

Notes-by-the-Way

Canadian
National
Railways



Lines - Montreal and East

PRINTED IN CANADA

Canadian National
Rm. Railways.
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NOTES BY THE WAY

FROM MONTREAL
TO THE MARITIME
• • PROVINCES • •



CANADIAN NATIONAL RAILWAYS

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To the Reader

¶ The following notes have been prepared with the idea of giving passengers and prospective travellers over the Canadian National Railways, Montreal and East, such information, in condensed form, as may be considered of general interest that "they who ride may read."

¶ Only those who have gone over the ground can realize the vast latent natural wealth of this portion of the Dominion. There has been a steady industrial, commercial and agricultural growth in Eastern Quebec and the Maritime Provinces, which has not perhaps received the public attention it deserves, and while the material resources are only briefly mentioned here and there in "Notes By The Way," yet it may serve some good purpose in the direction aimed.

¶ The summers from May to October are probably as enjoyable as those in the most favoured part of the world that may be chosen for comparison. Sea-shore, forest and stream, sunny skies, delightful temperature, invigorating air combined with an endless variety of picturesque beauty, Eastern Canada is becoming more and more what nature evidently intended it should be—a land of Re-creation.

NOTES BY THE WAY

FROM MONTREAL TO THE

MARITIME PROVINCES via

CANADIAN NATIONAL RAILWAYS

THE PROVINCE OF QUEBEC

Miles from Montreal Area 706,834 square miles—Canada's largest Province, much larger than five United Kingdoms. Population 2,003,000.

- 0 **Montreal** Alt. 48.3 Population 563,000, the commercial metropolis of Canada and sixth largest city in North America. Beautifully situated at the foot of Mount Royal on an island in the St. Lawrence River, about 700 miles from the estuary of that mighty artery through which pulsates so large a portion of Canada's commercial life. The city is built on the site of the ancient Indian village of Hochelaga, first visited by Jacques Cartier in 1535. Over 250 years ago the early French navigators established a trading post for furs here, and it was the last section of French Canada to pass into the possession of Great Britain. At the head of ocean navigation, with command of one of the three water routes by which the products of the West can reach Europe, Montreal has seven miles of fine wharves of masonry, vast warehouses and grain elevators, and the largest floating dry dock in the world. Big transatlantic steamers call here regularly from ports in Europe during the season of navigation and the harbour has won its place amongst the most important of the world, both as regards the sufficiency of the equipment and the extent of the business done. Numerous railway lines make Montreal a centre for a vast and constantly growing traffic. Montreal is a city of great enterprises, where mighty results are achieved, with a record for stability equal to that of any of the great cities of America, and is advancing year by year to a still greater future. Beside its commercial greatness, the city has the additional charm of historic attractions, and there are many places of interest which link the present with an eventful past. With imposing public buildings, universities, educational institutions, magnificent churches, fine business blocks, substantial manufacturing establishments, splendid hotels and handsome residences, the city possesses all that is calculated to make a city attractive. Evidences of prosperity and wealth are everywhere.

The Canadian National Railways' trains for the Maritime Provinces use the Bonaventure Union Depot. The "Maritime Express" is the morning train and the "Ocean Limited" departs in the evening after arrival of day expresses from the West.

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|-----|--------------------------|---------|-----------------------------------|
| 1.5 | St. Henri | Alt. 61 | Montreal is not left behind until |
| 3.6 | Point St. Charles | " 52.5 | after St. Henri and Point St. |
| 6.3 | St. Lambert | " 73.9 | Charles are passed, and the |
| | | | Victoria Jubilee Bridge over |

NOTE—Population here shown are based on the last census (1911). Rapid increase has undoubtedly taken place in some centres. For instance, Montreal claims a population of 700,000; Quebec, 100,000; Moncton, N.B., 14,000; St. John, N.B., 60,000, and so on.

Miles from
Montreal

the St. Lawrence River to St. Lambert crossed. This magnificent bridge was opened in 1898, replacing the old Victoria Tubular Bridge, around which it was constructed with little interference of traffic. It is one of the largest in the world, being a mile and a quarter in length, with 25 spans, 242 feet in length (centre span 330 feet), resting on 24 piers. The bridge is 65 feet wide with double railway tracks, electric trolley tracks and a broad driveway. The cost was two million dollars.

10.1	St. Hubert	Alt. 90.0	At Belœil one of Canada's historic
14.9	St. Bruno	" 80.9	rivers is crossed, the Richelieu. It
17.2	St. Bazile	" 62.0	was Champlain, the first of white
21.1	Belœil	" 63.0	men who came south by this route
22.2	St. Hilaire	" 83.3	from the St. Lawrence in 1609,
23.0	St. Hilaire East	" 99.5	with his ready diary, to see the
28.2	Ste. Madeleine	" 117.0	" great lake, its fair islands and

fine countries," to fight the Iroquois, and to leave an imperishable monument to his adventurous career—Lake Champlain. The Richelieu has figured in most of the important North American wars since that date. Explosives are extensively manufactured at Belœil.

Of the various lines of railway between Montreal and Quebec this route has the shortest mileage.

35.7	St. Hyacinthe	Alt. 109.0	Population 11,000, a very desirable place of sojourn and residence. Several large and important industries. St. Hyacinthe-built organs are known throughout Canada. Educational and religious institutions are particularly noted for their beautiful buildings. St. Hyacinthe is an important railway centre, the Grand Trunk Railway running from here to Portland, etc., the Quebec, Montreal & Southern to New England points and New York.
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37.6	Ste. Rosalie Jct.	Alt. 111.0	Until Ste. Rosalie is reached the
42.5	St. George	" 203.0	route of the Canadian National
44.0	St. Edward	" 234.0	Railways is over tracks jointly
48.4	Bagot	" 239.0	owned and used with the Grand
53.6	St. Eugene	" 274.0	Trunk Railway. From here the
55.1	Duncan	" 299.0	Canadian Pacific Railway runs
59.9	St. Germain	" 262.0	to St. Guillaume and Farnham.

Ste. Rosalie is the junction point for interchange of freight traffic between the Canadian National Railways lines and its western connections. Topographically the Canadian National Railway from Ste. Rosalie to Levis is as near an air line as the physical conditions of the country will permit, as may be judged from the fact that in the 115 miles there are 106 miles of tangents.

64.6	Drummondville	Alt. 288.0	Population over 2,000. On the St. Francis River, named in honour of Sir George Drummond, the hero of the battle of Lundy's Lane in the war of 1812. Electric power, generated from Lord's Falls of the St. Francis, is used by the various manufacturers. This power, which has only been partially developed, can be increased as requirements demand. Drummondville lies between two rich
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Miles from
Montreal

69.0	St. Cyrille	Alt. 284.0	farming districts. St. Germain on
71.7	Carmel	" 304.0	the west and St. Cyrille on the
76.3	Mitchell	" 236.0	east, but they are only part of
77.7	St. Perpetue	" 234.0	what has long been recognized as
82.6	St. Leonard Jct.	" 243.0	a rich agricultural region. Dairy

farming in particular is carried on with great success, and a partial evidence of this is found in the fact that boxes of cheese by the thousands are handled by the railway in the course of a year. Active lumber operations are carried on in this vicinity, and large shipments of pulp wood are made from these stations. At Drummondville the line crosses a branch of the Canadian Pacific Railway.

- 97.3 **Nicolet** Alt. 74.0 Population 2,600, the terminus of a branch line fourteen miles from St. Leonard Jct., is a typical French-Canadian town with a history dating back to 1660. It is the titular see of a bishop, with a beautiful cathedral containing a number of noteworthy paintings. Some of these pictures have a history.

A century ago, in the fierce days of the French Revolution, when a vandal mob trampled under foot all that savoured of culture and refinement, great havoc was wrought in the world of art. They sacked the palaces and destroyed works which centuries of labour would not suffice to replace. Paintings which had been the triumphs of world-famous artists were thrown into the streets to be trodden under foot. Others were torn from the walls and



On the Nicolet River

Miles from
Montreal

rolled up in bundles to be sold for enough money to buy drink. A drunken *sans culotte* would stand at a street corner and auction a roll of paintings as if it were so much old carpeting. Some of the clergy, not without difficulty and danger to themselves, managed to secure a number of these rare works and had them sent to Quebec, where most of them remain to this day. Nicolet, through some favour, was able to secure a few of them for its own parish church, and thus it is, that in this town are paintings which were once among the glories of the most cultured city in the world.

86.8	St. Wenceslas	Alt. 292.0	For miles the railway runs through
90.6	Aston Jct.	" 288.3	a forest, a good hunting territory.
95.7	Daveluyville	" 289.2	At Aston Junction the Canadian
98.6	Lavergne	" 298.0	National Railway crosses the line
102.0	Lemieux	" 299.4	of the Grand Trunk to Artha-
110.0	Manseau	" 310.0	baska. At Villeroy the Lotbiniere
116.2	Villeroy	" 394.1	& Megantic Railway runs to St.
122.5	De Lotbiniere	" 391.3	Jean des Chaillons and to Lyster.
133.1	Laurier	" 369.5	Evidences of the importance of the
141.0	St. Apollinaire	" 323.1	lumber industry are to be seen
149.8	St. Nicholas	" 265.0	everywhere, and there is much
153.2	Chaudiere	" 236.1	exportation of pulpwood. Further
153.7	Chaudiere Jct.	" 235.1	along at De Lotbiniere and Laurier
154.3	Charny	" 232.5	excellent farms are seen, this being
158.1	St. Romuald	" 70.9	a good dairy district. At St. Apol-
160.0	Hadlow	" 18.9	linaire there is also good farming.
161.5	Point Levis	" 16.8	and this part of the country has a
			fame for the quality of its cheese
			and potatoes.

At Chaudiere Jct., where there is a connection of the Canadian National Railways with the Grand Trunk for Sherbrooke, Lennoxville and Portland, Me., a glimpse of the beautiful Chaudiere Falls is obtained, but these require a special visit before their full charm may be seen and understood. The Chaudiere River is less than 400 feet wide at the falls, and as the water is forced over the rocky precipice three divisions are made in the face of the cataract, which unite as they near the bottom of the descent, 130 feet below.

At Chaudiere Curve is the branch connecting with the new Quebec Bridge which forms the connecting link between the Canadian National Railway lines on the north side of the river with those on the south.

The Quebec Bridge

"In the annals of engineering triumphs of the world, the construction of the Quebec Bridge, for immensity, uniqueness of design, excellence of detail and boldness of organization has rarely been equalled and never excelled."

These words are well worth weighing. They convey tersely and without undue emphasis a fitting tribute to a remarkable achievement. For, after years of propaganda and patience, unlimited faith in its ultimate success, and perseverance against disappointments and misfortunes amounting to national calamities, it stands there, this great bridge, completed at last, a monument to the vision, the sagacity and constructive skill of Canada.

Miles from
Montreal

The Quebec Bridge has the longest span of any bridge in the world, its total length being 1,800 feet, or 90 feet longer than that of the famous Forth Bridge.

The centre span was erected at Sillery about three miles below the bridge site. After it had been completely assembled and riveted up, the span was placed on specially constructed scows and thence, guided by tugs, was floated into position under the cantilever arms of the bridge. Many simple spans have been lifted into place where they could be handled from barges with ordinary derricks, but this was the first attempt that was ever made at hoisting a span of such an immense weight and size by hydraulic hoists.

It weighed some 5,000 tons and had to be raised to a height so that there would be a clearance of 150 feet at high water.

As is generally known, the first part of the work had been successfully accomplished and the span raised several feet, when, owing, as was afterwards ascertained, to the failure of a portion of one of the castings in the hoisting apparatus, the span slipped and fell to the bottom of the river.

Nothing daunted, the engineers, having splendid faith in their plans, commenced work on the construction of another span and, adopting the same method of erection, though with extra precautions, had the following year, September, 1917, the privilege of witnessing a complete success to their stupendous undertaking and announcing an engineering triumph of world-wide importance.

The following figures give a vivid idea of its record size, and proportions:

Total length of bridge.....	3,240 ft.
Length of main span.....	1,800 ft.
Length of suspended span.....	640 ft.
Length of cantilever arms.....	1,160 ft.
Length of anchor arms.....	1,030 ft.
Depth of trusses at main pier.....	310 ft.
Depth of trusses at end of cantilever and anchor arms....	70 ft.
Depth of suspended span at centre.....	110 ft.
Width of bridge centre to centre of trusses.....	88 ft.
Clear height of steel work above high water.....	150 ft.
Weight of steel in bridge.....	66,000 tons
Quantity of masonry.....	106,000 cu. yds.
Depth of main piers below high water.....	101 ft.
Height of anchor piers above high water.....	136 ft.

Charny is the junction point of the southern route, formerly known as the Transcontinental with the main line of the Canadian National Railways. The southern route runs by way of Monk, Q., Edmundston, N.B., St. Leonard, N.B., Grand Falls, N.B., Chipman, N.B., to Moncton, N.B., and has opened up a country rich in agricultural, lumbering and sporting possibilities.

- 162.3 **Levis** Alt. 16.0 Population 8,000, a busy place, with many fine educational and religious institutions. The work upon the graving dock is making rapid progress. When completed this dock, 1150 feet in length, will be the largest in the world, capable of docking any ship in the British navy or the largest steamer now afloat. Millions of dollars have been spent by the

Miles from
Montreal

Imperial Government in fortifications that crown the heights. The Grand Trunk Railway and the Quebec Central Railway also use the Levis station. A regular ferry service across the St. Lawrence is maintained.

Quebec Alt. 19.0 Population 80,000, is unique among the cities of the continent of North America from its age and interesting historic associations. Everywhere are monuments of eventful history, places about which volumes have been written to tell only a small part of their romance. There is place after place in Quebec where one may step out of the bustle of to-day back into the seventeenth century. It is the old and the new to-day being always side by side with the past. Quebec is most picturesquely situated on the base and summit of a lofty crag projecting into the St. Lawrence. It was discovered by Cartier who spent the winter of 1535 at the base of the cliffs, and was soon afterwards made a trading centre for furs by his compatriots. As the settlement grew, fortifications were constructed, and the town became the stronghold of French Canada, and so remained until captured by Wolfe's forces in 1759. The magnificent Chateau Frontenac is every summer filled with guests from all over the world, as also are the other hostels. From the Citadel, which crowns the summit of the cliff, and from Dufferin Terrace, the esplanade at the base of the Citadel, a view of indescribable beauty is obtained. Trolley cars carry passengers to the various places of interest, such as Montmorency Falls, and to Ste. Anne de Beaupre, Canada's most famous Shrine, where thousands of afflicted persons journey every year. The large and handsome Redemptorist Church, with its costly furnishings and beautiful paintings, contains pyramids of crutches near the entrance doors as evidences of the miraculous cures that have been made at the Shrine.

Quebec is also a city of very great business importance, being a terminal point for the Transatlantic Mail steamers during the summer season of navigation, a large portion of the exports and imports of the Dominion pass through the port, while as a wholesale distributing centre the city is advantageously situated and well established. There are many important and varied industries.

The line of the Canadian National Railways reaches from Quebec to Winnipeg, a distance of 1,350 miles, the shortest rail route between those cities. For information regarding this territory, see "Notes by the Way," lines Quebec and West.

164.5	St. Joseph	A.	87.8	For the next two hundred miles
167.0	Harlaka Jct.		240.0	or so after the departure from
175.9	St. Charles Jct.		296.2	Levis, the traveller passes through
182.4	La Durantaye		170.8	a purely French-Canadian country.
185.7	St. Valier	"	155.5	One after another the typical
190.8	St. Francois	"	133.6	villages come into view, with their
194.1	St. Pierre	"	130.9	long, narrow farms, their low-lying

buildings and quaint cottages, built to be delightfully airy in the summer and yet to withstand the keen cold of winter. In every village is seen the parish church, usually a substantial edifice of stone, while here and there a large cross on some distant hill stands out in bold relief against the sky.

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Montreal

199.0	Montmagny	Alt. 53.8	Population 3,000, the centre of extensive lumbering operations. There are several well-equipped saw mills and agricultural implements are manufactured here. The village, extending to the St. Lawrence, is quite picturesque, and there are fine drives, especially along the shore road to other villages pleasantly situated by the river.
205.9	Cap St. Ignace	Alt. 129.1	The real attraction of the several villages now passed does not appear when seen from the car windows, but on the shores of the St. Lawrence, some five to six miles distant, there are places which have enjoyed favour for many years as summer resorts. At L'Islet, for instance, there are many summer homes, and also at St. Jean Port Joli.
209.1	L'Anse a Giles	" 117.3	
212.4	L'Islet	" 103.2	
216.6	Trois Saumons	" 99.0	
220.8	St. Jean Port Joli	" 176.0	
224.7	Elgin Road	" 162.8	
228.6	Ste. Louise	" 119.7	
236.0	Ste. Anne	" 100.7	
240.2	St. Pacome	" 53.7	
242.1	Riviere Ouelle Jct.	" 46.4	

At Ste. Anne will be seen abundant evidence of the careful tilling of the soil, the village being the centre of a very good farming district, and containing one of the largest Agricultural Colleges in Canada. A large quantity of farm produce is shipped from this station to Quebec and Montreal. There are some saw mills, a grist mill, and a cheese factory.

From Riviere Ouelle Junction a branch line runs to Riviere Ouelle Wharf, where steamer connection is made for Murray Bay,



Long Narrow Farms

Miles from
Montreal

Cap a l'Aigle, Ste. Irene, the objective points for many summer tourists. Murray Bay is one of the most delightful of the many beautiful summer resorts on the River St. Lawrence, but the interest which centres there is not that of beautiful scenery alone. History, tradition, legend and folklore all contribute their full share. Long before Cartier sailed up the St. Lawrence, Indian warfare had left its mark of centuries of strife and bloodshed upon the shores. The golf course at Murray Bay has an international reputation.

The summer resorts of the Lower St. Lawrence have so increased in favour as to demand special train arrangements. During the season, the "St. Lawrence Special," a solid train of vestibule sleeping cars, is run from Montreal to Metis Beach, special sleepers being assigned to passengers for Murray Bay, Cacouna and Metis Beach.

245.8	St. Philippe de Neri	Alt. 143.2	From the car windows, long
251.7	St. Pascal	" 192.1	narrow farms, with their
254.9	Dessaint	" 300.9	quaint cottages and low-lying
257.2	Ste. Helene	" 318.4	out-buildings, will have been
260.9	St. Andre	" 345.2	noticed. The explanation of
265.3	St. Alexandre	" 369.0	their peculiar form is simple
271.0	Old Lake Road	" 349.4	enough when it is understood

that these farms, originally of fair width, have, from time to time, been divided among heirs by the simple process of running the lines from front to rear, so as to give each a share of frontage on the highway. In some instances this has made the strips very narrow. The people of this part of Canada are industrious, peaceful and plain in their tastes. All speak their mother tongue, and are fervent adherents to their mother church. In these particulars they are very much as were their forefathers of early Canada, but evidences are plentiful that they have kept pace with modern methods of farming and conducting business.

- 277.0 **Riviere du Loup** Alt. 314.5 Population 7,000. Riviere du Loup is an important railway centre, being a divisional point on the line of the Canadian National Railways. The Temiscouata Railway runs from here to Edmundston and Connor's, N.B. Riviere du Loup, which is incorporated as the town of Fraserville, extends to the mighty St. Lawrence, here like a broad sea with all its possibilities—bathing, boating and fishing, with shooting in the proper season. There is good summer hotel accommodation. Apart from its own attractions it is a convenient centre from which one may go to various points, either on the river or in the forest, where fish and game abound. Near the railway the waters of Riviere du Loup have a descent of over 200 feet by a succession of falls making their way over a rocky gorge. The town has several large and important industrial establishments and is a centre where a great deal of business is transacted.

On the opposite side of the St. Lawrence is Tadousac, at the mouth of the wondrous Saguenay River, which has been described as "one of Nature's most remarkable works in a continent where Nature's wonders abound." A regular steamship service is maintained between Fraserville Wharf and Tadousac and other points on the north shore of the St. Lawrence.

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282.6 **Cacouna** Alt. 245.7 From Cacouna Station it is an easy drive to the famous Cacouna Beach, one of the most charming of all the beautiful resorts along the St. Lawrence shore. Good hotels provide ample accommodation for summer visitors, and Cacouna annually enjoys the patronage of the best class of tourists. It is close to the shore, overlooking a stretch of sand beach a mile long. The sea bathing is splendid, the water being of an agreeable temperature. The golf enthusiast may here enjoy the game. There are many private cottages owned by wealthy residents of Montreal and Quebec. The advantages of Cacouna as a health resort are beyond dispute.

284.7	St. Arsene	Alt. 275.0	At Isle Verte and Trois Pistoles the
293.2	Isle Verte	" 109.0	surroundings will be found very attractive,
297.7	St. Eloi	" 139.2	the villages extending back
300.9	Tobin	" 70.1	to the river and containing many of
304.1	Trois Pistoles	" 114.6	the charms such as summer pleasure
312.6	St. Simon	" 300.6	seekers wish for. Some excellent
322.5	St. Fabien	" 446.1	farms may be seen in this vicinity.

The drives are very fine.

331.8 **Bic** Alt. 81.7 A beauty spot of the St. Lawrence is reached in Bic. "Bic the Beautiful" it has been termed, a most appropriate title. It is a village by the shore, with mountains separating it from the country beyond. The railway winds through the mountains, passing through cuttings blasted in the rock. On one side the cliffs tower 250 feet above the passing train.



The Falls of Riviere du Loup

Miles from
Montreal

On the other side is a magnificent panorama of bay, river and islets. The St. Lawrence is here 25 miles from shore to shore, rapidly widening in its journey towards the sea. Bic is one of the finest natural watering places on the St. Lawrence. Pleasant beaches and clear, salt water tempt the bather, the placid surface of the mighty river invites the boatman, and beauty everywhere calls the idler forth from his resting place to drive or ramble in its midst. Hattee Bay is a delightful spot not far from Bic.

338.1	Sacre Coeur	Alt. 22.0	Rimouski, population 3,100, is quite
342.3	Rimouski	" 77.8	a live town and the country back of
347.0	St. Anaclet	" 96.3	it well adapted for agriculture. The
352.2	Luceville	" 175.8	lumber business is also brisk. There

are several summer places at the shore of the broad St. Lawrence, and there is ample opportunity for boating and bathing. Mails from inward bound ocean liners are landed here. A long pier extending from the shore out to deep water affords an excellent promenade on a fine summer day. At Father Point there is a telegraph and signal station in connection with ocean steamers.

360.3 **Mont Joli** Alt. 262.6 Population 2,200. Mont Joli is a railway divisional point of the Canadian National Railways, and also the junction for the line of the Canada & Gulf Terminal Railway going to Metis Beach and Matane. Several wealthy Canadians have summer homes at Metis Beach, and there are good hotels to accommodate summer visitors. The



Bic the Beautiful

Miles from
Montreal

river St. Lawrence here is magnificent in its grandeur, the outlines of the opposite shore being only as a faint line upon the horizon. The salt waves roll in on a beach four miles long, hard and smooth, and safe for bathers. The natural advantages of this part of the coast are meeting with more and more appreciation. Grand Metis Falls are reached by driving from St. Octave, about three miles. The height of the falls is about 100 feet and the sight is a most imposing one. The golf course at Metis Beach is considered one of the best in the Province.

At Matane, lumbering is the principal industry, and there are several finely equipped mills that have a large annual output of sawn lumber. Atlantic Standard Time, the time in vogue through the Maritime Provinces, here takes the place of Eastern Standard Time, and 12.00 noon becomes 1.00 p.m.

365.6	St. Octave	Alt. 387.1	From Levis to Mont Joli the railway follows the course of the St. Lawrence. It then turns south to the Valley of the Matapedia and has to climb the hills. Between St. Moise and Val Brillant it reaches a height of 751 feet above sea level — the highest point on the Railway east of Montreal. At the stations here named are evidences of the lumbering industry.
369.4	Petit Metis	" 566.6	
374.2	Padoue	" 713.0	
382.2	St. Moise	" 644.5	
389.7	Sayabec	" 581.1	
396.3	Val Brillant	" 536.7	
404.6	Amqui	" 532.0	
410.2	Lac au Saumon	" 503.0	
418.0	Causapscal	" 454.0	
424.5	Ste. Florence	" 353.7	
431.5	Routhierville	" 280.1	Beyond the village of Sayabec is Lake Matapedia, a beautiful sheet of water which gives birth to the famous salmon stream that flows
435.0	Milniket	" 232.0	
442.8	Millstream	" 140.8	
447.3	St. Alexis	" 98.1	

from here to its junction with the Restigouche.

Amqui, in the midst of a good agricultural district, is growing in importance. It is a favourite centre for sportsmen, there being



The Matapedia Valley

Miles from
Montreal

excellent fishing in any of the several lakes in the vicinity, and the best of big game hunting in the fall. There is good hunting and fishing at Causapsca also.

- 452.6 **Matapedia** Alt. 54.0 Shortly after leaving Causapsca, the route is through the Matapedia Valley following the course of the river for over twenty-two miles. Through a beautiful valley the Matapedia winds in graceful curves, singing the music of the waters as it goes. In the miles of its course followed by the Railway, it has hundreds of rapids, great and small, now swift and deep, now gently rippling over beds of shining gravel and golden sand. Here and there are the deeper pools in which lurk salmon of astounding size, for this is one of the salmon streams of which every fisherman has heard. For mile after mile the traveller watches the course of the river, so strangely pent in by the mountains on either hand, rising in every shape which mountains can assume. In some places in the Matapedia the river, the highway, and the railway crowd each other for a passage, so narrow is the valley. All kinds of foliage and all shades of Nature's colours are upon the hillsides, and in the autumn, when the grand transformation of hues takes place, the effect is magnificent beyond description. Switzerland lives in miniature amid the mountains, while England and Scotland are around the lakes, streams and springy heather.

The Matapedia Valley is now attracting settlers. New villages may be noted here and there—the French-Canadian being recognized as a pioneer without an equal in a land requiring clearing and developing.

At the junction of the Matapedia River with the Restigouche is Matapedia station and village. Close at hand is the house of the Restigouche Salmon Club, the members of which are men to whom money is no object in the carrying out of their ideas. The club is composed to a large extent of wealthy residents of New



The Restigouche above Campbellton

Miles from
Montreal

York and other cities of the United States, who are willing to pay well for what has been termed the "Sport of Kings." This part of the Matapedia is a place of singular beauty, and the charm of the scenery of mountain, valley and winding river never fails to awaken a responsive chord in those who love the artistic.

From Matapedia the line of the Quebec Oriental Railway runs to Gaspé Peninsula.

THE GASPE PENINSULA

Gaspé Peninsula has been described as a huge finger reaching out from the continent into the Gulf of St. Lawrence. In straight-away measurement, it has a length of about 120 miles and a breadth of some 90 miles in the widest part, with a total area of over 10,000 square miles. The Gaspé fisheries are regarded as the richest in the world. For centuries hardy fishermen have taken their annual toll in vast catches of codfish, and still there is no sign of depletion. Fishing and farming are frequently said to be industries which do not flourish side by side. However true this may have been in the past, it is only now partly true as regards Gaspé, for the fisher folk have discovered that those who sow may also reap, and while still following their chosen vocation they find time to raise good crops of potatoes and vegetables for their own use, and the finest of fodder for their cattle and horses. Practically the whole of the Peninsula is a fish and game preserve. The connection of the Quebec Oriental Railway at New Carlisle with the Atlantic, Quebec & Western Railway, making a through line from



Perce and the Rock

Miles from
Montreal

Matapedia to Gaspé, has led to some very encouraging agricultural and industrial development, and at many places the land is being cleared and tilled, while lumbering is being carried on with increased vigour. The railway offers convenient access to the settled portions of Gaspé, although some of the villages by the shore are a few miles distant from the nearest station.

Connections can be made from Campbellton by stage to Cross Point. Not far from this point in the estuary of the Restigouche was fought the last of the naval engagements, which were the prelude to the final fall of Quebec. Nouvelle, Carleton, New Richmond and New Carlisle are well-known summer resorts. Paspebiac is the headquarters for the great fishing house of Robin Jones & Whitman, and Boutillier Bros., who export immense quantities of dried and cured fish. Port Daniel has a fine harbour which is a haven for a large fleet of fishing boats. Newport is also a centre for the fishing industry.

Chandler, a town which has sprung into being within the past few years, owes its existence to the St. Lawrence Pulp & Lumber Corporation. Their timber areas extend over 640 square miles and upwards of 1,000 employees are on the pay rolls of the company.

Perce and the Rock.—Perce has been described as the "most dramatic spot in the Gaspé Peninsula where the powers of description fail." The land pushes out into the bay in lines of lofty red sandstone cliffs, with the restless sea eternally gnawing at their base. The village, which has excellent hotel accommodation, is in an undulating valley between the mountains and the shore cliffs, and in every direction there is a glorious panorama of verdant slopes, contrasting harmoniously with the soft red of the cliffs and their varying shades of yellow and green.

The great diversity of the scenery and the peculiarity of its geological formation make Perce a place of great interest to many summer visitors, and for years it has been the objective point of scientists, literary men and artists. In the wonderful atmosphere of this part of the Gulf, the distinctness with which objects are presented to the view is surprising. The rock is an island block of reddish conglomerate and sandstone, 1,500 feet long and 300 feet in width, and rising out of the sea with perpendicular cliffs 286 feet high. Near the outer end is another smaller rock rising just as abruptly and to almost as great a height, with a clear channel separating the two. This is merely the outer pillar of what was once a natural arch, mentioned in the narratives of the early explorers, who described the rock as having three arches. Only one remains, and at high water it is possible to pass through it in a good sized boat with full sail set. Thousands of gulls and cormorants nest on the rocks and make a lively commotion during the day, with only a slight diminuendo during the night. This noise, however, serves a good purpose, for no friendly beacon could be more welcome to the mariner than the warning cries of the birds that out of the darkness, fog and mist proclaim the whereabouts of the rock and dangerous reefs that encircle it.

Gaspé Bay and Basin.—Gaspé Bay is sixteen miles in length, and is six miles in width for about twelve miles from its mouth. Then it narrows into the beautiful Gaspé Basin, forming one of the finest harbours in America.

Miles from
Montreal

Gaspé Village is gloriously situated on the lofty hills overlooking the Basin, and is a place of manifold attractions for the summer visitor who loves recreation and quiet where there is plenty of boating, deep sea fishing and bathing, with pure and tonic air. Some excellent salmon and trout fishing on the St. John River is controlled by the proprietor of Baker's Hotel, who can thus provide guests with some good sport, and furnish them with guides and canoes. Moose, caribou, deer and bear are plentiful, and the country back of the Gaspé Hills is their natural abode.

Here, too, is historic ground with which the names Jacques Cartier and Wolfe are associated.

Gaspé will also have a place in the greatest war of history, for it was within the security and vastness of its marvellous basin, in October, 1914, there rode that magnificent fleet of many transports and war vessels, which carried the first Canadian Contingent, thirty and odd thousands of soldiers, with their horses, guns and equipment to Europe, where upon many battlefields they brought undying lustre and fame to the Dominion of Canada.

THE PROVINCE OF NEW BRUNSWICK

Area 27,177 square miles. Population 352,000. The largest of the three Maritime Provinces.

New Brunswick is essentially a lumber province. The Provincial Government own over 10,000 square miles of timber lands, which are leased under certain conditions to lumber operators. On crown lands alone, during the year 1918, over 200,000,000



Gaspé Basin

Miles from
Montreal

superficial feet were cut for the manufacture of deals, boards, laths, shingles, besides a large quantity for sleepers, posts, telegraph poles, and pulp and firewood, resulting in a revenue to the Province which along with other crown land revenues yielded the Province about \$800,000 from stumpage dues. The principal wood is spruce. Other trees are fir, tamarack, cedar, maple, elm, birch, ash, butternut, poplar, hemlock, and the products of the forests are shipped to the home, American, European and other foreign markets.

The North Shore

From Campbellton to the Miramichi is colloquially known as the "North Shore." It is here that the large and finely equipped mills are situated. The estimated manufactured output for the year is approximately:—

Campbellton.....	90,000,000 feet.
Dalhousie.....	12,000,000 "
Bathurst.....	55,000,000 "
Newcastle.....	105,000,000 "
Chatham.....	40,000,000 "
Eel River, Charlo, New Mills, Jacquet River, Belledune.....	25,000,000 "

Fisheries.—The fisheries of the North Shore are of immense value, approximating over \$5,000,000. annually. Salmon, cod, lobsters, haddock, hake, pollock, mackerel, shad, smelt, halibut, oysters, clams, are the principal catch. Chatham, Loggieville and Dalhousie are the chief centres for packing and storing.



Campbellton, N.B.

Miles from
Montreal

Waterways.—New Brunswick is a country of great rivers. The Restigouche and Miramichi are the largest in this portion of the Province. These two rivers are intimately related to each other and also the St. John, because in many cases the head waters of their tributaries are almost in contact. The Indians by means of these rivers were able to reach any part of the Province with their canoes, and the same possibilities exist to-day for those whose tastes lie in that direction for an enjoyable summer outing.

Sport.—After mentioning the immense forests it will be readily understood New Brunswick is the home of big game, moose, caribou, deer, bear, and that the rivers and streams afford the best of salmon and trout fishing. The principal towns mentioned in connection with the lumber industry are good outfitting centres from which to enter the woods. New Brunswick guides have a well-earned reputation for efficiency and knowledge of the territory. The Canadian National Railways issue a special publication giving the latest and fullest information about the sporting possibilities in the territory served by their lines.

455.8 **Flat Lands** Alt. 62.4 Again on the main line of the Canadian
460.4 **Moffat** " 35.6 National Railways, the railway crosses
the Restigouche into New Brunswick and
follows the course of the Restigouche River, one of the northern
boundaries of the Province. A few miles before Campbellton is
reached, Morrisey Rock, an immense hill of granite, has had to
be pierced.

465.3 **Campbellton** Alt. 42.0 Population 4,000, a thriving town
beautifully situated at the head of the
broad estuary of the Restigouche, which discharges its flood into
La Baie de Chaleur. The scenery here is entrancing.

In the background is the Sugar Loaf, a mountain 2,000 feet in height. From Campbellton a branch line runs to St. Leonard, connecting with the Canadian National Railways' more southerly route for Moncton and Levis, and also the railway systems of the New England States. There is daily connection by stage with trains for Gaspé at Cross Point, three miles distant.

La Baie de Chaleur Jacques Cartier, nearly five hundred years ago, or to be exact, July 10th, 1534, sailed into this magnificent haven. An exceptionally hot day inspired the name, and it has borne that name ever since, La Baie de Chaleur—the bay of heat. Ninety miles long and from fifteen to twenty-five miles wide, this arm of the Gulf of St. Lawrence divides the Gaspé Peninsula from the Province of New Brunswick, and the depth is sufficient to ensure a safe passage for the largest ships afloat. As the bay narrows into the estuary of the Restigouche, the scenery becomes bolder and more majestic, presenting one of the most superb and fascinating panoramic views in America. The whole region is mountainous, and almost precipitous enough to be Alpine; but its grandeur is derived less from cliffs, chasms and peaks than from far-reaching sweeps of outline and continually rising domes that mingle with the clouds. On the Gaspé side, precipitous cliffs of brick-red sandstone flank the shore, so lofty

Miles from
Montreal

that they seem to cast their gloomy shadows half-way across the bay, and yawn with rifts and gullies, through which fretful torrents tumble into the sea. Behind them the mountains rise and fall in long undulations of ultramarine, and towering above them all is the famous peak of Tracadigache, flashing in the sunlight like a pale blue amethyst.

Around the shores of La Baie de Chaleur the land is settled for many miles, and the picturesque hamlets and green pastures add to the beauty of the scene. The swell from the ocean breaks rhythmically upon smooth, sandy beaches that tempt the bather. There are many coves and harbours where the boating is alluring and shorn of its risks. Sheltered at its mouth by the islands of Miscou and Shippegan, and restless as may be the sea beyond, the yachtsman may guide his craft over the whitecaps when a stiff breeze is blowing, while there are often summer days when the bay is so placid that the small motor boat may safely venture into the open. The New Brunswick shore is followed by the line of the Canadian National Railways from Campbellton to Bathurst, and for a number of miles is in full view of the broad and beautiful expanse of water, with the lofty and imposing mountains of Gaspé beyond.

474.2	Dalhousie Jct.	Alt. 81.7
478.5	Eel River	" 29.8
484.1	Charlo	" 54.6
489.9	New Mills	" 41.2
496.2	Nash Creek	" 22.5
499.7	Jacquet River	" 49.8
508.7	Belledune	" 93.1
516.7	Petit Rocher	" 82.7
521.8	Beresford	" 32.1

From this Junction is a branch line of six miles to Dalhousie, a town of 2,000 population. It is one of the loveliest spots on the line of the Canadian National Railways, and for many years has enjoyed favour as a summer resort. The bathing is ideal, and there is ample opportunity for angling and deep sea fishing, as well as numerous opportunities for



A New Brunswick Lumber Mill

Miles from
Montreal

water trips along the coast of La Baie de Chaleur. There is good hotel accommodation, the large summer hotel near the town being well patronized.

Charlo is finely situated overlooking the Bay. At the foot of the shore cliffs there are smooth sand beaches where the bathing is enjoyable.

- 528.2 **Bathurst** Alt. 47.9 Population 3,000. Beautifully situated on the mouth of the Nepisiquit River. Hitherto known principally as a summer resort, Bathurst has within the past two years taken a big stride in the industrial world. Besides being an important centre for lumbering, there is a large pulp and paper mill giving employment to many operatives.

At Bathurst Beach is cottage accommodation for summer visitors. The situation is ideal, and there is every opportunity for enjoyment.

From Bathurst the line of the Caraquet & Gulf Shore Railway goes to Caraquet, Shippegan and Tracadie. Along the line are

- | | | | |
|-------|------------------------|-----------|--|
| 531.6 | Nepisiquit Jct. | Alt. 90.6 | many noted trout rivers. Here also |
| 533.3 | Gloucester Jct. | " 102.7 | in the proper season the best of |
| 541.5 | Red Pine | " 338.1 | wild fowl shooting can be obtained. |
| 551.4 | Bartibog | " 520.2 | Geese, brant and duck of all descriptions that frequent the Atlantic |
| 562.9 | Beaver Brook | " 332.1 | coast abound, and the sportsman can be sure of comfortable lodgings. |

The Miramichi

Miramichi means more than river, for it comprehends a district where the land and the water have alike been a source of wealth for generations past and will be so in generations to come.



The Monarch of the Forest

Miles from
Montreal

- 572.2 **Newcastle** Alt. 138.0 Population 3,000 and rapidly increasing.
On the north shore of the river, which is here practically an arm of the sea. Near the depot are the huge towers of the wireless station of the Radio Universal Company, since war time under control of the Government and guarded by troops. There are beautiful drives in the vicinity of the town. The Miramichi Navigation Co's steamers offer a delightful summer sail from Newcastle to Bay du Vin at the mouth of the great river, calling on the way at Chatham, Loggieville, Escuminac, Burnt Church, etc. A branch of the Canadian National Railways runs to Chatham and Loggieville.
- 584.7 **Chatham** Alt. 99.6 Population 4,700. Ranks next to St. John as a ship-owning port of New Brunswick. It was here that the first steam saw mill was built.
- 590.4 **Loggieville** Alt. 32.8 The terminus of the branch line and important as a fish packing and timber manufacturing centre.

To Fredericton, Edmundston, Woodstock, Gagetown

The Fredericton sub-division of the Canadian National Railways, 110 miles long, connects with the main line at Derby Junction. The railway follows the course of the South West Miramichi to Boiestown. At McGivney it crosses the section of the (Transcontinental) from Moncton to Edmundston, and from Cross Creek runs to Fredericton by the Nashwaak River. A small branch line runs to Stanley. This branch runs through the heart of New Brunswick, one of the most picturesque portions of a province noted for its scenery.



30,000,000 Feet of Lumber

Miles from
Montreal

The towns of Millerton, Doaktown and Boiestown operate sash and door factories, furniture factories and mills for the cutting up of lumber into dimension sizes for local consumption. At Millerton there is also a branch of the Miller Bark Extract Works. Export trade of the whole Miramichi section is growing very rapidly. Gibson and Marysville are manufacturing centres, and contain a large cotton mill, lumber mills and factories, which employ hundreds of people. They are connected with Fredericton by a substantial steel bridge. The whole of this district is famed for its big game hunting.

685.7 **Fredericton** Alt. 35.0 Population 8,000. Fredericton, the capital of New Brunswick, is one of the fairest cities in Eastern Canada, picturesquely situated on the St. John River, finely built and well maintained. It is a most pleasant place of sojourn, and there are many opportunities for enjoyment. In the midst of a fine farming country, Fredericton has many advantages as a distributing centre, and has also some large and important industries, including saw mills and wood-working factories, farm implements, canoes, boots and shoes, etc. The Provincial Parliament Buildings, the University of New Brunswick and the Provincial Normal School are located here.

Fredericton is another great centre for sportsmen, many non-resident hunters going into the woods from here after big game in the fall.

From Fredericton the St. John and Quebec Ry., now operated by the Canadian National Railways, runs north to Woodstock and Centreville, through the beautiful valley of the St. John River, and south to Gagetown, and in the near future will be extended to St. John. Further reference is made to this section when dealing with St. John. See page 26.

On the Main Line to Moncton

576.4	Nelson Jct.	Alt. 35.0	Resuming the journey on the main
578.4	Passmore	" 129.5	line, Rogersville will be noticed as a
582.0	Barnaby River	" 56.4	lumbering centre, and there are good
593.9	Rogersville	" 304.0	farms on this section.
604.9	Kent Jct.	" 269.0	Between Miramichi and Moncton
613.9	Harcourt	" 200.3	the railway passes through a country
619.7	Adamsville	" 299.4	that does not show its merits when
623.0	Coal Branch	" 215.7	simply seen from the car windows.
631.6	Canaan	" 262.3	The line is so far from the shore that
643.1	Berry Mills	" 216.3	none of the flourishing settlements

are seen, and the traveller gets a wrong impression of what is really a fine part of New Brunswick. There is a rich farming and fishing district all along the coast, and there are rivers, of which only the headwaters are crossed by the railway. The Richibucto is one of these, and the village of the same name, twenty-seven miles from Kent Junction, is reached by the Kent Northern Railway. It has much to commend it as a summer resort, and there is no limit to bathing and boating possibilities. Special attention is now being given to scientific oyster culture, many new beds having been laid and old ones re-stocked. The Richibucto is one of the principal streams where experiments are

Miles from
Montreal

being carried on. The village of St. Louis, seven miles distant, is noted as a resort for the sick and infirm, who seek the healing waters of a grotto in the nature of the famed one of Our Lady of Lourdes.

At Harcourt, lumbering is again in evidence. From here the hunter can readily reach the famous Canaan woods, and good fishing is also to be obtained. There are extensive deposits of brick clay near Adamsville and there are coal mines at Beersville.

650.7 **Moncton** Alt. 50.0 Population 12,000. The second largest city in New Brunswick, and one of the growing towns in the Maritime Provinces. Its geographical position and excellent railway facilities make it a distributing centre of great importance to the surrounding country—a situation of which many wholesale houses have taken due advantage. Here the Canadian National Railways lines from Halifax, Montreal, St. John, and many branch lines, converge. Moncton derives much of its prosperity from the presence there of the workshops and offices of the Canadian National Railways, over 3,000 employees being on the pay roll. The city has several important manufacturing industries.

The natural gas from the wells of Albert is a factor for cheap power, and its domestic use has greatly simplified living conditions and rendered them more agreeable, it being used largely to the exclusion of all other fuel. Moncton is a well built city, with modern stores, handsome churches and many fine residences. A new hotel is nearing completion which should prove a boon to the town and the travelling public. It is modern and up-to-date in every respect. The city's public services are all excellently maintained. Golfers can here enjoy their favourite game. One of the attractions for visitors is the "Bore," or tidal wave of the Petitcodiac River.



One of the Beautiful Elm-lined Streets of Fredericton

Miles from
Montreal

From Moncton to St. John

657.3	Jones	Alt. 105.1	From Moncton the line runs
660.9	Boundary Creek	" 80.7	through one of the most fertile
664.1	Salisbury	" 103.5	and cultivated sections of the
668.8	River Glade	" 81.7	Province to St. John, the com-
673.6	Petitcodiac	" 96.2	mmercial capital of New Bruns-
679.2	Anagance	" 160.1	wick. Until nearing the valley
688.8	Penobscuis	" 91.8	of the Kennebecasis the best of
693.1	Plumweseep	" 66.9	the country is not seen from the

railway. From Salisbury a branch line runs to Hillsboro and Albert. At Hillsboro there are extensive gypsum quarries and a splendidly equipped plant for the manufacture of plaster. Hillsboro may also be reached by a delightful drive of seventeen miles along the Petitcodiac River from Moncton. The Rocks at Hopewell Cape—one of Fundy's tidal phenomena—attract many visitors. There is considerable lumbering at Riverside and Albert, and this section of the Province is a rich farming district.

River Glade has a sanitarium for tubercular patients. From Petitcodiac a branch runs to Elgin and to Havelock. The Elgin section serves an important lumbering district and there are large mills at Pollett River and Elgin. Havelock is the centre of a good farming country where there is considerable dairying and fruit raising. This is also one of the best ways to reach the hunting grounds in the Canaan Woods.

696.3	Sussex	Alt. 69.2	Population 2,000. Is picturesquely situated in the beautiful valley of the Kennebecasis, and is a handsome, well built and prosperous town. In the midst of a fine farming district, it is a good trading centre, and has several large and important industries, including the manufacture and bottling of aerated waters. The waters of the sulphur springs are said to have medicinal qualities that are highly beneficial. In the vicinity is the Government Military Camp. There are excellent opportunities for trout fishing in near-by lakes and streams.
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700.7	Apohaqui	Alt. 73.4	From Sussex to Hampton the
707.3	Norton	" 51.2	course of the Kennebecasis is fol-
712.3	Bloomfield	" 35.0	lowed, and again from Rothesay
713.8	Passekeag	" 35.1	until a few miles before St. John
718.0	Hampton	" 26.7	is reached. This is one of the
719.3	Lakeside	" 29.1	most picturesque train rides in
723.3	Nauwigewauk	" 18.8	Canada.
724.2	Hammond River	" 28.4	From Norton the line of the
726.4	Model Farm	" 130.0	Fredericton & Grand Lake Coal
728.0	Quispamsis	" 154.0	& Railway Company runs to

Chipman and Minto where there are extensive coalfields, thence to Fredericton. The country about Norton is well adapted for agriculture. This is a well-known territory for the hunter of big game.

Hampton is a pleasant village with much to commend it to the visitor. It is the shiretown of King's County. Besides enjoying favour as a summer resort, it has some important industries, including saw mills, a woodworking factory and a match factory.

Miles from
Montreal

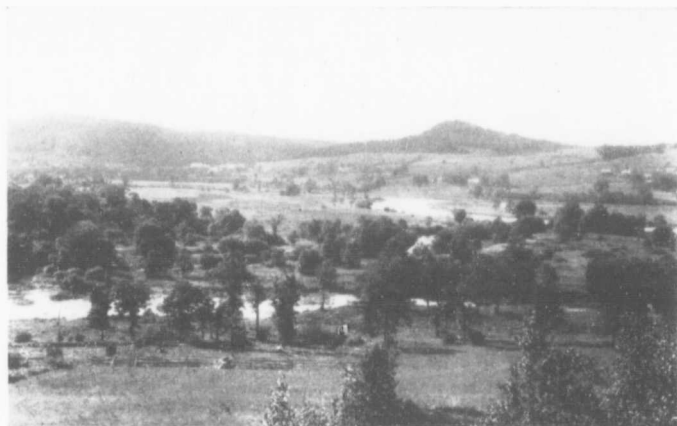
From this point another branch line runs across the country to the village of St. Martins on the Bay Shore where summer visitors will find splendid bathing and quiet enjoyment.

The Indian names of a number of the stations between Moncton and St. John are likely to excite the curiosity of the stranger. In locating the stations along the line, several existing Indian names were adopted, such as Apohaqui and Petitcodiac. In addition, wishing to preserve the Indian nomenclature, when a new name was wanted for Stone's Brook, the words "penobsq," a stone, and "sips," a brook, were taken, and the word Penobsquis became a railway station on the American continent. In the same way, Salmon River was translated into Plumweseep, and at one place where there was no English name, the existence of a little lake suggested "quispem," a lake, and "sis," the diminutive term. Thus it is we have Quispamsis. The other Indian names along the line, however, are usually modifications of those which the aborigines bestowed on the respective localities.

731.2	Rothesay	Alt. 23.0	Approaching St. John, several pretty
732.7	Riverside	" 20.1	suburban villages are passed. Principal
733.6	Renforth	" 40.4	of these is Rothesay, which is finely
734.4	Torriburn	" 68.8	situated on Kennebecasis Bay. The
735.7	Brookville	" 29.3	many beautiful homes testify to its popu-
737.0	Cold Brook	" 12.8	larity as a place of residence. At
			Riverside is the home of the Riverside
			Golf and Country Club.

Further along is Renforth, where there are numerous summer cottages. The river here was the scene of noted aquatic contests in the days when boat racing was of world-wide interest.

740.0	St. John	Alt. 21.4	Population 50,000—the city founded on a
			rock by the Loyalists in 1783, a Canadian
			National Railways terminal, commercial capital of New Brunswick,


The Valley of the Kennebecasis

Miles from
Montreal

winter port for Atlantic liners, and the year round for the West Indies, Boston and coast towns.

Almost completely destroyed by the great fire of 1877, old St. John with all her romantic history is lost, but new St. John is a handsomely built and substantial city with wide, modern business blocks, up-to-date stores and beautiful residences. The industries of this busy city are perhaps more varied than any community in the Maritime Provinces, giving employment to thousands of hands, and are a tribute to the energy of her citizens, who are one in the belief of the future progress of the port. Rockwood Park, one of the finest natural parks on the continent, is on the outskirts of the city, and there are many places of scenic and historic interest.

The St. John Harbour is spacious and deep, and is navigable at all times and seasons. Modern conditions in connection with shipping and increase in Canadian trade through this port have necessitated extensive improvements in harbour facilities. The St. John River, draining an area of 30,000 square miles after a flow of 450 miles, and which with its tributaries furnishes 1,300 miles of navigable water, discharges its flood into the harbour through a narrow, rocky gorge. Here are the famous Reversing Falls, so called because at high tide the water of the harbour is above the level of the river and the flood is forced backward for a time. It is estimated at the present time that 125,000,000 feet of lumber are floated down the river to St. John yearly and manufactured into lumber and wood pulp. During the season of navigation there are regular steamer sailings up this magnificent waterway to Fredericton.

Woodstock Alt. 177.0 Population 4,000. The St. John and Quebec Railway, now operated by the Canadian National Railways, from Fredericton to Woodstock and Centreville follows the course of the St. John River to Woodstock. It is another of the many picturesque railway journeys in this part of Canada and through a country of such marvellous fertility as to earn the title of the "Garden of New Brunswick." Woodstock, approached from the railway, is seen to be nestling amongst a luxurious growth of trees. It has more attractive, valuable and useful buildings than many towns four or five times its size. Its residences are particularly attractive, and being the centre of a wealthy farming community, its commercial standing ranks higher than most places of similar population. The extensive iron and copper deposits in the vicinity are receiving attention from capitalists. Woodstock has an excellent golf course.

652.6	Humphrey	Alt. 56.6	Returning to the main line at Moncton for Halifax, there is a double
657.8	Painsec Jct.	" 148.4	track to Painsec Jct., from which
667.5	Shediac	" 46.8	point a branch line runs to Shediac
669.8	Pt. du Chene	" 10.1	and Pt. du Chene. Shediac is a
665.0	Calhoun	" 49.9	well-known seaside resort, with good
669.7	Memramcook	" 29.0	boating and bathing. At Point du
671.5	College Bridge	" 28.0	Chene there is an extensive sand
			beach, and the place is much in favour of the residents of
			Moncton, many of whom have summer homes at the beach, and

Miles from
Montreal

also at Cape Brule, further along the shore. There are fish packing plants at Point du Chene, from which large shipments are made to Canadian and American markets.

Memramcook is the centre of a fine agricultural district settled by Acadian French. At College Bridge will be seen the stately buildings of St. Joseph's University.

- 677.0 **Dorchester** Alt. 21.1 Population 1,400, the shiretown of Westmorland County. The village is pleasantly situated on the high ground above the valley through which the railway runs. In approaching Dorchester, the Maritime Penitentiary buildings are seen on the hill near the village. This institution is for convicts from the Maritime Provinces, Dorchester being a central point in relation to New Brunswick, Nova Scotia and Prince Edward Island. Here and there on the way from Moncton, the traveller has caught glimpses of broad stretches of verdant marsh meadows. When he leaves Sackville he begins to realize the extent of them in this part of the world. The thousands of acres which he sees are but a small portion of the ever fertile areas which are found around the head of the Bay of Fundy, and which have been a rich heritage to its people from the earliest days. A marsh once established is always fertile. It needs no manure save that supplied by nature in the deposit of rich alluvium which is left when the turbid tides are allowed to overflow the land. It is said that four inches of this muddy sediment, supplied in layers of perhaps a tenth of an inch at any one tide, will insure abundant crops for a century. Three tons of hay to the acre is a common yield. If need were, much more than hay might be produced from these fertile fields, but under existing conditions, the old-time staple is the most profitable to the farmer. His marsh is a bank which insures him more than compound interest and can never fail.



The Canadian National Railways Station and Grounds,
Moncton, N.B.

Miles from
Montreal

688.4 **Sackville** Alt. 24.3 Population 3,000—thriving manufacturing town. Mount Allison University (Methodist) and several other educational establishments are located here. The golf course near the town is considered one of the most sporty in the Provinces. A branch of the Canadian National Railways runs from Sackville to Cape Tormentine, and is the principal rail link between the railways on the mainland and that on Prince Edward Island. The S.S. "Prince Edward Island," a car ferry specially built to contend with ice conditions, capable of carrying a heavily loaded train, performs the ferry service the year round, between Cape Tormentine, N.B., and Borden, P.E.I. The benefits such a service confers are obvious. Produce is shipped to its destination without breaking bulk, a refrigerator car service is conducted for perishable goods, and the mail service operated without interruption.

THE PROVINCE OF PRINCE EDWARD ISLAND

Area 2,184 square miles. Population 94,000, the smallest Province of the Dominion but its most thickly populated.

Situated in the Gulf of St. Lawrence, Prince Edward Island is separated from the shores of New Brunswick and Nova Scotia by the Northumberland Strait. At its widest, the strait is over thirty miles from shore to shore, but between Cape Traverse on the Island and Cape Tormentine on the mainland, the distance is only seven miles. From tip to tip the island is one hundred and thirty miles, while the width varies from two to thirty miles. The surface is gently undulating. There are no mountains and no forests to speak of, but the lack of forest does not mean that the country is bare, for copses and clumps of trees are visible on every hand, giving a charming variety to the agricultural scene, and wild bits of woodland are still to be found. The stately elm and sturdy oak, the white-barked delicate birch, the slender Lombardy poplar, and the dark conical spruce, each stamps its characteristics on the landscape, while the reddish hue of the soil makes a charming contrast with the vivid green of vegetation. The "Island," as its people love to call it—for where else in all America can be found its duplicate—is in summer a garden of perfect beauty fanned by cooling breezes from the ocean, with mile after mile of sandy beaches. Invading the land and moulding the red cliffs into fantastic shapes is the ever restless sea. Everywhere are verdant fields, prosperous farms and comfortable homes. Arms of the sea cut into the land in all directions, forming landscapes and seascapes of surpassing loveliness. Numerous trout streams furnish sport for the angler, and deep sea fishing is easily obtainable. In season, brant, wildgeese, plover, snipe, woodcock and other game birds are plentiful, and good bags are not difficult to secure.

The island has nearly 300 miles of railway, owned and operated by the Canadian National Railways. No part of Prince Edward Island is more than ten miles from the railway, and three-fourths of its area is within five miles of the rails. The highways have a reputation for general excellence, and a driving tour of the Island is one of the most pleasant experiences and an enjoyable means of thoroughly appreciating its many attractions.

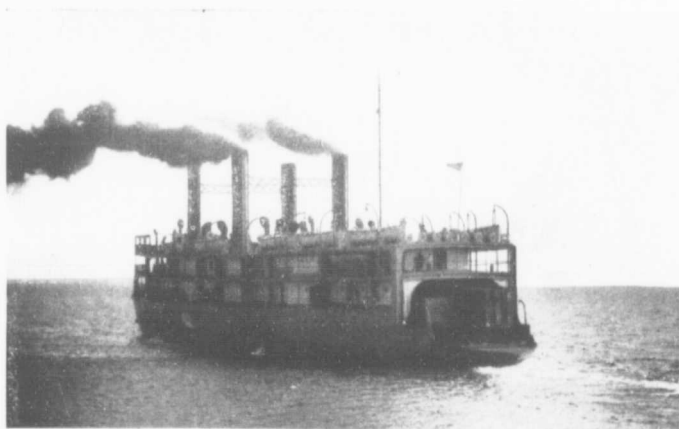
Miles from
Montreal

Charlottetown Alt. 8.0 Population 12,000, the capital and a commercial centre of the island, with a fine harbour opening into Hillsborough Bay. It is well laid out, and the streets are of a generous width, with an abundance of shade trees. There are a number of imposing public buildings, and much taste is shown in the private residences and their surroundings. Several of the churches are handsome structures, and the new Catholic Cathedral is considered one of the finest specimens of architecture south of the City of Quebec. Queen Square, while in the business part of the city, is practically a public garden tastefully designed and kept in excellent order. Substantial business blocks are grouped along the sides of the square, and here also are the post office, court house, old province building and the market house, the latter being a place well worth a visit on the regular market days.

Victoria Park, the natural beauties of which have been preserved, is convenient to the city, and is reached by a beautiful driveway which skirts a portion of the harbour, passing what was Government House, now being used as a convalescent home for our soldiers, and old Fort Edward. The golf links at Belvedere have a reputation which has reached far beyond the confines of the island.

Summerside Alt. 8.0 Population 3,000. The town of Summerside is second in point of population. It has excellent stores, handsome residences, and much to attract the summer visitor. From a hill in the rear of Summerside is a glorious prospect of the country and of the waters to the north and south. Looking one way, Bedeque Bay is seen with all its attractive surroundings, while beyond it lies Northumberland Strait, with the coast line of New Brunswick in the distance.

Alberton, Tignish, Souris, Montague, Georgetown, Murray Harbour, Mt. Stewart, are the other principal towns.



The Car Ferry—S.S. "Prince Edward Island"

Miles from
Montreal

Among the better known and more frequented beaches with summer hotel accommodation, where the best of sea bathing may be enjoyed, can be mentioned: Stanhope, Brackley, Rustico, Rocky Point, Pownal Bay, and Cape Traverse.

A Million Acre Farm.—Although small in area compared with the other provinces, and with a population considerably less than that of several of the leading Canadian cities, Prince Edward Island is one of the most fertile parts of the Dominion, and its best economic province, inasmuch as it is one of the few that produces enough for its own needs, and yet has a large surplus to export for the benefit of others. Experts have declared that the island is capable of supporting a population of over two millions. In its total area of 1,398,000 acres there is more tillable land than in any other portion of the Maritime Provinces, and it is doubtful if any other part of Canada has in proportion so many well kept farms, so good a standard of farm buildings, and any better grade of live stock. Practically the whole of the island is under cultivation, with farms varying in size from fifty to several hundred acres. Mixed farming is practised for the most part, but of late years encouragement has been given to scientific dairying with the most gratifying results. Every farm seems well stocked with cattle, and the land tilled in an intelligent manner. Enough beef cattle are raised to supply local needs, and numbers are shipped to the mainland. Many hogs are raised, and the Charlottetown packing house does a big business in the smoked and cured products. The farms have their quota of geese, and thousands are shipped alive in the autumn to foreign markets. Island mutton and lamb have a high reputation for flavour, and there is considerable demand for export. The Island is famous for its horses. The black fox



Sweet Pastoral Scenery—Prince Edward Island

Miles from
Montreal

industry has in recent years brought the island province into prominence.

Fisheries.—The fisheries of Prince Edward Island have an approximate annual value of a million and a half dollars, and this industry must always remain one of the standard resources, although the inclinations of the Islanders are so decidedly agricultural that the culture of the deep has not hitherto received from them the attention it deserves. Lobsters, oysters, clams, herring, cod, smelt, mackerel, hake, haddock are the principal yield. The Island is celebrated for the excellence of its oysters, and the "Malpeque" is synonymous for everything that is succulent. With the better cultivation that is now being given to this important industry, the outlook is promising for an increased production.

- 692.2 **Aulac** Alt. 23.8 Returning to the mainland Aulac is the last station on the main line in New Brunswick before the Nova Scotia line is crossed.

THE PROVINCE OF NOVA SCOTIA

Area 21,428 square miles Population 493,000.

Estimated Returns for Nova Scotia for 1918

Fisheries.....	\$ 11,560,000
Shipping and Manufactures.....	58,340,000
Lumber.....	5,400,000
Coal (value of output).....	26,250,000
Pig Iron.....	7,500,000
Steel Ingots.....	14,100,000
Iron Ore Imported.....	4,600,000
Coke.....	2,150,000
Stone, Gypsum, Building Materials, etc.....	825,000
Gold.....	120,000
Clay Products.....	250,000
Tar Products.....	500,000
Antimony.....	100,000
Miscellaneous.....	500,000
Products of the Farm.....	42,680,314
Totals.....	\$174,875,314

The early settlement of Nova Scotia was made by the French. Acadia they called it, and its boundaries extended so as to include a large part of what is now New Brunswick. De Monts and Champlain explored parts of the south shore, entered the Annapolis Basin, made choice of a site there for settlement, and explored the Minas Basin. Later they founded Port Royal, in the year 1605, but abandoned it a few years after. Acadia was several times owned in turn by the French and English, but finally, after the taking of Quebec by Wolfe, and the close of the American Revolutionary War, a lasting peace ensued, and Nova Scotia, as part of Canada and the British Empire, has prospered.

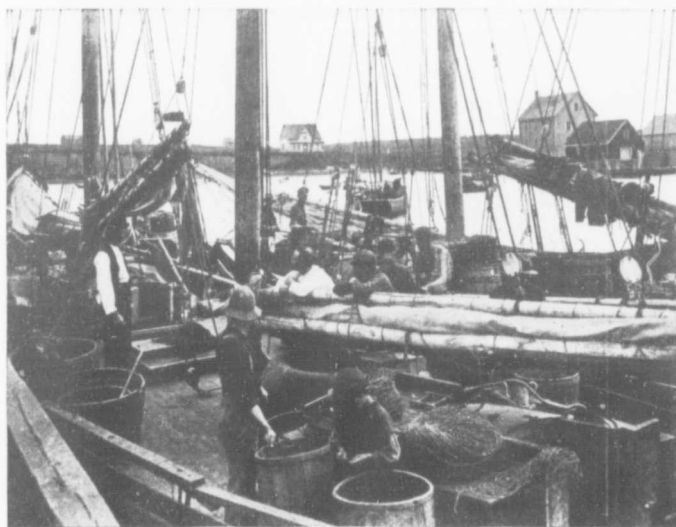
Miles from
Montreal

698.2 **Amherst** Alt. 59.4 Population 10,000. A busy manufacturing town with several large and important industries. The business part is compactly built, and the residential portion handsome. The centre of a good farming country, the annual winter Fat Stock Shows held in Amherst were a feature before the war period, and will doubtless be resumed. Amherst is one of the few places in the world that obtains its electrical energy direct from the pit mouth. A few miles away are the Chignecto mines, and here the screenings, or mine refuse, is automatically conveyed and fed into specially designed boilers, generating power at very low cost. The current is transmitted to the surrounding towns and villages.

Northwest of Amherst are the ruins of Fort Cumberland, the Beausejour of the French. It was from Fort Lawrence, also in the immediate neighbourhood, that the attack was made on the French fort that resulted in its capture.

702.7	Nappan	Alt. 28.2	A Government Experimental Farm
706.3	Maccan	" 31.1	covering about 300 acres, part of
710.0	Athol	" 133.6	which is under high cultivation, is
715.4	Springhill Jct.	" 198.6	at Nappan. Considerable attention

is paid here to the raising of beef cattle and the winter feeding of animals, with the object of stimulating the better care of livestock.



With the Deep Sea Fishermen—Prince Edward Island

Miles from
Montreal**Among the Coal Fields**

At Maccan the Nova Scotia coal fields commence to put in an appearance, a branch line running from here to Joggins, and from Springhill Junction to Springhill Mines. Nobody knows how much of a deposit of coal there is in this province, but geologists' estimates tell of fabulous wealth. Enough is known, however, to demonstrate that if the seams in the Eastern part of Nova Scotia, including Cape Breton, were followed they would lead far under the Gulf of St. Lawrence and the Atlantic Ocean, and, as a matter of fact, seams are already being worked in Cape Breton under the bed of the ocean. Figures have been mentioned elsewhere showing the extent to which coal mining is carried on in this part of the Dominion.

Parrsboro, on the shores of the Bay of Minas, has many attractions for the summer visitor.

721.9	Salt Springs	Alt. 150.6	From Oxford Jct. a branch of the
725.9	River Philip	" 169.3	Canadian National Railways, known
728.0	Oxford Jct.	" 92.0	as the short line, runs to Pictou.

This branch serves the manufacturing town of Oxford, Pugwash and the villages along the shores of the Strait of Northumberland. It traverses a rich farming country, and the fisheries and lumbering operations contribute to the wealth of the district. At Scotsburn, the co-operative creamery has an extensive business.

The Wentworth Valley

732.1	Thomson	Alt. 106.0	Resuming the journey on the main line,
739.5	Greenville	" 283.5	the railway crosses over the Cobequid
740.9	Westchester	" 310.7	Mountains, and at Folley Lake it
750.0	Folley	" 616.6	will be noted an altitude of 611 feet is

reached, the second highest point on the Canadian National lines east of Montreal. The scenery among the mountains is more than picturesque. Sometimes the eye will catch a pastoral picture of a winding valley, dotted with cottages in the midst of fertile fields while far below a glistening of water tells where the river flows through the bright green intervals, or leaps in fairy-like cascades in its journey down the hillside. The glorious panorama is continued as the train runs its course through the picturesque Wentworth Valley. At other times the train passes through long and deep cuttings, where the masses of rock bear witness to the labour required to break down the barriers of nature. Then again the road takes a short cut from hill to hill, as at Folley Valley, which is spanned by a viaduct six hundred feet long and eighty-two feet above the little stream which trickles below. In the early Fall, when the autumnal tints have just touched the leaves, the valley is a riot of colour.

757.5	Londonderry	Alt. 335.3	From Londonderry into Truro the
761.1	East Mines	" 195.7	waters of the Cobequid Bay are
763.3	Debert	" 155.7	seen in the distance, and the railway
767.0	Belmont	" 84.8	passes through an excellent farming

country.

Miles from
Montreal

774.5 **Truro** Alt. 59.7 Population 7,000. An attractive and enterprising town. It is admirably situated on gently rising ground, with the railway running along the valley at its base, near enough to be convenient to the business centre and yet not near enough to interfere with the attractions in which good taste has been combined with what nature has done to make the place beautiful. The long, wide streets are adorned with shade trees; the houses, great and small, have well-kept lawns and tasteful flower gardens, and visitors are always well pleased with the town. Yet the town is more than good looking, it is active and enterprising. A number of important industrial establishments are in operation. Truro is the business centre for a large lumbering and farming district, and in this respect is every year becoming of greater commercial importance. Many of the buildings, and notably some of the more recent ones, are handsome and imposing structures. The normal school and the agricultural school are among the institutions worthy of special note.

Close to the town, yet wholly apart from the surroundings of everyday life, is Victoria Park, a place which nature has admirably adapted to the purposes of a pleasure-ground. One portion of it is a picturesque gorge through which tumbles a murmuring brook. Following its windings and travelling the paths which lead around the well-wooded hillsides, the visitor finds a cascade of singular beauty pouring over a barrier of rock that rises to a height of fifty feet or more above the pool which the waters form at its base. This is the place of which the gifted Joseph Howe wrote four score years ago, that "never was there a more appropriate spot for old men to see visions and our young men to dream dreams." The



In Victoria Park, Truro

Miles from
Montreal

cascade has been appropriately named the Joe Howe Falls. Further up the stream is another waterfall amid romantic surroundings, while the park as a whole is so charmingly rustic that the best of judgment has been required to guard against too much alleged improvement by man. Truro has one of the finest golf courses in the Dominion.

From Truro is the Mulgrave-Sydney division of the Canadian National Railways.

The Dominion Atlantic Railway runs to Windsor, the Annapolis Valley—Land of Evangeline—to Yarmouth.

779.3	Hilden	Alt. 140.1	From Truro to Halifax the Canadian
782.5	Brookfield	" 100.0	National Railway runs through a
787.2	Alton	" 96.5	fine country, the most flourishing
791.7	Stewiacke	" 81.9	portion of which is not seen by the
796.2	Shubenacadie	" 57.5	traveller. Large tracts of rich inter-
799.9	Milford	" 54.2	vale and excellent upland combine
806.2	Elmsdale	" 50.0	to make one of the best farming
808.6	Enfield	" 60.5	districts in Nova Scotia. Dairying
812.0	Oakfield	" 61.9	and lumbering are extensively car-
813.2	Grand Lake	" 57.7	ried on. The Stewiacke River,
815.0	Wellington	" 79.4	which waters this district, takes its
818.3	Kinsac	" 94.1	rise among the hills of Pictou and
822.4	Windsor Jct.	" 128.4	flows for forty miles or so until it
824.0	Lakeview	" 135.6	empties into the Shubenacadie, a
827.7	Bedford	" 42.2	large and swift stream which was at
832.2	Rockingham	" 9.4	one time looked upon as a future
			highway of commerce across the



Joe Howe Falls—Victoria Park, Truro

Miles from
Montreal

province. Nature had placed a chain of lakes at the source of the river, and it would seem that art would have little trouble in constructing a canal to Halifax. At Elmsdale there are extensive clay deposits, and the Oldham Gold Mines are about seven miles from Enfield. From Windsor Junction a branch line runs past Waverley, where there are gold mines in operation, to Dartmouth.

- 834.9 **Dartmouth** Alt. 14.5 Population 5,100, is directly opposite Halifax and connected with that city by an excellent ferry service. It has several well-established manufacturing industries. The Brightwood Golf and Country Club, is very beautifully situated in Dartmouth.

A branch of the Canadian National Railways extends 70 miles from Dartmouth through the picturesque Musquodoboit Valley to Stewart, a section of the province which is not only rich agriculturally, but is believed to abound in valuable minerals. The line passes through a fine section of country more thickly populated than the average district in Nova Scotia. The railway follows the coast line and gives access to a number of beautiful beaches, which in the near future will undoubtedly meet with due appreciation.

From Windsor Junction the Dominion Atlantic Railway runs to Windsor, thence through the Annapolis Valley—the Land of Evangeline—to Yarmouth. At Bedford is seen the upper end of that beautiful sheet of water, Bedford Basin. Here it is that yachts and boats of all kinds are to be found taking advantage of so fair a cruising ground, spreading their sails before the breezes which come in from the Atlantic. During the war period Bedford Basin was the safe anchorage for war craft and munition ships and the transports conveying overseas troops.

- 836.3 **Halifax** Alt. 58.9 Population 50,000, the capital of Nova Scotia and one of the Canadian National Railways' chief terminal points. The city is substantially built on a peninsula, and has one of the finest and largest harbours in the



The New Ocean Terminals, Halifax

Miles from
Montreal

world, navigable at all seasons, where steamers and sailing ships of many nations may be seen. It is an important financial centre, enjoys a large foreign and domestic trade, and has many extensive commercial enterprises. To meet the ever increasing dimensions of ocean-going vessels and the vast expansion of Canadian trade, new docks and railway terminals, covering an area of over 200 acres, are in course of construction. When completed, they will be architecturally worthy of the city, filling all the requirements of present day travel, making Halifax the most modern and commodious ocean terminal on the Atlantic sea-board. Halifax, generally recognized as the key to the strategic situation in Canada and North West Atlantic, is garrisoned by Canadian troops, and with the fortifications at the Citadel, York Redoubt and McNab's Island, is regarded as practically impregnable.

Halifax has been the scene and is connected with more maritime events of world-wide interest than perhaps any other Atlantic port. Cook, Rodney, Nelson, Marryat, knew this harbour well. Here the "Shannon" and "Chesapeake" anchored after their historic duel. From here the "Tallahassee" escaped. Coming to more modern times, it was to Halifax that the survivors of the "Titanic" were brought, and where many of the victims are buried. At the outbreak of the greatest war of all time, the huge Cunarder, the "Mauretania," here took refuge, entering and leaving the harbour under her own steam and without any assistance from tugs, and the part Halifax has played since then is highly important. Our troops now returning from the European battlefields are being landed at Halifax as fast as the transports can bring them, and are forwarded to their various destinations by the Canadian National Railways. From its long association with the army and navy it is the most thoroughly English city on the continent. With the frequent visits of the men-of-war and the presence of the military, there is a life to the city peculiar to itself in this part of the world. There are many points of historic and scenic interest. The public gardens of Halifax are said to be the equal of any in America. The Northwest Arm, a charming inlet of the harbour, and Point Pleasant Park, are delightful places of recreation, with exceptional facilities for boating and bathing, so that, combined with the many beautiful drives, the magnificence of the surrounding scenery, the numerous attractive suburban resorts, it is little wonder than the stately old city is an objective point for an army of tourists.

From Truro to the Sydneys

778.9	Valley	Alt. 110.9	The Canadian National Railways
782.9	Union	" 219.9	have a morning and evening train
787.0	Riversdale	" 316.2	from Truro to the Sydneys, the
794.9	West River	" 447.3	Ocean Limited from the west connecting with the evening train. It
797.7	Gordon Summit	" 565.6	is a beautiful country between
802.6	Glengarry	" 392.8	Truro and Stellarton on the
809.1	Hopewell	" 203.0	southern loop or main line of the
810.6	Eureka	" 148.0	Canadian National Railways, and
811.3	Ferrona Jct.	" 140.8	walks, drives and excursions by

rail from Truro or New Glasgow along the pretty hills, vales and streams will bring much pleasure. At Eureka there are large woollen mills.

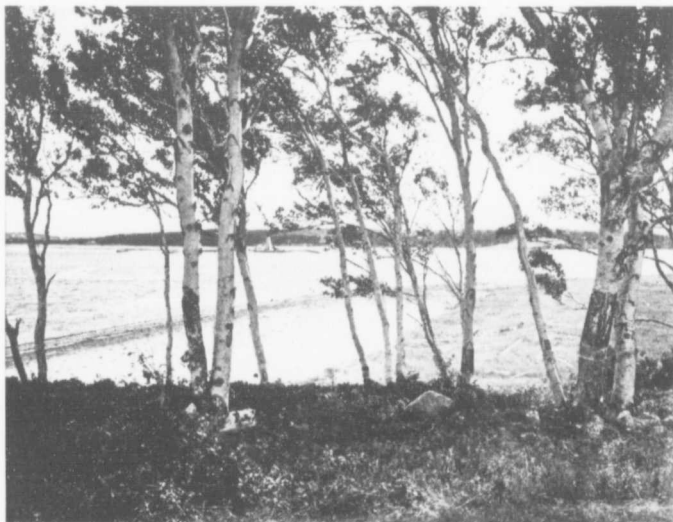
Miles from
Montreal

815.0	Stellarton	Alt. 62.1	Population 4,000	These four towns practically adjoin each other and are indeed a hive of industry. Situated in
817.0	New Glasgow	" 32.0	" 7,000	
818.0	Westville	" 222.7	" 4,500	
818.6	Trenton	" 44.0	" 1,300	

one of the largest and best developed coal areas in Canada (Stellarton has the thickest known seam of coal in the world, 37 feet), the output from the mines is enormous. There are several very important manufacturing industries, chief of which is the Nova Scotia Steel and Coal Co.'s rolling mill and forging plant, largely engaged in the shell manufacture during the period of war. Further mention of this company's operations are given in connection with Sydney Mines and North Sydney. The car works at Trenton is another evidence of this corporation's energies, and a still more recent addition to its activities is the steel shipbuilding industry.

828.5	Pictou	Alt. 10.7	Population 3,500.	Pictou is one of the oldest towns in Nova Scotia, pleasantly situated and substantially built. The surroundings are delightful, and it is a charming place for a summer visit. It is important as a railway and steamship terminal, and besides has several large manufacturing industries. From here steamers run to ports on the north shore of Cape Breton, to the Magdalen Islands and to Prince Edward Island.
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822.9	Woodburn	Alt. 143.0	On the way from New Glasgow to	
827.2	W. Merigomish	" 69.0	Antigonish are many pretty villages	
830.6	Merigomish	" 20.0	surrounded by a fertile country.	
835.4	Piedmont	" 263.0	Fine farms are seen everywhere, and	



Pictou Harbour

Miles from
Montreal

839.1	Avondale	Alt. 154.0	there is a general look of prosperity.
841.1	Barney River	" 205.0	The scenery in the vicinity of
845.1	Marshy Hope	" 418.0	Antigonish is charming. Approach-
848.9	James River	" 252.0	ing the village after leaving Barney
853.0	Brierly Brook	" 148.0	River, the route is through a canyon

for several miles, this being part of the beautiful Piedmont Valley. Near Antigonish is Sugar Loaf Mountain, 750 feet, from which can be seen the distant shores of Cape Breton. Only a few miles from the town is Gaspereau Lake, which is fully 500 feet above the sea level.

- 858.4 **Antigonish** Alt. 15.0 Population 2,000. Three score and ten years ago, Judge Haliburton (Sam Slick) recorded his opinion that Antigonish was one of the prettiest villages in the eastern section of Nova Scotia, and his judgment on this point requires no revision at the present day. It is beyond doubt an attractive place. Its tidy dwellings stand amid beautiful shade trees on low ground, while the hills rise in graceful cones near at hand. Among these hills are sweet and pleasant valleys and the brooks are as clear as crystal. The village is the seat of the Bishop of Antigonish. St. Ninian's Cathedral is a fine edifice, built of stone and erected at a great expense. It will seat 1,200 persons. St. Francois Xavier College is located near it, and has a large number of students from all parts of the Maritime Provinces. The college and church grounds are beautifully situated, and many of the private residences are remarkably tasteful in their appearance and their surroundings.

The community is largely composed of Highland Scotch and certain historic family names are so well represented that many of the prominent residents are known by their Christian names coupled with some distinguishing title, frequently one showing the line of descent. In this part of the country, as through Cape Breton, the Gaelic language is extensively spoken, and for the benefit of many of the older people sermons in that tongue are preached from time to time in the cathedral and other churches.

By all odds, the most attractive spot is at Lochaber Lake, on the road to Sherbrooke, thirteen miles from the village. This lake is about five miles long, and varies in width from a few hundred feet to nearly half a mile. The road runs along its bank for the entire distance, amid foliage of the most attractive character. The water is very deep and remarkably clear and pure, while the banks rise abruptly from it and have a very beautiful effect.

863.5	South River	Alt. 22.0	The Monastery of Our Lady of
868.3	Pomquet	" 27.0	Petit Clairvaux at Tracadie, which
870.6	Heatherton	" 76.0	was its proper title, was founded
872.9	Bayfield Road	" 132.0	in 1820. The members of the com-
874.4	Afton	" 131.0	munity are Cistercian Monks,
878.4	Tracadie	" 41.0	though commonly called Trappists
883.1	Linwood	" 132.0	from their obedience to the rule
887.2	Har. au Bouche	" 301.0	of La Trappe, the founder of the

Order. The monastery has been closed for a period, many of the monks being called to France, but is expected to reopen this summer.

Miles from
Montreal

896.8 **Mulgrave** Alt. 9.0 At Mulgrave the railway reaches the Strait of Canso. This is the great canal nature has placed between the ocean and the Gulf of St. Lawrence, by which not only is distance shortened, but the perils of the sea are, in many cases, reduced to a minimum. Fourteen miles or so in length, and about a mile in width, its strong currents assert its claim to be part of the great sea beyond, while the thousands of sails passing and repassing year after year tell of its importance to the trade of the whole Atlantic Coast. Mulgrave is an important shipping port, steamship lines running from here to Arichat, Canso and Guysboro, and to Port Hood, Inverness and Cheticamp. Fresh and cured fish from Canso is largely shipped via Mulgrave to Ontario and the West. Situated on the high land, some glorious views, both of the long stretch of water dotted with all kinds of craft and of the sloping hills of the island beyond, are to be had.

Cape Breton, Nova Scotia

Cape Breton is usually spoken of as an island, but it actually consists of a number of islands. Water, fresh and salt, has been distributed very liberally in this part of the world, and it is to this that Cape Breton owes much of its charm. The land, of course, does its share as a part of the beautiful picture. For the summer visitor the island has everything to be wished for, bold scenery and fine prospects, charming vale and river districts, beautiful woods, romantic gorges, sparkling water-falls, sunny skies, delightful



Near Antigonish

Miles from
Montreal

temperature and invigorating air. Nature has liberally endowed this section of the Dominion, for Cape Breton is very rich in minerals. The productive coal areas cover about two hundred and fifty square miles. Gypsum is found in many places, and evidences of petroleum have occurred. Deposits of gold and copper are known. Its fisheries are of great wealth.

Cape Breton has many smiling acres that await the settler, the raising of sheep offering special opportunities. The quality of the soil is equal to that of any other part of Nova Scotia. For the sportsman there is caribou hunting, salmon, tuna, sword fish and any amount of trout fishing.

Cape Breton has been so far removed from the bustle of the world in the past that there is a freshness about it that may be sought for in vain along the beaten highways of travel.

To cross the Strait of Canso it is not necessary to leave the train, for the cars are carried from Mulgrave to Point Tupper on a powerful car ferry, "The Scotia," specially designed to combat with winter conditions.

- 896.8 **Pt. Tupper** Alt. 9.0 From Pt. Tupper the line of the Inverness Railway runs past Port Hawkesbury, which has one of the largest and best equipped freezers and fish packing plants in Canada, to Inverness, one of the centres of coal mine operation. The Cape Breton Railway runs south to St. Peters. In the first part of the journey by the Canadian National Railways but little is seen of the people of the country. The country itself, however, begins to give glimpses of its beauty at such places as McKinnon Harbor and the various inlets of Denys River. Then comes the famed Bras d'Or.



Mulgrave and the Strait of Canso

Miles from
Montreal

901.2	Mine Road	Alt. 142.0	From Orangedale the village of
904.1	Macintyre Lake	" 133.0	Whycocomagh is reached by a
910.7	West Bay Road	" 214.0	delightful drive of seven miles
918.0	River Denys	" 72.0	around the shore of the basin
926.0	Orangedale	" 12.0	forming the termination of St.
930.9	Alba	" 15.0	Patrick's Channel, an arm of the
936.8	McKinnon Har.	" 9.0	Bras d'Or. This is one of the
942.2	Iona	" 12.0	beauty spots of Cape Breton.

From Iona is steamer connection with Baddeck, a delightful sail of twelve miles. Approaching Baddeck, "Beinn Bhreagh" is on the right, where is seen the beautiful estate of Dr. Alexander Graham Bell, the owner of which is known to the world as the inventor of the telephone. To the seeker of recreation amid quiet surroundings, Baddeck is ideal. In this vicinity are numerous sites for summer bungalows. The land can be purchased quite cheaply or leased at a reasonable rental. Sydney or Whycocomagh may be reached from Baddeck by steamer.

The Bras d'Or Lake

- 942.9 **Grand Narrows** Alt. 12.0 Two peninsulas nearly meet at the Grand Narrows, and thus almost separate the Great from the Little Bras d'Or. The two lakes are called the Bras d'Or Lakes, but because their waters communicate so that a passage from one to the other may easily be made through the Grand Narrows channel, the whole water system is now frequently called the Bras d'Or Lake. The surface area is 450 square miles.



Entrance to Baddeck Harbour—Bras d'Or Lake

Miles from
Montreal

The Bras d'Or Lake is really an inland sea, or, more correctly, an arm of the Atlantic Ocean. In the waters of the upper or smaller of the two lakes is the long and narrow island, Boularderie, some 28 miles long, and nearly three miles wide at its northern end, where it fronts on the Atlantic. East and west of it are channel or inlets from the ocean. That on the east, tide-swept and impassable for large boats, is the Little Bras d'Or or St. Andrews channel. The wider channel on the west side may be traversed by any vessel afloat, as it has a depth of from thirty to two hundred feet. Both channels lead south through the Grand Narrows into the larger of the two lakes, where at the southern end the narrow isthmus has been cut, and where a canal—St. Peters—with locks enables vessels to pass in and out.

It has been said of the Bras d'Or that it is the most beautiful salt water lake ever seen. The substance of Warner's comment is seen to be true by all who visit these shores. "The water runs into lovely bays and lagoons, having slender tongues of land and picturesque islands. It has all the pleasantness of a fresh water lake with all the advantages of a salt one." There is practically no tide, the comparatively narrow sea entrances acting to resist the flow of water out and in. The difference in level is usually less than a foot.

945.6	Christmas Island	Alt. 26.1	The railway follows the shore of
951.5	Shenacadie	" 14.0	the Lake for about thirty miles. At
960.2	Boisdale	" 12.0	every turn new features claim
965.9	Barrachois	" 21.0	wonder and admiration. Here a
971.4	George River	" 37.0	cluster of fairy isles, here some
973.6	Watson	" 11.0	meandering stream, and here some
976.7	Little Bras d'Or	" 21.0	narrow strait leading into a broad
978.3	Florence	" 35.0	and peaceful bay. High above

tower the mountains with their ancient forests, while at times bold cliffs crowned with verdure rise majestically towards the clouds, all combining to form a scene of rare beauty, surpassing the power of pen to adequately describe.

The Sydneys

980.9	Sydney Mines	Alt. 61.0	Under the term of "The Sydneys,"
983.5	North Sydney	" 41.0	Sydney, North Sydney and Sydney
998.7	Sydney	" 8.0	Mines are included. To understand

their location, one must know something of the vast harbour. Two miles wide at the mouth, it extends for four miles, and then divides in two arms which reach several miles further inland. Sydney Mines and North Sydney are on the north side of the main harbour. Sydney is situated on the more protected waters of the south arm. In the great harbour the combined navies of the world could easily find anchorage, and ample depth of water in any part of it.

Sydney Mines, population 7,500. The recent growth of the coal mining operations here is remarkable. In 1900 one colliery with an annual output of 240,000 tons was being worked, to-day five mines are producing in the vicinity of 900,000 tons, and the Nova Scotia Steel & Coal Company also operate a modern steel plant

Miles from
Montreal

equipped with all the necessary coke ovens, coal washers and engineering shops, with a blast furnace and open hearth steel capacity of about 100,000 tons per year. An electric car line connects it with North Sydney.

North Sydney, population 5,500. A shipping port, only three miles from the output of the collieries and steel works, has extensive docks with the most modern facilities for coal shipping and ore receiving, the latter equipment being necessary for the handling of immense quantities of ore received from the Nova Scotia Steel & Coal Company's areas in Conception Bay, Newfoundland. This development has given new life here and also to the sister town of Sydney Mines, making them one of the most important industrial centres of the Maritime Provinces. The residential part of the town is well built, and there are some fine old homes along the water front. There is ferry service between here and Sydney. From North Sydney steamers of the Reid-Newfoundland Railway depart daily for Port aux Basques, the sea voyage across Cabot Strait occupying only six hours, connecting there with trains for St. John's, Newfoundland.

Sydney, population 20,000, is the commercial centre of a district that is making rapid strides along the highway of industrial development. Here are located the blast furnaces and immense plant of the Dominion Iron & Steel Co., the whole works forming practically a town of itself. It is also the headquarters of its allied company, The Dominion Coal Company, operating 23 collieries at Glace Bay and New Waterford. The two make a big concern, owning collieries at Springhill, iron mines in Newfoundland, limestone quarries in Cape Breton, piers and pockets in all the important shipping ports on the Canadian Atlantic and St. Lawrence River, over 120 miles of railway and a line of steamships carrying millions of tons of coal and iron. The corporation also owns thousands of



The Steel Works—Sydney, N.S.

Miles from
Montreal

houses, runs its own general stores, has its own relief fund society and numerous up-to-date things that go to take care of a pay roll of sixteen thousand employees. Sydney has grown in a few years from a small town to a city of national importance. For the visitor on pleasure bent, it has countless attractions. The summer climate is delightful, and although the summer is apt to be tardy it has a pleasant habit of lingering in the lap of autumn. The splendid harbour furnishes every opportunity for yachting, motor boating, canoeing, boating and fishing. Near the city are many trout streams and a multitude of desirable places for a day's outing. The hotel accommodation is excellent. The links of the Lingan Country Club have an established reputation in the golfing world. Bowling green and tennis courts are an added attraction. Steamers from Sydney and North Sydney running to Baddeck, Whycomagh and other points on the Bras d'Or Lake make week-end excursions possible to those places. Steamers also go to St. Ann's Bay and Ingonish, Neils Harbour and Aspy Bay. These excursions are delightful in fine weather.

Mira Bay is reached via the Sydney & Louisbourg Railway, and is a delightful place for a day's outing. A steamer runs up the Mira River, a waterway of wonderful scenic beauty. On the way, the Railway passes several mining towns and villages, the largest and most important being Glace Bay (population 17,000), where there is a Marconi wireless station.

Louisbourg is the terminus of this line, and the quaint old town is visited every summer by hundreds of tourists. There still remain the grass-grown ruins of its former greatness, but the city as the French built it has vanished from the face of the earth. A monument erected by the Society of Colonial Wars commemorates


The Ingonish River

Miles from
Halifax

the first capture of Louisbourg by Pepperell's forces in 1745. Around the rock-bound shores the Atlantic surges sound the only requiem of the city made desolate. Some curious, old-time implements of war have been found around the site of old Louisbourg. A Marconi wireless station is now established there.

ALONG THE OCEAN SHORE

The line of the Halifax and Southwestern Railway, now a part of the Canadian National Railways, runs 252 miles from Halifax to Yarmouth, following the Southern shore of the Province and passing through a region of marvellous coast scenery. This is a country offering abundant opportunities to the summer tourist. There are broad, smooth beaches where the Atlantic surf invites the bather. There are inlets, rich in beauty, which make the boating alluring. Everywhere there is the best of deep sea fishing, while in the lakes and rivers, trout and salmon abound.

This section of the Railway serves many important towns, and makes easy of access many places where a delightful vacation can be spent. It is doubtful if any other part of Nova Scotia can offer more abundant attractions—and that is saying a great deal of a country where beauty is everywhere.

- 24.1 **French Village** Alt. 59.0 Leaving Halifax, good fishing can be found at French Village, the sea trout being especially plentiful in May and June. Very comfortable accommodation can be found here, and there are several reliable local guides. There is good hunting in the fall at Ingramport, and excellent trout fishing.
- 39.1 **Hubbard's** Alt. 68.3 Hubbard's is situated on the shores of St. Margarets Bay, a beautiful village spread over a circle of sloping hills, surrounding an almost land-locked cove. The shore line of the bay is dotted with picturesque little villages. Really good accommodation will be found at Hubbard's and it is a charming place of sojourn. There is fine fishing in nearby lakes and streams, and good hunting in the fall.
- 55.3 **Chester** Alt. 46.1 Chester is quite renowned as one of the most beautiful summer resorts in Nova Scotia, and the leading hotels are every summer well filled with guests. Many fine bungalows have been built here, and there is practically every form of enjoyment that summer pleasure seekers wish for. There is the finest bathing, and rare opportunities for yachting and motor boating. The Bay, twenty miles long and twelve miles wide, has numerous islands, all of which contribute to the picturesque variety of the surroundings, and many of which have some curious legendary associations with stirring events of a romantic age. Pine laden winds mingle with the soft sea air, and the clear water of the ocean breaks upon white sand beaches, free from surf or undertow. There is an abundance of fine fishing near at hand and excellent hunting may be enjoyed in the fall.

Miles from
Halifax

- 74.1 **Mahone** Alt. 84.9 The town snuggles at the head of the Bay, half hidden by the encircling hills, which are covered with shaggy pines, that mingle their murmurings with the rumble of the sea and charge the air with their perfume. There are many places of historic interest and a delightful visit may be made here. There is the best of boating, bathing and fishing.
- 76.8 **Lunenburg** Alt. 30.0 The centre of a great fishing industry—the "Gloucester of Nova Scotia." The town is situated on a peninsula and built on a series of gentle slopes. Lunenburg is quite modern and progressive, while yet retaining many traces of its old-world origin, and is an interesting place to visit. The hotel accommodation is good, and the tourist will find many mediums of enjoyment. There is good bathing, boating and fishing. Lunenburg is reached via Mahone Junction on the main line.
- 85.0 **Bridgewater** Alt. 10.9 Bridgewater, the "City of Pines," is situated on the picturesque La Have River. Bridgewater is a progressive town, with fine public buildings, good hotels, and has several large and important industries. The town and attractive surroundings make it a very pleasant place of sojourn. The roads are tempting highways to the back country where the river winds through forest glades, with grassy by-paths bordered by beds of plumed ferns. A favorite drive by carriage or motor is down one bank of the La Have to Preston Beach at its mouth, a distance of 20 miles, and back by the opposite shore.
- 107.6 **Medway** Alt. 24.6 Medway is a pleasant place to visit. There is a fine harbor dotted with numerous islands, and the boating is delightful. Tuna are sometimes caught in the harbor, and arrangements for this exciting fishing can easily be made. The deep sea fishing is fine in this part, and trout abound in the nearby lakes. There is good salmon fishing at times on the Medway River. Good boarding accommodation and reliable guides can be secured.
- 116.2 **Liverpool** Alt. 10.4 Liverpool is situated at the mouth of the River Mersey, and is one of the most enterprising and progressive towns in this section of Nova Scotia, having several very important industries. The little villages of Milton and Brooklyn are within pleasant walking distance. Excellent bathing beaches are also close by, and the yachtsman and canoeist have miles of open water for their chosen sport. There is an antique flavor about Liverpool. The place was first settled by pioneers of Pilgrim stock; in fact, there are more direct descendants of the Mayflower immigrants here, in proportion to the population, than even in Massachusetts itself. Old cannon, with choked muzzles pointing skyward, stand as posts at the street corners—grim reminders of more strenuous days—while an old fort adds historic interest to Fort Point.
- The Mersey River drains a lake system of over fifty square miles, including the famous Rossignol section, which is perhaps the best for fishing in the province. From Indian Gardens, twenty-four
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Miles from
Halifax

miles from the station and eighteen miles up the river, are paddle ways where moose, bear, partridge and rabbits abound, the best hunting grounds being in the neighborhood of the Gardens, Broad River and Ten Mile Lake. There is fishing for speckled trout and grilse in the Mersey River, as also for sea trout and salmon in the Medway.

- 128.6 **Port Mouton** Alt. 59.9 The visitor here will find good trout fishing at Mitchell's Brook and Minnow Lake. This is a good section for hunting.

- 151.5 **Lockeport** Alt. 19.6 Lockeport is on an island which is joined to the mainland at its nearest point by a substantial iron bridge. To the left, the bay runs inland for several miles. To the right a low shielding promontory noses defiantly out to sea. A convenient mode of access from the station to the town is by ferry—about three and a half miles. The harbor is notably safe and free from squalls, thus affording splendid opportunities for yachting. The bathing beach, a glistening crescent of hard white sand, extending for a mile or more, is the general playground and fashionable promenade of the town. Here even small children splash and paddle around in perfect safety, as there is no dangerous undertow or surf.

The town itself is in a composite setting of murmuring forest and rumbling sea; pine crowned islands and half-hidden coves; beaches and wave-bitten shore; surf-lashed promontories and sheltered bays. All these features are uncovered by a first glimpse from the brow of a hill on the road to the station. Outside the land-locked harbor, the Atlantic thunders on the rocky barriers which make the inner waters safe. Gull Rock, Western Head, the Emulous Breakers, and the Ram, are all gaunt headstones marking the tragedies of the sea. In the immediate vicinity are a number of pretty country places, among them Brighton, Osborne, Allendale and Bay Head, all within five miles of Lockeport.

There is fine moose and bear hunting around the Jordan River, Sable River, and Canaan Hill. Trout and salmon may be caught in the above streams—June and August being the best months.

- 166.7 **Shelburne** Alt. 71.4 Shelburne is a progressive town, and one with a history dating back to the days when the land was Acadia. Loyalist families from New York settled there in 1783, and there are many associations of a stirring and romantic past. The town of to-day has good business institutions and several important industries.

Shelburne has a fine harbor, ten miles long and three miles in width, with ample depth of water to float the largest vessels. The opportunities for yachting, boating and bathing are therefore unsurpassed and there are many points easily reached for pleasant excursions. There is no lack of good fishing. There is salmon fishing in the Clyde River and good trout fishing in the Roseway and Jordan Rivers. There are also fine opportunities for deep sea fishing. The hunting is good in the Fall. The hotel accommodation is excellent.

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Halifax

- 191.7 **Port Clyde** Alt. 21.7 Port Clyde is 191 miles from Halifax, and is a good centre for sportsmen, the fishing being especially good.
- 198.9 **Barrington** Alt. 10.9 Barrington, population 1,800, is
202.3 **Barrington Passage** " 10.3 an interesting seaport where there is plenty to interest the summer visitor. Three miles from Barrington is Barrington Passage, from whence Clark's Harbor is reached by ferry.
- Clark's Harbor has a population of 1,500 and is a busy fishing and fish packing centre. There is excellent fishing of all kinds in this vicinity and the moose hunting is good in the Autumn.
- 217.5 **East Pubnico** Alt. 14.0 Pubnico is one of the oldest Acadian
224.4 **Pubnico** " 10.0 settlements in Canada, having been founded in 1650 by D'Entremont.
- 228.0 **Lower Argyle** Alt. 66.0 These villages are in the centre of a
233.4 **Central Argyle** " 40.0 fine fishing and hunting country. They were founded by Scottish settlers early in the last century, and the surroundings no doubt reminded them of the rugged grandeur of the land of their birth. There is good fishing here in the summer and moose are plentiful in the nearby forests.
- 234.8 **Belleville** Alt. 53.0 Belleville is quite a good place for sportsmen, as there is good hunting and excellent fishing.
- 241.7 **Tusket** Alt. 54.0 Tusket is a favorite place of excursion for summer vacationists sojourning at Yarmouth. It is an ideal place from whence to start canoe trips, the choice of canoe routes being quite numerous and all being attractive. The fishing is fine in this vicinity.
- 252.4 **Yarmouth** Alt. 12.0 Yarmouth, population 6,000, is the South-western terminus of the line, and is one of the oldest and most picturesque of Maritime Province seaports. Within easy distance from Boston by steamer, Yarmouth is annually visited by many American tourists, who delight in these trips to the various places along the ocean shore.
- Yarmouth is a place of handsome residences and fine public buildings. There are several important industries. In the days of wooden ships Yarmouth was famous, and many of the fine houses with well-kept lawns and gardens enclosed by hawthorn hedges, are emblems of the riches that were gained in the days when Yarmouth built clippers sailed to and from all ports of the world. Yarmouth was one of the first towns in Canada to have an electric street railway and there is a general appearance of up-to-dateness. The hotel accommodation is excellent—the leading hostelry being one of the finest in the Maritime Provinces.
- The golf links occupy an elevated ridge overlooking the harbor and afford one of the finest views to be had in the province. Bay View Park adds interest to a pleasant sail across the bay. The drive to Milton Highlands, north of Yarmouth, matches the scenic beauties

of Scotland; the roads which wind around mist-capped hills and the silver chain of lakes having a true Gaelic quality. The inland road to Port Maitland, twelve miles from Yarmouth, lies through the little villages of Hebron, Wellington, Hartford and Lake Darling, all suitable retreats for a quiet vacation. Chebogue is an ideal resort where fine surf bathing and deep-sea fishing can be enjoyed.

Yarmouth was visited by Norsemen five centuries before Columbus discovered America. Near the town are two historical stones bearing Runic records of the visitors who came to the peninsula by way of Iceland and Greenland. In 1604 Champlain came to this part of the world and the first settlers of Yarmouth County were French, who shared the fate of their Acadian compatriots in the general expulsion of 1755. In 1761 there arrived from Cape Cod the first English settlers—a company of Puritans, including such characteristic names as Seale Landers, Waitstill Lewis, Moses Perry, Consider Fuller, and other Mayflower Pilgrims.

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MUSKOKA

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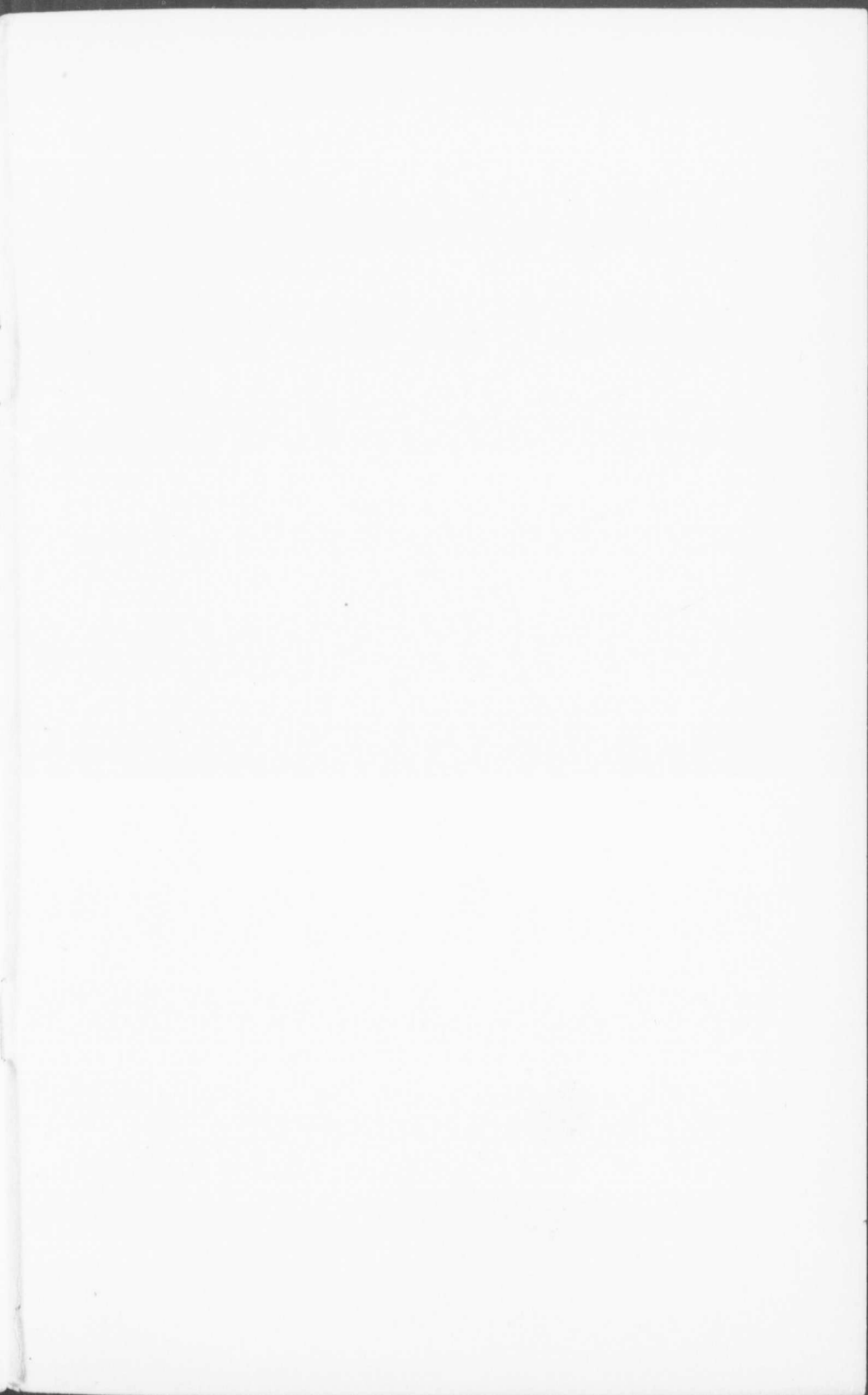
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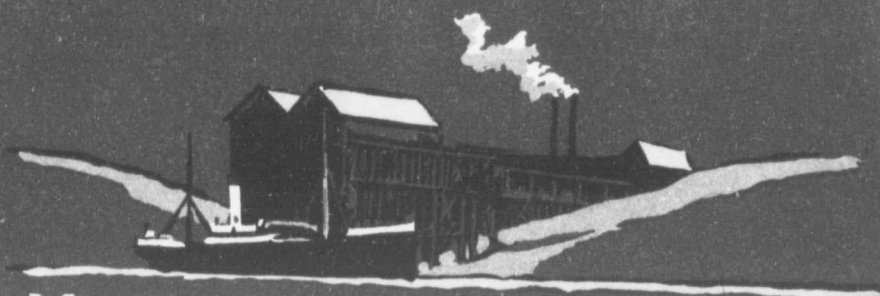
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