas	2.00	6.00 to 8.00
	Imperial House	B. Hunt	1.00	5.00 to 7.00
Truro	Learment	A. H. Learment	2.00	Agreement
	Stanley	J. H. Stevens	2.00	"
	Victoria	N. Lee	1.50	"
	Granville	G. Dupe	2.00	"
	Grand Central	Mrs. White	1.00	"
	Parker	R. Cunningham	1.00	"
	Jubilee House	Mrs. M. A. Maddin	1.00	"
Waterville	Parker House	A. E. Parker	1.00	"
Weymouth	Weymouth	R. L. Black	1.50	"
	Goodwin's	J. W. Goodwin	1.50	"
	Lombard	J. D. Lombard	1.00, 1.50	"
Windsor	Victori	J. Doran	1.50, 2.00	9.00
	Somerset House	W. Poole	1.25	5.00 to 6.00
	Clifton	G. N. Towell	1.50	Agreement
Wolfville	Royal	J. D. Beckwith	1.50, 2.00	"
	Kent Lodge	Mrs. Moore	Agreement	"
	Hillside Hall	Mrs. A. E. Brown	2.00	"
	Acadia Villa	Rockwell & Co.	1.50, 2.00	"
	Acadia Seminary	"	2.00, 2.50	"
Yarmouth	Grand	Grand Hotel Co.	2.50, 3.00	12.00 to 18.00
	Queen	R. J. Melvin	1.50, 3.00	Agreement
	Globe	W. Jones	1.00	"
	Central	T. Muise	1.00	"
	Oxford	J. Shores	1.50, 2.00	"
	Bay View Lodge	A. McDonald, Mgr.	1.50	7.00 to 9.00
	Markland	A. B. Crosby, Mgr.	2.00	8.00 to 15.00

New Brunswick Hotels

St. John	Royal	Raymond & Doherty	\$4.00	Agreement
	Victoria	Victoria Hotel Co.	2.50, \$4.00	"
	Dufferin	Foster Bond & Co.	2.50, 3.00	"
	Park Hotel	Chas. Damery	2.50, 3.00	"
	Clifton House	C. Allen Block	2.00, 2.50	"

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