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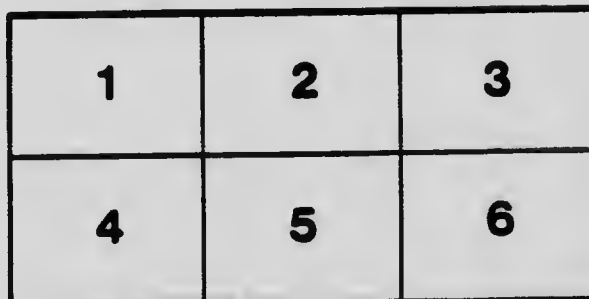
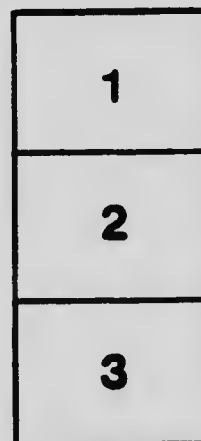
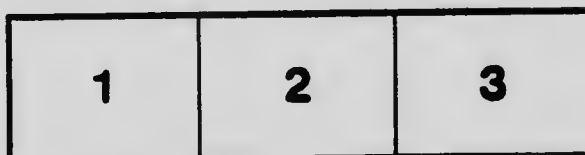
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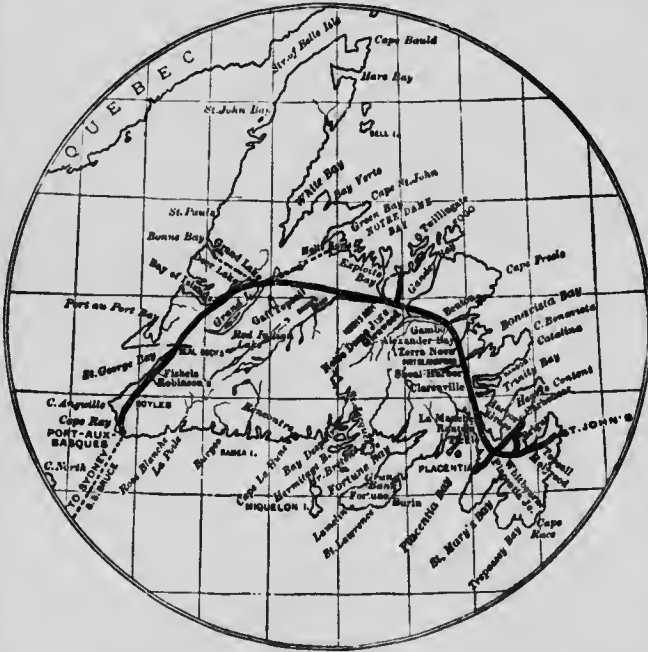
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JUNE 1, 1902

REID / 10
NEWFOUNDLAND
COMPANY
RAILWAY and STEAMSHIP SYSTEMS



W. D. REID,

VICE-PRESIDENT.

H. A. MORINE,

GENL. PASSENGER AGENT.

HEAD OFFICE:

ST. JOHN'S, NEWFOUNDLAND

REID-NEWFOUNDLAND COMPANY

Miles Operated (Rail).....	638
S. S. Bruce Sea Trip, 6 hours.....	93
Port-Aux-Basques, Placentia and St. John's Steamer ..	539
Placentia Bay Steamer	212
Trinity Bay Steamer.....	207
Convieta Bay Steamer.....	122
Notre Dame Bay Steamer.....	258
St. John's and Labrador Summer Service	1050
St. John's and Halifax Winter Service.....	520
Bay of Islands and Battle Harbour Steamer	318
Total Miles	3957

USEFUL INFORMATION.

TICKET OFFICES—Passengers are requested to procure tickets at ticket offices and in ample time to enable the proper checking of baggage. When tickets are procured on train the Conductor will collect ten (10) cents additional to regular fare.

TICKETS, DIRECTION HONORED—Tickets of all classes are good for passage only in the direction printed.

ROUND TRIP TICKETS—Round trip through tickets can be obtained at reduced fares; they are good only for time specified are not transferable nor good for stop-over at any intermediate station, unless specially stamped "Good to stop off."

CHILDREN—Children not exceeding four years of age, accompanied by their parents or friends will be carried free. Children over five and under twelve will be carried at half fare.

STOP-OVER will be allowed in exchange on such tickets as entitle holders to stop-over.

LOST TICKETS—Proper care should be taken so as to guard against the loss of a ticket, as Railways are not responsible for lost tickets; also, care should be taken of baggage checks, making a memorandum of check numbers for use in case of loss.

PERSONAL BAGGAGE—Consisting of wearing apparel only, and not exceeding 150 lbs. weight, will be checked free on each whole fare ticket, and 75 lbs. free on each half fare ticket. Baggage in excess of free allowance will be charged for, and passengers paying excess charges will receive an excess baggage ticket which must be delivered to Agent with baggage check when baggage is claimed.

CAUTION—It is unlawful to carry dangerous articles, such as gunpowder, matches, etc., in baggage.

CUSTOMS—When baggage is examined at Canadian and Newfoundland points, passengers are required to attend to this personally, otherwise baggage will be held by the Customs.

TIME OF TRAINS—It is not guaranteed that the starting time or the arriving time of trains shall be as published herein, neither will this Railway be liable for loss or damage arising from delays or detentions, nor will this railway assume any responsibility beyond its own line.

REFERENCE MARKS—*, †, §, ¶, ‡, herein mean as follows:

*—Trains stop only when signalled or when there are passengers to set down, and under the conditions named herein.

—Run through to destination on Sunday.

†—Daily, except Sunday.

§—Daily.

¶—Daily, except Monday.

‡—Daily, except Saturday.

DISPUTES—Conductors and Agents are governed by rules which they are not authorized to change, therefore, in the event of any disagreement about tickets, privileges allowed, etc., passengers should pay Conductor's or Agent's claim, obtain receipt and refer the matter to the General Passenger Agent for his decision.

SEAT SPACE—A passenger is entitled only to seat space in car sufficient for one person, baggage and parcels that cannot be placed under car seat or in the passenger's portion of the parcel rack must not be taken into the car. Baggage which cannot be stowed away as above mentioned should be delivered at the baggage room. If found in the car it will be removed.

Obstruction of the Car Aisles Will Not Be Permitted.

REID-NEWFOUNDLAND COMPANY

S. S. BRUCE

BETWEEN NORTH SYDNEY AND PORT-AUX-BASQUES



S. S. Bruce

DESCRIPTION OF "BRUCE"

The "Bruce" is at once the fastest and finest of all ocean and coast steamers sailing between Newfoundland and Canada, with a speed of sixteen knots; and is thus one of the fastest boats on this side of the Atlantic. She is a dream of beauty, with the lines of a yacht, and her appointments are as perfect as taste and science can suggest.

Dining saloon, smoking room, staterooms and all her other apartments make her the first among her class.

The "Bruce" was built to the order of R. G. Reid, and especially for this trade. Fitted throughout with electricity.

HEATING AND VENTILATION

The steam heating apparatus has been arranged throughout with an eye to extremes of temperature, and the comforts of the passengers have been made the first consideration. Special care has been taken to warm thoroughly all the saloons and staterooms that may in the winter be exposed to an abnormal outside temperature.

Travelling by the "Bruce" in winter will be only housing one's self for the time in a first class hotel.



Saloon of S. S. Bruce

REID-NEWFOUNDLAND COMPANY

SCENERY.

Newfoundland has been well named the "Norway of the New World." In many points it strikingly resembles that country, to which tourists now flock from all lands. Its deep fiords, which indent the shores everywhere, guarded by lofty cliffs, whose forms are reflected in the clear, bright waters of the bays, have a remarkable resemblance to those of Norway, and are often not less magnificent in their scenery.

Many of these great watery ravines, running inland for eighty or ninety miles, and exhibiting a wonderful variety of scenes along the great arms which they project in all directions; and in the islands which stud their bosoms, are on a much grander scale than the famous Norwegian fiords. The two great bays of Trinity and Placentia, which almost cut the island in two, have no parallel in respect to size among the fiords of Norway. Then, in their short but beautiful summers, their bright skies, their exhilarating atmosphere, their popula-



St. John's, Newfoundland, showing Entrance to Harbour

tion of fishermen, so abundant in insular peculiarities and primitive characteristics, hidden away in nooks remote from all the outer world, quaint in manners, gracious to strangers—the two countries resemble each other very strikingly.

NEWFOUNDLAND AS A HEALTH RESORT.

To the millions of the United States and Canada, Newfoundland is what Norway and the Highlands of Scotland now are to the European nations.

In this sea-girt isle, Americans will find a welcome escape from the burning heat of their summers; scenery novel and attractive, and a bracing, exhilarating, that imparts new vigor to the frame, and sends back the smoke-dried denizens of the great cities with the tide of health coursing through their veins, and life made incomparably better worth living.

There is something peculiarly balmy, soothing, and yet invigorating, in the summer breezes, whether on land or sea, cooling the fevered brain and smoothing the wrinkled brow of care. To escape from the sweltering summer heats of New York, Boston or Chicago, and breathe the pure air of Terra Nova; to climb its rocky heights, or wander over its plains or

REID-NEWFOUNDLAND COMPANY

"barrens," bright with wild flowers; to ply the angler's rod or "bend the oar" in the clear water of its countless lakes; or to explore one of the great fiords which stretch their arms far inland, amid the wildest and grandest scenery—all this is like passing into a new and better state of existence and enjoying for a time a purer and better life. Additional descriptions of Labrador and the scenery of the various bays are to be found in this folder, and the reader can profit thereby.



Canoe On the Humber

Newfoundland Express Company

Operating on all lines of the "REID-NEWFOUNDLAND COMPANY" RAILWAY AND STEAMSHIP SYSTEMS, connecting with responsible Express Companies at Halifax and North Sydney, Nova Scotia, for all principal points in Canada, United States and Europe.

Possessing the best facilities for transporting merchandise, money, bonds and valuables with security and dispatch.

Collect drafts, bills (with goods C.O.D.), notes, coupons and other paper, deposit money in bank, and execute any important commissions CAREFULLY, PROMPTLY, AND AT REASONABLE RATES.

Issue Money Orders, payable in Newfoundland, Canada, United States and Europe. The best and cheapest medium for sending money by mail to any place in the world. The ONLY SYSTEM furnishing purchasers a RECEIPT giving absolute security in case orders are lost or destroyed.

H. B. CURTIS,

General Superintendent.

HEAD OFFICE, ST. JOHN'S, N.F.L.

REID-NEWFOUNDLAND COMPANY

SALMON FISHING.

This is for the eye of the angler, who wants the finest angling on this side of the globe. He should not heed the invitations to catch the carp on the Gulf Coasts, nor wish for a



A Morning Catch

fight with the tuna at Santa Catalina island. The really royal fish is the salmon.

Assuming that the angler wants the finest sport, we tell him not to lease any angling waters, nor pay any rod or other fees. The men who belong to fishing clubs that lease privileges on the Restigouche and Cascapedia rivers pay heavily. Those streams are very beautiful, and the accommodations are perfect. But the salmon fishing is not even second-class. All inland waters are free to the world's anglers in Newfoundland. He should go by the way of North Sydney, and the steamer "Bruce" to Port-aux-Basques, Newfoundland. He will leave Port-aux-Basques at 7 a.m., and find himself in a wonderful country, riding in a train that has model Sleeping, Dining and Parlor Cars. No better breakfast can be obtained on any Dining Car than the angler can get in the Diner on the Reid-Newfoundland Company's system. The trains run nearly five hundred miles through almost unbroken wilderness.

In about an hour, the angler will be looking at a river that lies on the left of the train—a river the very sight of which will



Log Cabin, Spruce Brook

REID-NEWFOUNDLAND COMPANY

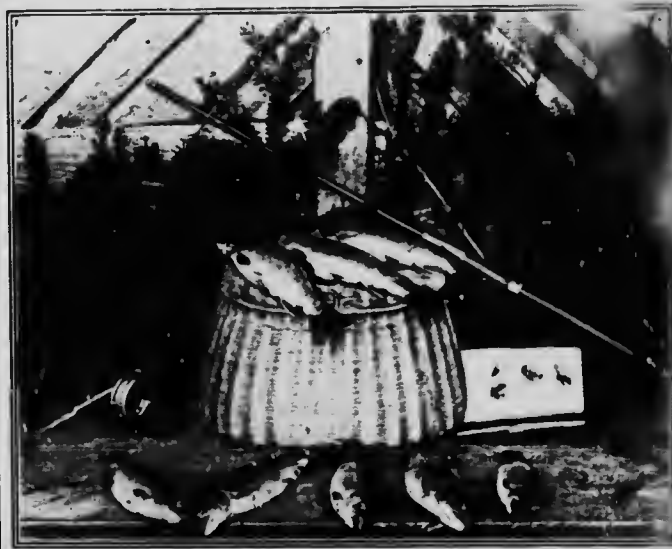
make him eager to cast a line there. It is the Codroy—full of pools, that in turn are full of salmon and grilse. That is merely the entrance to that paradise of sportsmen. He can stop at



Trouting on the Codroy

Robinson's or Fischell's station, and, by a walk of a few miles with a guide over the moss, he can get to Fischell's station where he will find salmon in hundreds.

Running down Harry's Brook, you will, in late July or early July, get the finest salmon fishing. Fish of twenty pounds are common; grilse are numerous. You will find years ago fishing brook trout weighing from two to three pounds, and a fast



A Sample Lot

REID-NEWFOUNDLAND COMPANY

elsewhere, you want at least a four-pound grilse, and are after big salmon. On the 19th of last August one American sportsman took eight salmon in Harry's Brook, without a guide, that weighed 123 pounds. In two hours he took nine grilse on a trout rod the day before, and they weighed about four pounds each, in addition to about a dozen trout. The sportsman will see that Harry's Brook is unique, full of finest salmon and grilse, to be taken in abundance by all anglers from June 20th to July 20th. Yet it has a railroad along its entire length, close to the bank nearly all the way.

Two miles east from the head of Harry's Brook, and two hundred feet from the railroad, stands the Log Cabin, on Spruce Brook, St. George's Pond—an ideal lodge in a sporting wilderness, twenty-five miles from any house, and providing sportsmen with a wonderful resort.

Again the whirl of the railroad car wheels. Twenty miles east from the cabin, on the left, is a small stream from which, in one pool, we saw from the cars, probably twenty trout weighing two pounds each. Five miles further and we reach the straggling village of Bay of Islands, at whose upper end the Humber River flows into the Humber Arm of Bay of Islands. The Humber is the largest river on the island. Even at the Grand Falls, a few miles up, the salmon fishing is superb. The Upper Humber affords even better salmon fishing than Harry's Brook, and all free.

Then, for nearly two hundred miles eastward on the railroad there are numerous streams that, a short distance from the track, have never wet a line. If the sportsman wants a cheap outing, with finest fishing, he will stop at Terra Nova Station, live at the little hotel there, and use the boat, all of which can be obtained for \$4.00 per week. The angler can have the choice of a dozen pools and the whole of the lakes to the west, and it will be a poor day when he cannot tire of fishing in an hour. Fifty grilse and ten salmon will be a good day's work if he is greedy and selfish enough to catch them.

It is somewhat absurd to describe trout fishing in Newfoundland. It is like describing coals at Newcastle. At Gaff Topsail, Exploits, Kitty's Brook, and Gambo these fish can be caught right off the railway bridges. There are two very fine trout streams at the head of Grand Lake, and the salmon angling there is also superb, fish of twenty pounds being common.



A Good Shot

REID-NEWFOUNDLAND COMPANY

SHOOTING IN NEWFOUNDLAND

The New Eidorado of Sport and Summer Pleasures.

Newfoundland strongly appeals to the sportsman, whether he be devoted to the rod or the gun, and to a lover of the beauties of Nature a day's outing in this rugged land is ample reward in itself, apart from the satisfactory bag or basket, as the case may be, which is certain to be secured.

The country is wonderfully rich in all kinds of game birds and animals. But it is as a deer country that Newfoundland excels. The noble caribou roam over its uninhabited interior in countless herds. They are so numerous that the most indifferent sportsman, if well guided, need not return home without skins and antlers secured by his own hand.

These splendid animals weigh anything from five hundred to seven hundred pounds, gross weight. Their antlers are larger and finer than those found on the caribou in either Maine or Canada. A good stag should carry from twenty-five to forty points on his own antlers, and many of the brow antlers are interlocked, like hands clasped in prayer. When in season, the venison is of the finest and fattest. A most palatable dish, especially so when the appetite has been whetted by the cool, bracing air.

Newfoundland is par excellence the country for sport at all seasons of the year. Of large game, there are bears, wolves and caribou in abundance; of fur-bearing animals, the fox, otter, marten and weaver; and of other game, migratory and indigenous, the hare, rabbit, ptarmigan, Canada grouse, hant' grouse, many varieties of the duck, woodcock and plover.

Of really big game, the caribou stands supreme; next in sport undoubtedly comes the willow grouse, a fine plump bird, far surpassing in size the American partridge. For those who go up country for the purpose of deer-stalking, it forms a very pleasant and profitable second string.

There are also the black duck, the wild goose and the snipe; but, in this issue, we are dealing with the caribou, and we give the following information for the lovers of sport, written by one who has travelled over the whole country:—

Caribou are strange animals, and, unlike moose or deer, have no settled habitat, so that when disturbed by the scent of man they will run great distances, never to return. It is true that, like antelope, they will stop time and again to look at the strange intruders who hunt them, but this is only the case where no scent has been caught.

Like a bull moose answering the call, they will attempt to circle for the wind, but let them once get the scent for which Nature has especially adapted them, and away they go, never hesitating or halting in their wild flight.

One sportsman, writing of his trip to Newfoundland, says:— "Upon reaching the summit of the ridge, the crest, as it were, of the last wave of rocks which, ever ascending, rolled up towards the sky-line, we stood spellbound by the scene. The hunter of to-day, owing to the ever-decreasing amount of game, is not accustomed to the sight of wild animals assembling together in great numbers, unless it be some particularly hardy and adventurous one, who, reaching the Arctic shores of North America, is privileged to witness la foule the great migration of the barren grounds caribou; hence it was that, as I sat upon the ridge and saw here and there caribou, singly, in pairs, in bunches of four, six and even ten, feeding serenely, it seemed uncanny—more like a dream than reality. The ground sank away gently from where we stood to a long narrow pond fringed with marsh, and then, by smooth incline of rocky, open country, interspersed here and there by clumps of stunted spruce or fir, rose to the long, even summit on the sky-line some three

REID-NEWFOUNDLAND COMPANY

miles distant. There were seven full-grown stags in sight, while further away, by means of the glass, moving specks in all directions proclaimed the presence of more caribou.

As before mentioned, the wind was adverse, hence it was that as we stood upon that wonderful spot, a few animals, getting our scent, took alarm and ran away, though without alarming the remainder. We studied every group, deciding finally to stalk one bunch consisting of two stags and five does. One of the stags was a large white fellow of the true Newfoundland variety, while the other was brown, resembling the continental woodland variety of caribou, from which the Newfoundland is a distinct variation. The difference is easily perceived, requiring little experience to distinguish it. The general color of the Newfoundland variety is lighter, and the horns more massive and palmated, to be accounted for, perhaps, by the fact that the country is far more open than the Eastern parts of Canada and the Lower Provinces. The herds, however, are comparatively undisturbed, and the moss grows in the greatest profusion. Seeing the varie-



Caribou Crossing Lake

ties side by side, one can readily believe what the Indians have long maintained, that the woodland caribou of the continent frequently cross the Straits of Belle Isle in particularly cold winters, seeking food and shelter on the more favored ground of Newfoundland.

Copy of Game Laws, Names of Registered Guides and all other information regarding Newfoundland sent on application to the General Passenger Agent.

REID-NEWFOUNDLAND COMPANY

LABRADOR.

The Reid-Newfoundland Company's steamer leaves St. John's every alternate Thursday, commencing about June 12th, and continuing until the last Thursday in October (the exact



Eskimos, found at Nain, Labrador

dates of sailing can be obtained by telegraphing H. A. Morine, General Passenger Agent of the Reid-Newfoundland Co.) for the trip to farthest Labrador.

Nothing in America can compare with Labrador. Its coast line for three summer months is the home of 30,000 Newfoundlanders. The rugged coast is broken by numerous bays, every one of them the chosen home of a group of fisher-folk



Iceberg, Labrador

REID-NEWFOUNDLAND COMPANY

The coast is about 950 miles long, and the steamer makes about 70 stops going northward and returning, so no complaints can be made of variety. All these harbours present some distinct features; the variations of scenery are remarkable, and back from them is the choicest hunting and fishing, undisturbed by fear of game laws. The presence of the Indians from the interior, and the Eskimos from the North, will all provide subjects of interest for the tourist or sightseer. If more adventurous, the visitor can land at Rigolet, the Hudson Bay Co.'s post in Hamilton Inlet, and step into the land of romance at once. At its head is Grand River, following up which for many miles the famous Grand Falls of Labrador are reached. They exceed Niagara, being 310 feet high and running through a canon 25 miles long, with cliffs 500 feet high. They make a sublime spectacle; the river, after forming a steep rapid of 200 feet, leaping from a rocky platform sheer into the pool below, whence an immense column of mist rises to a great height, forming a beautiful rainbow. The roar of the water can be heard twenty miles away.

Passing north, the tourist is amazed at the thousands of islands clustered along the shore at the deep inlets, with their wealth of striking scenery, and at the innumerable quaint fea-



Indian Harbour, Labrador

tures which serve to make every step an increasing pleasure. In the far north are the Moravian settlements—Hopedale, Nain, Okak, Ramah, and the Eskimos of the region have been Christianized by the zealous German missionaries, who spend their lives there. Here the traveller may gaze upon the midnight sun in all its splendour, without the fatigue or expense incident to a trip to the North Cape for the purpose, and, if time permits, may remain over for a trip, enjoying the hospitality of the missionaries, and reveling in the sport so abundant in that region. The Eskimos also form an interesting study, and a liberal supply of camera plates can be used to advantage.

The return trip to Battle Harbour forms a repetition of the northward run, and from there one can proceed down the West Coast to Bay of Islands in the connecting steamer, or continue on to St. John's.

The whole trip occupies about twelve days.

(Rev. R. A. Armstrong, of Liverpool, England.)

"After a highly interesting week at St. John's, I took a 1,500-mile trip up the East Coast of Newfoundland and all along that portion of the Labradorian fringe which is under Newfoundland jurisdiction. I can warmly recommend this excursion to seekers of summer holiday, especially to those who are what I am not—votaries of the rod and gun.

REID-NEWFOUNDLAND COMPANY

"The summer tourist here finds himself in a climate full of sunshine, with glorious starry nights and a breeze delicious in its freshness and its coolness tempering the July heat. The Arctic current brings down in stately procession the mighty icebergs. They hang out no lights, they sound no fog-horn, they respect no international "rule of the road," hut, stranded in the shallows about the bays and promontories of the island, and glinting in the sunshine, they are objects of exquisite beauty. Now right-lined and vertical as a castle or an abbey, now swelling with gentle curve and sweep of outline, with the water streaming from them in many a miniature cascade, while their own little bays and pools are of that rare, bright green so ravishing in the rivers of Norway, silver and golden themselves in the blazing light, to fascinate and enchant the beholder and add immeasurably to the beauty of rock and coast line."

AN AMERICAN TOURIST'S VIEW.

"Imagine an entire side of Broadway piled up solidly, one, two, three hundred feet in height, often more, and exposed to the charge of the great Atlantic rollers, rushing into the churches, halls and spacious buildings, thundering through the doorways, dashing in the windows, sweeping up the lofty fronts, twisting the very cornices with silvery spray, falling back in bright green scrolls and cascades of silvery foam; and yet all this imagined can never reach the sentiment of these precipices. This is the rosy time of Labrador (July). The blue interior hills and the stony vales that wind up among them from the sea have a summer-like and pleasant air.

"I prophesy the time is coming when the invalid and tourist from the United States will be found spending the brief, but lovely summer here, notwithstanding its ruggedness."

ROUND TRIP, \$60.00.

Round trip tickets, from North Sydney to all points on the Labrador, with option to "stop-off" at any point on the Labrador, and returning via steamer from Battle Harbour to Bay of Islands, thence rail and S. S. Bruce to North Sydney.

CONNECTIONS

The Reid-Newfoundland Company's Steamer Bruce connects at North Sydney every Tuesday, Thursday and Saturday with Intercolonial Railway Express trains for all points. Steamer leaves North Sydney, returning to Newfoundland on arrival of intercolonial Express same evenings.

The Canadian Pacific, Grand Trunk, New York, New Haven & Hartford, New York Central, Pennsylvania, D. & H., Boston & Maine, Maine Central, and Dominion Atlantic Railways, the Canada & Plant, International and Yarmouth S. S. Companies; and all other Canadian and American Railway and S. S. Companies and Tourists' Agents are at all times pleased to furnish Travellers and Tourists with information regarding Newfoundland and the Reid-Newfoundland Company Systems.

Through tickets to all points are issued by all Railway, Tourist and Steamship ticket agents.

ROUND TRIP.

To enable tourists to see Newfoundland and Labrador, and to enjoy the facilities offered by the Reid-Newfoundland Company, round trip tickets covering the Railway and the eight steamers in the Bay and Labrador Service, including meals and berth on the Labrador steamer, will be issued for \$100.00. It will take about forty days to complete the trip, and offers to tourists unrivalled summer vacation.

REID-NEWFOUNDLAND COMPANY

ST. JOHN'S, PORT-AUX-BASQUES AND NORTH SYDNEY

GOING WEST		ST. JOHN'S SECTION		GOING EAST	
HEAD TOWN				HEAD UP	
No. 1 Express Daily	No. 7 Accom. Daily except Sunday	STATIONS	Miles	No. 8 Accom. Daily except Sunday	No. 2 Express Daily
1ST CLASS	2ND CLASS			2ND CLASS	1ST CLASS
5:00 pm	8:30 am	St. John's	0	9:30 pm	11:00 am
	8:56 "	*Black Marsh	1		
		*Dunstons	2	9:09 "	
		*Ann's	3		
5:25 "	9:00 "	Western Junc.	8 1/2	9:04 "	10:55 "
	9:07 "	Irving	10	9:00 "	
5:43 "	9:27 "	Topshill	15	8:45 "	10:17 "
	9:39 "	Munich	18	8:52 "	
		*Fox Trap	21		
6:05 "	9:55 "	Kelligrews	22 1/2	8:20 "	9:55 "
	10:11 "	*Soul Cove	23 1/2	8:10 "	
	10:18 "	*Duff's	29	8:05 "	
		*Helen's	32		
6:38 "	10:30 "	Holyrood	35	7:45 "	9:25 "
	10:48 "	Woodford	36	7:36 "	
6:38 "	10:50 "	Avondale	39	7:28 "	9:07 "
		Ar. Brigus Junc.	44	7:15 "	8:54 "
7:15 "	11:30 am	*Maher's	47	6:50 "	
		*Hodgewater	52		
7:50 pm	12:10 pm	Ar. Whitbourne	57	6:15 pm	8:15 am

No. 7 Accom. Daily except Sunday	No. 5 Express Sunday	Mixed Monday	STATIONS	Miles	No. 3 Mixed Sunday	No. 2 Express Monday	No. 8 Accom. Daily
2ND CLASS	1ST CLASS	2ND CLASS			2ND CLASS	1ST CLASS	2ND CLASS
12:40 pm	8:00 pm	8:15 pm	Whitbourne	57	7:15 am	8:00 am	5:20 pm
1:00 pm	8:20 "	8:45 "	Placentia Junc.	64	7:22 "	7:40 "	5:00 pm
	8:49 "	9:18 "	*Lodge Harbour	73	6:47 "	7:15 "	
	9:22 "	10:03 "	*Tickle Harbour	82	6:09 "	6:55 "	
	9:45 "	10:31 "	*Rancho	90	5:36 "	6:26 "	
	9:55 "	10:43 "	*La Manche	92	5:23 "	6:10 "	
	10:21 "	11:05 "	*Arnold's Cove	101	4:50 "	5:42 "	
	10:36 "	11:55 pm	*Comely's Hamlet	105	4:32 "	5:20 "	
			*4 acres of Hamlet	112			
			*Bonson's Mill	114			
	11:17 pm	12:35 am	*Northern Bight	118	3:41 "	4:51 "	
			*Tunnel	121			
			*65th Mile	126			
			*Steward's Mill	129			
12:05 am	1:17 am	Ar. Clarenville	132	2:31 am	1:07 am		

CLARENVILLE SECTION

No. 1 Express Monday	No. 5 Mixed Tuesday	STATIONS	Miles	No. 6 Mixed Thursday	No. 2 Express Friday
1ST CLASS	2ND CLASS			2ND CLASS	1ST CLASS
12:15 pm	1:27 am	Clarenville	132	2:11 am	3:37 am
12:25 "	1:57 "	*Shoal Harbour	135	2:35 "	3:47 "
		*Trick's Mill	142		
12:55 "	2:05 "	*Thorburn Laks	145	1:47 "	3:17 "
		*Pitby's Mill	146		
1:20 "	2:30 "	Port Blandford	153	1:20 "	2:50 "
2:05 "	3:38 "	Terra Nova "Y"	167	12:33 am	2:05 "
		*Mackerels	178		
2:55 "	4:36 "	Alexander Bay	183	1:57 pm	1:17 "
		*Water Shute	185		
		*Grants	188		
3:25 "	5:08 "	Beiton	192	11:01 "	12:25 "
4:05 "	5:55 "	*Cobb's Camp	206	10:14 "	12:13 am
		Glenwood	232	8:42 "	11:00 pm
5:22 "	7:34 "	Notre Dame Junc.	245	7:51 "	10:20 "
6:05 "	8:12 "	*North Arm	256	7:03 "	9:55 "
6:35 "	8:56 "	Ar. Bishop's Falls	258	6:15 pm	9:20 pm

BISHOP'S FALLS SECTION

No. 1 Express Daily	No. 5 Accom. Daily except Sunday	STATIONS	Miles	No. 6 Accom. Daily except Sunday	No. 2 Express Daily
1ST CLASS	2ND CLASS			2ND CLASS	1ST CLASS
7:15 am	9:45 am	Bishop's Falls	258	6:55 pm	9:10 pm
7:50 "	10:25 "	*Rushy Point	260	5:54 "	8:55 "
8:55 "	11:33 am	*Badger Brook	266	4:55 "	7:45 "
9:30 "	12:13 pm	Millertown Junc.	315	4:00 "	6:55 "
9:40 "	12:31 "	*St. Patrick's Brook	317	3:45 "	6:40 "
10:10 "	12:54 "	*West Brook	324	3:20 "	6:20 "
10:10 "	1:05 "	*Garry	327	3:07 "	6:10 "
10:35 "	1:26 "	*Quill Topshill	335	2:57 "	5:45 "
		*Kitty's Brook	345	2:00 "	5:15 "
11:15 am	2:15 "	*Howley	359	1:15 "	4:30 "
12:15 pm	3:15 "	*Grand Lake	365	12:16 "	4:15 "
12:30 "	3:55 "	*Deer Lake	376	12:06 pm	3:42 "
1:09 "	4:37 "	*South Brook	388	11:21 am	3:05 "
2:05 pm	5:50 pm	Ar. Bay of Islands	401	10:10 am	2:05 pm

* Flag Stations

REID-NEWFOUNDLAND COMPANY

ST. JOHN'S, PORT-AUX-BASQUES AND NORTH SYDNEY

GOING WEST		PORT-AUX-BASQUES SECTION		GOING EAST	
HEAD DOWN				HEAD UP	
No. 1 Express Monday	No. 5 Mixed Tuesday	STATIONS	Miles	No. 6 Mixed Tuesday	No. 2 Express Saturday
1ST CLASS	2ND CLASS			2ND CLASS	1ST CLASS
2:15 pm	6:00 pm	Bay of Islands	401	10:00 am	1:55 pm
	6:20 "	*Fisher's Mill	406	9:40 "	1:40 "
		*Birch Cove	409		
3:15 "	7:21 "	*Cook's Brook	436		
3:24 "	7:35 "	*Howard's	437	8:57 "	12:55 "
3:50 "	8:10 "	*Spruce Brook	439	8:29 "	12:11 "
		*Harry's Brook	439	7:51 "	12:15 pm
		*Black Dieck	449		
4:30 "	9:40 "	*St. Andrew's	453	6:54 "	11:35 am
4:45 "	9:21 "	*St. George's	459	6:37 "	11:20 "
5:27 "	10:17 "	*Fishels	474	5:12 "	10:37 "
5:56 "	10:56 "	*Robinson's	484	5:00 "	10:06 "
6:08 "	11:12 pm	*Fables	490	4:18 "	9:51 "
		*North Branch	501		
7:37 "	1:10 am	*South Branch	512	2:50 "	8:27 "
		*Boyes	524		
8:00 "	1:50 "	Little River	529	2:30 "	8:10 "
9:00 pm	3:00 am	Ar. Port-aux-Basques	518	1:10 am	7:00 am
Monday	Sunday			Tuesday	Monday
Wednesday	Wednesday			Thursday	Wednesday
Friday	Friday			Saturday	Friday

PLACENTIA BRANCH

No. 7 Accommodation Daily except Sunday	STATIONS	Miles	No. 8 Accommodation Daily except Sunday
2ND CLASS			2ND CLASS
1:10 pm	Placentia Junction	0	5:00 pm
	*Village Marie	7	
	*Dunville	15	
2:00 pm	Ar. Placentia	20	3:45 pm

BROAD COVE BRANCH

No. 15 Accommodation Tuesday, Wednesday, Friday	STATIONS	Miles	No. 16 Accommodation Tuesday, Wednesday, Friday
2ND CLASS			2ND CLASS
8:00 pm	Whitbourne	0	8:00 pm
	*Broad Cove	10	7:38 "
9:02 "	*Pilton	32	7:00 "
9:15 "	*Harbour Grace	37	6:40 "
	*Mosquito	50	
9:10 pm	Ar. Carbonear	51	6:10 am

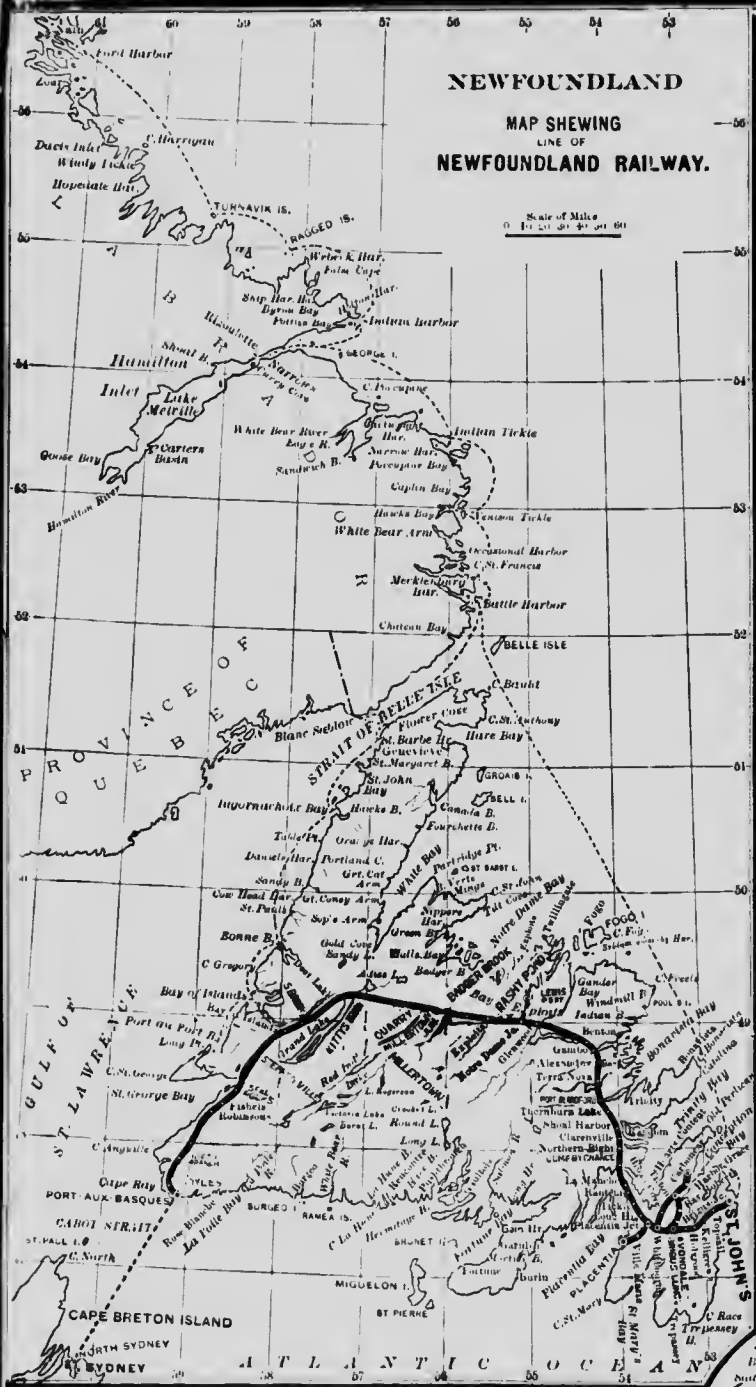
BURNT BAY BRANCH

Special Accommodation Daily	STATIONS	Miles	Special Accommodation Daily
2ND CLASS			2ND CLASS
	Ar. Notre Dame Junction	0	
	Ar. Lewisport	9	

BRIGUS BRANCH

No. 3 Accom. Daily except Sunday	No. 9 Exp. Monday	STATIONS	Miles	No. 10 Exp. Thursday	No. 4 Accom. Daily except Sunday
2ND CLASS	1ST CLASS			1ST CLASS	2ND CLASS
11:28 am	7:20 pm	Brigus Junction	0	8:10 am	7:00 pm
12:15 pm	7:58 "	*Brigus	11	8:05 "	6:45 "
12:45 "	8:21 "	*Clark's Beach	17	7:39 "	6:15 "
1:00 "	8:45 "	*Bay Roberts	21	7:25 "	5:50 "
1:30 "	9:11 "	*St. John's Bay	24	7:16 "	4:50 "
2:00 "	8:55 "	*Pilton	26	7:07 "	4:17 "
4:10 "	9:12 "	*Harbour Grace	51	6:48 "	4:17 "
		*Mosquito	50		
2:50 pm	9:10 pm	Ar. Carbonear	58	6:20 am	4:15 pm

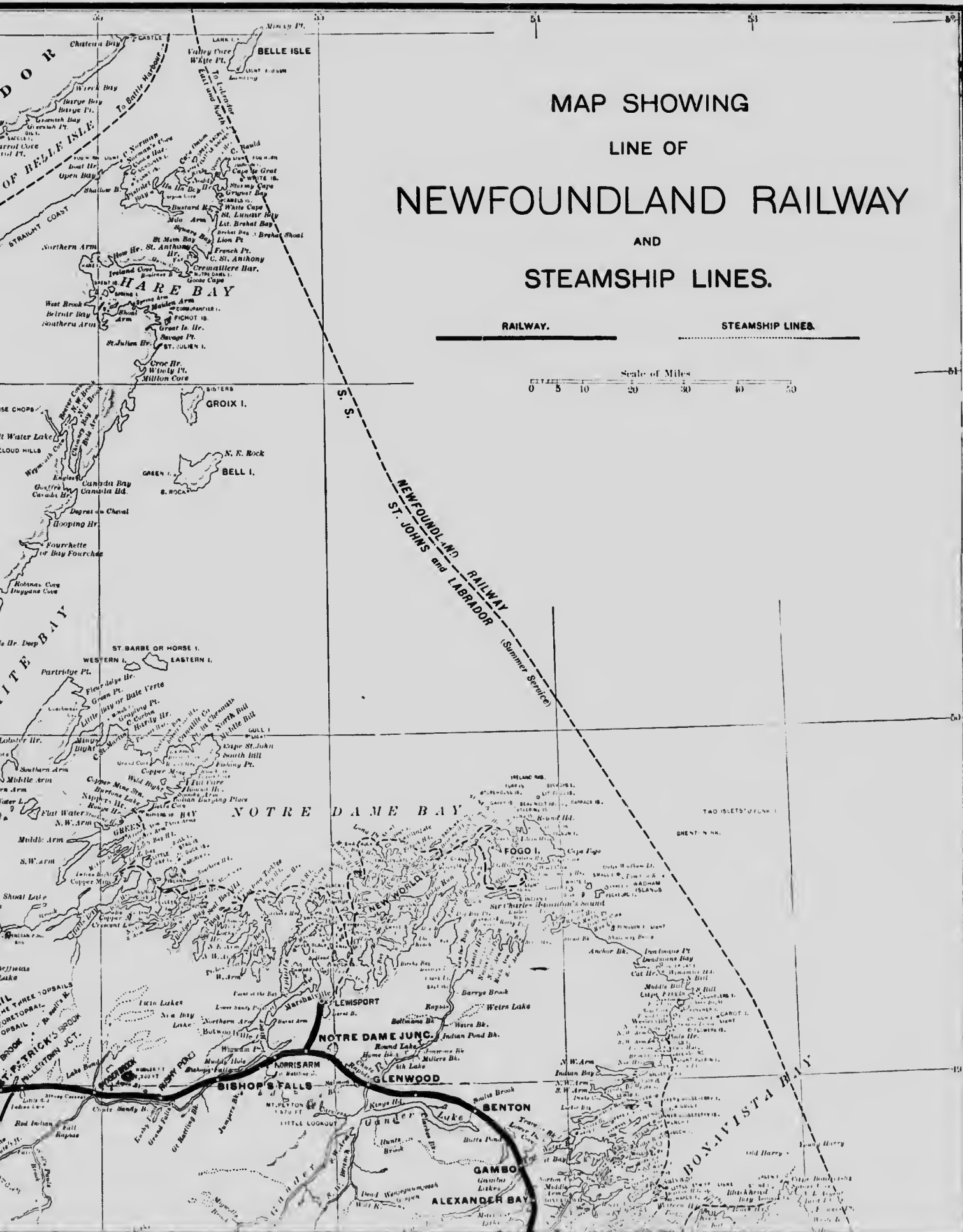
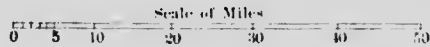
* Flag Stations



MAP SHOWING LINE OF NEWFOUNDLAND RAILWAY AND STEAMSHIP LINES.

RAILWAY.

STEAMSHIP LINES.



REID-NEWFOUNDLAND COMPANY

TIME TABLE

BAY STEAMSHIP SERVICE

BETWEEN

BAY OF ISLANDS AND BATTLE HARBOUR

READ UP.	STATIONS.	MILES	READ DOWN
Every Tuesday 9.00 P.M. Ar.	Bay of Islands, Lv.	0	3.00 P.M. Every Wed
	Bonne Bay	49	
	Cow Head	70	
	Port Saunders	120	
	Bay St. John	136	
	Salmon River	178	
	Bonne Esperance	181	
	Isle-au-Bois	202	
	Bianc Sablon	220	
	St. Barbe	226	
	Flowers Cove	236	
	Forciat	239	
	Lance-au-Loup	245	
	Red Bay	267	
	Hendley Harbour	297	
	Chateau	307	
	Chimney Tickle	312	
12.00 NOON	Lv. Battle Harbour, Ar.	318	12.30 A.M. Saturday

ALONG THE WEST COAST.

This trip begins at Bay of Islands, and extends to Labrador, the southern port of which is touched at. The steamer * * * performs the service, and the voyage has a special feature in that it is made along the famous "French Shore," where fishery disputes between British and French subjects have prevailed for nearly two centuries. Bay of Islands is the scenic paradise of the colony; it is the outlet of the Humber—the Hudson of Newfoundland—and its fame is yearly growing among Americans, who visit it in their yachts and avail of the fishing and hunting obtainable in the upper reaches of the river. The glorious scenery of the river evokes the unstinted praise of all fortunate enough to sojourn there, and the leading magazines bear testimony to the sport obtainable. Steaming onward, striking panoramas of natural scenery are presented, and a side trip to Port-au-Prince bring one to a region where aborigines roamed, and where relics of their occupation may be found in every yard of the sandy ground. At intervals, as one goes north, will be seen French and colonial lobster factories, the existence of which forms one of the chief subjects of dispute, and the warships of both nations will be met, maintaining their respective patrol. Bonne Bay is the centre of the lobster industry on the shore, and every harbour has its cannery. The French fishermen will be seen at their work in their quaint costume in their temporary stations, built of poles and roofed with canvas. Hawke Bay is the location of a handsome hunting lodge belonging to some Standard Oil magnates, it giving access to a fine fish and deer region. Splendid trout streams are numerous along the coast, much affected by the naval officers, who have little or no competition in the more northern parts. Port Saunders is the headquarters of the British squadron. St. John's Bay has the largest French canneries on the coast, and none should miss inspecting them. Thence the Strait of Belle Isle is crossed, many ocean steamers to and from Montreal being met, and a landing is made at Battle Harbour, the capital of Labrador, where a slight idea is obtained of the physical characteristics, the population and the industries of that noted region. Here the steamer connects with the steamer which runs direct to Northern Labrador, and no trip is better worth making than that afforded by the latter ship, so complete a contrast does it form to any obtainable elsewhere in America.

REID-NEWFOUNDLAND COMPANY

BAY STEAMSHIP SERVICE

NOTRE DAME BAY S. S. (CLYDE)

VIA LEWISPORT

Every Monday For

Every Friday For

Botwoodville
Kite Cove
Hurnt Bay
Exploits
Moreton's Harbour
Tizzard's Harbour
Twillingate
Herring Neck
Change Islands
Fogo

Exploits
Fortune Harbour
New Bay Head
Leading Tickle
Triton
Pillie's Island
Springdale
Hall's Bay
Little Bay Islands
Little Bay,
Three Arms) alternately
Jackson's Cove)
North-West Arm
Nipper's Harbour
Snook's Arm
Tilt Cove
Shue Cove

NOTRE DAME BAY.

Hundreds of islands, great and small, make up the expanse of the noble bay. A trip round it is delightful, for the conditions found so favorable in Trinity, and more so in Bonavista, enjoyed to the fullest here, the voyage seeming as if made on an inland sea. The outer islands form a natural breakwater, and the fertility of the inner reaches is wonderful where the climatic condition is considered. The steamer Clyde meets the train at Lewisport, and passes down the river to the sea, every feature of the landscape charming the eye. Passing through locks between mighty hills clad with verdure, the route to the bay points is taken up. The same panorama of fishing vessels is renewed, save that the natural surroundings are more majestic, and the coasting among the islands is a revelation. Frequent calls are made, relics of the Boethies (or aborigines) are to be had in the remotest parts, while farms and fishing stations occupy every suitable point. Notre Dame Bay is also the centre of the great copper industry, which makes Newfoundland the sixth largest copper-producing country in the world. At Tilt Cove is a copper mine employing 300 men, and yielding an annual profit of \$350,000, which none should pass without visiting. At Tilt Cove and Little Bay other copper mines have been in operation; and at Pillie's Island a large iron pyrites deposit. The entrance to this harbour is a most effective picture, the great natural attractions being heightened by the contrast to the mining station, hewed out, as it were, from the wilderness. Steamers for copper and pyrites and lumber—for saw mills are found at Botwoodville and points along the railway—are met with frequently, and everything betokens industrial prosperity. At Snook's Arm another whaling station is to be found. Twillingate is the northern metropolis, whence are prosecuted the Labrador fisheries by thousands of fishermen. The larger flocks in this bay give access to the finest deer country in the island, and every autumn the fisher-folk, when their regular avocation is ended, proceed to the interior to shoot caribou for their winter food. The Hall's Bay water-shed is a favorite resort for the deer, and the easy carriage makes it possible to secure exceptional facilities for the sport. The Exploits is well known in the colony for its salmon and trout and is one of the most fished streams we have, being so accessible from every quarter.

REID-NEWFOUNDLAND COMPANY

BAY STEAMSHIP SERVICE BONAVISTA BAY (S. S. DUNDEE)

Via Port Blandford, every Monday and Friday, on arrival of Trains from Port-aux-Basques, calling at

Charlottetown	King's Cove	Flat Island	Green-pond
Brooklyn or	Keels	St. Brenden's	Pool Island
James Cove	Bonavista	Gooseberry Island	Wesleyville
Open Hall	Salvage	Fair Island	

BONAVISTA BAY.

Cape Bonavista claims the distinction of being the first land sighted by Cahot in his discovery of the North American continent in 1497, and it is further said that he named it Buena Vista (happy sight). A near-by settlement is King's Cove, where he harbored, having named the next Keels, where his boat first took land. As the map shows, the bay is little, if at all, inferior to Trinity in the number and extent of the fiords which seam it, while it has this advantage, that the steamer Dundee in her regular route, winds among these inlets and along reaches, around islands and through straits until an unceasing variety is afforded the passengers who crowd her decks and whose exclamations of delight as some new coast scene is unfolded to them form the fittest tribute to its beauty. Bonavista town is an important fishing centre, perhaps the most so in the island. The arms and inlets are formed between high hills, splendidly wooded, with leaping cascades and smiling valleys showing here and there fine streams and sunlit lakes, the whole indicating Nature's loveliest mood when this region was endowed with its manifold beauties. The scenic features of the bay are nowhere more conspicuous than in Clode Sound, where the steamer and railway connect. It is a fiord fifteen miles deep, every bend of which has its own distinctive features to charm the eye. Newman Sound, Alexander Bay, Terra Nova Inlet and adjoining arms, Freshwater Bay and Gambo River, are other noteworthy scenic centres, the delight of all observers. Hosts of islets, great and small, are skirted in the trip; wide bays open their varied attractions as the steamer passes by, and anon some mighty cliff shows its rugged expanse to emphasize the pleasure of the next attractive feature. Greenpond is another leading coast town, the centre of the trade for the northern shore, and the seaboard from there out to Cape Freels is the home of the seal-hunting skippers and their most reliable men, who engage in the annual seal-fishery on the ice-floes of the North Atlantic. Access to good fishing is to be had from any of the rivers, and many a splendid set of antlers seen adorning a fisherman's cottage testify to its hunting facilities.



S.S. Glencoe

REID-NEWFOUNDLAND COMPANY

BAY STEAMSHIP SERVICE

TRINITY BAY (S. S. ETHIE)

VIA CLARENVILLE

EVERY MONDAY FOR PORTS MARKED * AND FRIDAY FOR PORTS MARKED o, ON ARRIVAL OF TRAINS FROM ST. JOHN'S AND PORT-AUX-BASQUES, CALLING AT

o Fox Harbour	*Heart's Content	o Melkman's Harbour
*Hant's Harbour	o Trinity	*Old Perlican
o British Harbour	o Ireland's Eye	*Carbonear
o Bay DeNerde	o Britannia Cove	o New Bonaventure
o Western Bay	o Calaitua	o Salmon Coves

TRINITY BAY.

Steamer leaves Carbonear, returning every Tuesday and Saturday afternoon.

This great body of water, 60 miles of an indraught by 15 wide, is noted for its deep fiords, or arms, eating into the land and displaying the most marked contrast in wild and striking scenery. The outer split of the southern boundary, Bacalieu Peninsula, is now noted for its immense deposits of red hematite iron, practically the whole geological formation being of it, and mines are being prospected in every quarter. Passing inward, Heart's Content is visited. This town is the home of the Atlantic cables, where Cyrus Field's genius found concrete expression in the greatest achievement of the century. The cable station is very interesting, six cables landing there and a volume of business totalling 4,000 messages a day being transacted, with a staff of fifty operators. Mementoes of the Great Eastern, which laid the cable, are shown, as well as many of later cable-ships. Dildo is the seat of the Colonial Fish-hatchery, where the artificial propagation of cod, salmon and lobster is carried out with the highest scientific accessories. Dildo, Chappel and Bull Arms are deep fiords in this section, a cruise round which affords abundant material for camera and pencil, while like conditions attract one at Random and Smith Sound, these being still more beautiful. Trinity Harbour is admittedly one of the most charming pictures in the island; the peculiar combinations of vale and hill, with the silvery waters of the bay making it a leading attraction for visitors. Every mile of the coast has its little fishing hamlet; every point that is round shows some new picture of sunlit beauty; every line of the horizon is cut by the fishing-boats tossing on the swell. Every river teems with trout; the underbrush is alive with hares and game birds, and back from the shore may be found larger game. Luscious berries of varied hues brighten every hillside and marsh, and the children of the fisher-folk barter bushels of delicious wild strawberries and raspberries for trilling coins. To lovers of the beautiful in Nature no more tempting trip could be recommended than one through Trinity Bay.



Change Islands. Steamer passes through this run.

REID-NEWFOUNDLAND COMPANY

BAY STEAMSHIP SERVICE

PLACENTIA BAY S. S. (ARGYLE)

VIA PLACENTIA

EVERY SATURDAY AND TUESDAY, ON ARRIVAL OF TRAINS
FROM ST. JOHN'S, CALLING AT

*Presque	*Sound Island
*Paradise	*Black River
*Petit Port	*Woody Island
*Olerin	*Barron's Island
*Baine Harbour	*Tack's Beach
*Flat Island	*Burgeo
*Mary's Town	*St. Leonard's
*Beau Boss	*Isle Valen
*Burlin	*Merashcen
*Red Island	*Harbour Buffet
*Ran's Island	o St. Brides
*St. Lawrence	o Branch
*Lamallne	o North Harbour
o Trepassey	o Salmoner
*Hay-stack	o St. Mary's

Placentia town was, in ancient days, the French capital of Newfoundland, and the Grande Monarque ruled the southern half of the island. In the town are still visible the relics of the French occupation—the old church, the tombstones, with their Basque inscriptions that cannot be translated to-day, and the fort which crowns Mount Pleasant, from which eminence a sublime view of the bay and the country round is obtained. A set of communion plate presented by William IV. when captain of a British warship upon the coast is still shown to visitors and is highly prized. The scenery in and around Placentia is perhaps the loveliest in the island, the noble arms of the estuary being real marvels, and, what is no less important, the trout fishing unexcelled. Sea trout run up the rivers and supply anglers with rarest sport. Argentia, a few miles away, is equally noted for its attractions, and then a run in the bay takes the visitor to Black River, the scene of the great winter herring-fishery. The steamer on Placentia Bay is the "Argyle," a sister ship of the "Clyde," and, as she coasts its west side, an amazing variety of scenery in islands, rivers and noble hills is presented. Turning her prow eastward again, she reaches the "Cape Shore" (so called from Cape St. Mary's), the greatest fishing ground in Newfoundland, and here can be seen from 300 to 400 skiffs, with their crews of five to eight men, dotting the whole expanse of ocean and seeming a real marine town. Rounding the cape, St. Mary's Bay is entered, a lesser body of water, but equally rich in its scenic endowments. At its head is Colinet, a noted locality for trout, to which place come ardent sportsmen from St. John's, by rail and carriage, returning with heavily laden baskets. Salmoner River, as its name implies, is a favorable resort for salmon; a set of falls in the river enabling the sportsmen to secure fine catches as the fish leap over the barrier to the upper reaches. The scenery in this quarter is of exceeding beauty, and drives by carriage through the surrounding country afford a series of delightful panorama. Holyrood and St. Mary's, two picturesque fishing villages, are next passed, and then the steamer runs along a straight, rugged shore to Cape Pine, when it rounds and enters Trepassey Bay, the great winter refuge place of shipping incommenced by ice, though in summer it is noted for being one of our quaintest and most attractive fishing hamlets.

REID-NEWFOUNDLAND COMPANY

STEAMSHIP SERVICE

BETWEEN PORT-AUX-BASQUES, PLACENTIA AND ST. JOHN'S
CONNECTING WITH S.S. "BRUCE" AND RAILWAY

FORTNIGHTLY SERVICE

ST. JOHN'S—(Rail connection)	St. Jacques
Cape Broyle	Harbour Breton
Ferryland	Cass Island
Fermuse	Hermitage
Renews	Gaultois
Trepassey	Pushthrough
St. Mary's	McCallum Bay
PLACENTIA—(Rail connection)	Rencontre
Burin	Ramea
St. Lawrence	Burgeo
Lamallne	LaPolle
Fortune	Rose Blanche
Grand Bank	PORT-AUX-BASQUES—
Belleoram	(Rail connection)

This is a very delightful trip, presenting every variety of scenery to the traveller. Leaving Port-aux-Basques, the steamer, a slightly reduced model of the "Bruce," equally elegant and comfortable, makes the run of 400 miles in four days, a harbour being entered every few hours, so that nothing of interest along the coast is overlooked. For the first hundred miles one skirts rampart-like cliffs, broken here and there by fissures and estuaries in which are situated the picturesque fishing villages. A famous deer country is back from this coast, with numerous splendid salmon rivers. Rose Blanche, La Polie and Burgeo are typical fishing villages. Balena is the home of the scientific whaling fishery, where leviathans 90 to 100 feet long can be seen. Bay d'Espoir is the greatest deer region on this coast. Every winter fully 1,000 carcasses are brought out from the uplands by the fishermen who hunt there. Harbour Breton is the headquarters of Newman's old-time plantation, such as existed in pre-revolutionary days in Virginia.

Fortune Bay is the "home of the herring" and the scene of the enforcement of the famous "Bait Act" against the French. St. Jacques is the scene of the bait purveying industry. Grand Bank and Fortune are the principal centres whence are prosecuted the cod fisheries on the Grand Banks, immortalized by Kipling in his "Captains Courageous." Off Burlin Peninsula lie the rocky islets of St. Pierre and Miquelon, which belong to France and are the headquarters of the Gallic fisheries in North America, which all the world knows from "the French shore question." A visit to them alone is worth the trip, and the steamer makes a three-hour stay, ample time in which to observe the chief features of the town of St. Pierre, where practically the entire population reside. It is a quaint little place—a bit of old-time France transplanted to this rocky isle, rich in subjects of interest for the artist and student as well as the sightseer. Burin is an evidence of human effort in overcoming natural difficulties, in the carving out of a home at the base of the beetling cliffs, and the rugged picturesque scenery of this neighbourhood evokes admiration invariably. Thence the run in Placentia Bay to the harbour of the name, which is the terminus of the trip, is an increasing pleasure, the noble bay, 65 miles deep, being framed by a background of splendid coast, while Nature has lavished many scenes of massive grandeur over the panorama.

From Placentia the steamer proceeds to St. Mary's, Trepassey, around Cape Race, thence to Ferryland, Cape Broyle, Fermuse, Renews and on to St. John's.

REID-NEWFOUNDLAND COMPANY

THE UNDEVELOPED RESOURCES OF NEWFOUNDLAND

AGRICULTURAL LANDS.

On the Humber River there are about 70,000 acres consisting mainly of inter-val land, the best agricultural land in the country. On the Codroy Rivers and rivers running into Bay St. George, on the Exploits River and its tributaries, at the mouths of rivers running into Gander Lake and at Gambo Lake there are large areas of good land unoccupied.

THE FISHERIES.

Of a population of about 220,000, about 60,000 are engaged in catching and curing fish. The average annual value of the cod-fishery is \$4,500,000; of the seal-fishery, \$600,000; of the herring and salmon-fisheries, \$250,000; of the lobster-fishery, \$600,000.

There are still immense possibilities connected with the extension and improvement of the fisheries. Cold storage has yet to be applied to these fisheries so as to secure the exportation of fresh fish to England, the United States and Canada. Here is an immense field for enterprise.

FOREST RESOURCES.

Very large areas are covered with forest trees, many of which are as yet practically untouched. The principal varieties of indigenous forest growths are white pine, white and black spruce, fir, tamarack or larch, yellow and white birch. Considerable developments have taken place in the lumber industry in recent years, but a new departure on a large scale was commenced in 1901. Mr. Lewis Miller, of Crief, Scotland, a lumberman who has been operating on an extensive scale in Sweden, has moved all his mills to Newfoundland, and is operating on such a scale that he will be able to export eighty million feet of lumber annually.

THE PULP INDUSTRY.

Newfoundland presents unrivalled facilities for the prosecution of paper pulp manufacture. There are immense areas covered with spruce, yellow birch of fine grain especially plentiful at Grand Lake, and also in Avalon Peninsula.

There are splendid water powers in the island at present lying idle. The low temperature causes a large rainfall and a small evaporation. All these circumstances mark out Newfoundland as one that will rank as a pulp-making country. On several of the rivers on the west and east coasts there are eligible sites for prosecuting this industry.

MINERAL RESOURCES

COPPER.

Since copper mining commenced, in 1864, the value of copper ore exported has been \$23,041,382, and the quantity of ore has been 8,500,000 tons. Newfoundland stands sixth in the list of the copper producing countries of the world. The principal mines are Tilt Cove, Betts' Cove and Little Bay, all in Notre Dame Bay. Tilt Cove realized a net profit of £70,000 sterling last year, and the profits this year are expected to reach £100,000 sterling. In the same bay copper has been found in many localities; noticeably in Stocking Harbour, Sandy Cove Island, Hall's Bay and New Bay. The copper-bearing deposits are very widely distributed, and many are not yet prospected. According to the Geological Survey's Reports, copper-bearing rocks have a development of 5,095 square miles throughout the island. Copper is also found on the north shore of Bay of Islands, at Port-au-Port Bay, at Fortune Harbour, Cunn Island, Chapel Island, Harbour Main, and in Placentia Bay many samples of grey copper have been found.

IRON ORE.

At Bell Island, Conception Bay, one of the most valuable iron mines in the world has been opened recently, now owned by the Nova Scotia Steel Co. and the Dominion Iron and Steel Co. At a moderate estimate there are 40,000,000 tons in sight, which lie

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In two almost horizontal beds, so that the mine is worked as an open quarry, and the ore can be placed on board for 30 or 40 cents per ton. Hematite iron has been found at the River Exploits, Fortune Harbour, New Bay, and other points in Notre Dame Bay. Very rich Bessemer ores have been found in White Bear Bay. Extensive deposits of magnetic iron ore have been discovered at Cunn Mountain, Stephenville and other points among the Laurentian Rocks of the west coast. Not far from Port-aux-Basques, anchorite has been noted, and beds of clay and ironstone are interstratified in the coal measures. During the last ten years iron pyrites, holding 51 per cent. of sulphur, has been exported to the value of a million and a half dollars, mainly from Pilley's Island. This mineral occurs at numerous points in the northern bays; also at Middle Arm, Bay of Islands, and is also found near York Harbour Copper Mine.

Chrome iron has been found in many localities, particularly at Bluff Head Mine, on the west coast. This mineral is also known to exist at the following places: Blomidon, North Arm, Hall's Bay, Bay of Islands; also at Bett's Cove, and Rocky Bay on the east coast. Manganese has been found in the Cambrian rocks, near Topsail and Brigus, Conception Bay.

Nickeliferous iron pyrites occur at Rogue Harbour and at Bonne Bay on the west coast. Zinc has been obtained in many localities, and a lode of antimony at Moreton's Harbour.

Argentiferous galena occurs near Placentia in a large vein, and has also been obtained at Port-au-Port, Trout Brook, Bay St. George, St. George's Lake and at Bear's Cove, Notre Dame Bay. Gold has also been obtained at Ming's Light, on the north-east coast, and many other places. It has also been extracted from the Tilt Cove copper ore, but very little prospecting for this mineral has been done.

Asbestos is fairly common. At St. George's Lake, near the railway, a large vein outcrops on which some development has been done. Good prospects are known to exist at Bluff Head, Port-au-Port, at North Arm, Bay of Islands, and at Trout River, near Bonne Bay.

Mica of good size has been found in the Laurentian rocks in the Long Range Mountains.

ROOFING SLATE.

Slate occurs at Smith Sound and Random Island, Trinity Bay, and extends from there to Bonivista Bay, and also dips under the sea and reappears at Paradise Sound, Placentia Bay. A valuable deposit is also found at Bay of Islands. Some of it is equal to the best Carnarvon Slate, and is extensively distributed wherever Cambrian rocks appear.

MARBLE AND GYPSUM.

At the mouth of the River Humber and along its banks there are enormous deposits of the most beautiful marble yet untouched, as well as extending over other parts of the country; and at Bay St. George and Codroy are inexhaustible developments of the finest gypsum.

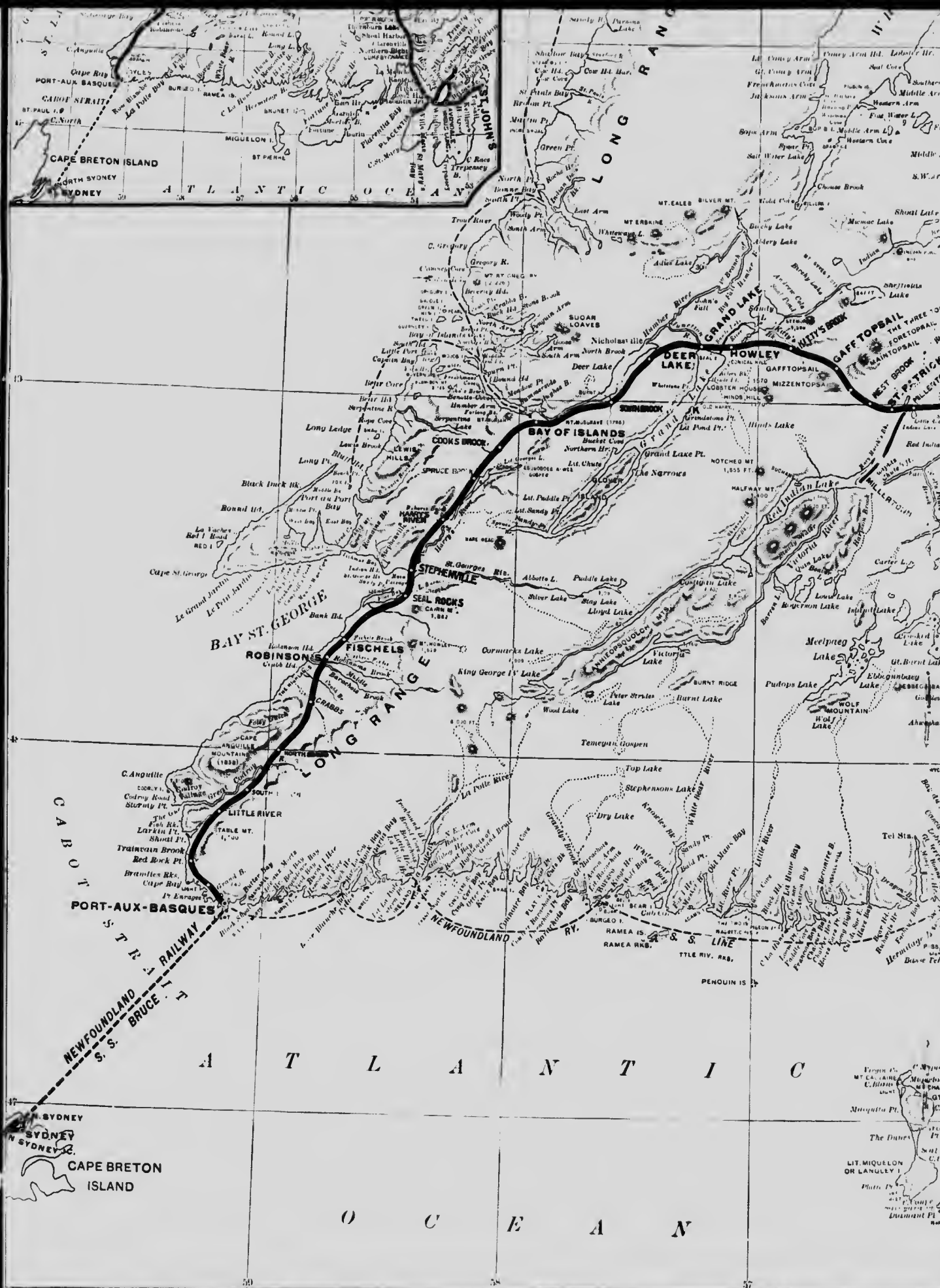
PETROLEUM.

Petroleum has been noted on the west coast from Port-au-Port to Parson's Pond. At both these places successful borings have been made. Indications of petroleum are found over a wide area, but as yet little prospecting has been done.

COAL.

It is a fact of primary importance that the island so productive in copper and iron ores is also proved to contain coal fields. The largest of these in the region around Bay St. George. At Crab's Brook, on the south side of that bay, there is a line seam of excellent canal coal, between three and four feet in thickness.

There is another coal seam on Robinson's Brook, nine miles from its mouth, its thickness being four feet. Two other seams occur in the same section, the three seams giving a thickness of eight feet of coal. There is another seam known as the "Inland Trough of Humber River and Grand Lake," through which the railway runs.



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