

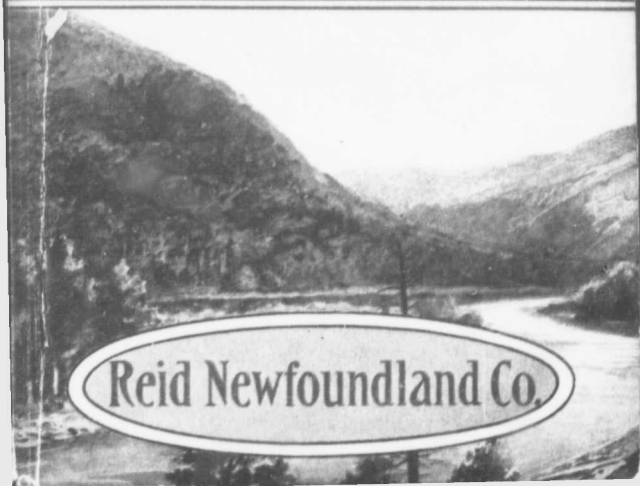


NEWFOUNDLAND
AND LABRADOR



UNIQUE NATURAL ATTRACTIONS.
EXCELLENT TRANSPORTATION FACILITIES

GUIDE
FOR THE SPORTSMAN, TOURIST
AND HEALTH SEEKER.



Reid Newfoundland Co.

Newfoundland *and* Labrador

UNRIVALED RESORTS
FOR THE

Tourist, Health Seeker
and Sportsman



INFORMATION REGARDING

Tours, Camping, Fishing, Fishery Wardens
Scenery, Game Laws, Shooting
Railway Fares



Presented with the compliments of the REID NEWFOUNDLAND
CO., who believe that Newfoundland is the best spot in America
for those who are in search of scenery, health or sport, and who will
at all times most cheerfully furnish any additional information regard-
ing the country generally, or assist sportsmen to procure guides, etc.

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Attractions in Brief

Finest summer resort region in North America.

Easy of access.

Bright, sunny days and cool evenings.

A place to build up mind and body.

Hundreds of lakes—all pretty and inviting.

An ideal region for the canoeist.

A sportsman's paradise.

Good, dry, bracing climate.

No Hay Fever.

Splendid steamship service on all the Bays.

Innumerable camping sites.

Fishing grounds are many and good.

Mail, express and telegraph service to all points.

Physicians in nearly every resort.

Railway and steamship service to best fishing and hunting sections.

Charming variety of scenery for the artist.

Unrivalled fiord yachting.

An ideal health resort.

Best salmon and trout fishing in North America.

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A COMMON SIGHT ALONG THE RAILWAY.

NEWFOUNDLAND'S ATTRACTIONS

For Travelers, Tourists, Health Seekers and
Sportsmen



TO A VERY LARGE NUMBER in the United States, Canada, Great Britain, and other countries, the summer season, as well as the spring and autumn, is looked forward to as the one bright spot in the year, when for a brief space the cares of business are cast aside and life is given up to enjoyment; there are also those less trammled and free to seek out these pleasures wherever they may be found. To either class these pages will not appeal in vain, for the daily improvements and increased facilities of modern travel, the easy accessibility of places which, until recently, were considered out of the way, render it constantly more difficult to determine which place will prove to be the most enjoyable.

During the last few years Newfoundland and Labrador have been appealing to the tourist, health seeker and sportsman, and every year witnesses an increasing number of tourists in search of the picturesque. Travelers, explorers, health seekers, anglers and hunters carry back glowing reports of the wonderful attractions of Newfoundland and Labrador, and all have pronounced them the "Gems of the Western World," and "Sportsman's Paradise."

The Reid Newfoundland Company's system of railway and steamers affords easy access to all parts of Newfoundland and Labrador, presenting unrivaled facilities for hunting, fishing and camping. The spirit of the most enthusiastic angler rises with the elevating influence of the scene, for his trained eye can take

in at a glance the increasing activity existing beneath the trembling, transparent bosom of the matchless waters that are found within the confines of this extensive tract of pleasure grounds, where myriads of the finny tribe, unmolested, disport themselves. During the summer season, what time is not taken up with the pleasure of feasting the eye on the charms of nature, may be spent with much profit in camping and fishing, and in the autumn when the "sere and yellow leaf" reminds one that the sun is hastening to gladden other climes, the disciple of the gun and the lover of the chase take almost entire possession of the field.

Every year an increasing number of Canadians and citizens of the United States, and indeed from all parts of Great Britain and the continent, find their way to this newly found land, to revel in its unique scenic beauties, drink its health-giving breezes and enjoy its wonderful fishing and excellent shooting.

LIKENESS TO NORWAY.

Newfoundland has well been named the "Norway of the New World." In many points it strikingly resembles that country. 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 not less magnificent in their scenery. Many of these great watery ravines, running inland for eighty or ninety miles, exhibit a wonderful variety of scenery 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, and the beautiful bays of Notre Dame and Bonavista have no parallel in respect of size, among the fiords of Norway. Then in their short but beautiful summers, their bright skies, their exhilarating atmosphere, their population 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 strikingly.

NEWFOUNDLAND AS A HEALTH RESORT.

In the sea-girt isle the citizens of Great Britain, United States and Canada will find a welcome escape from the burning heat of their summers; scenery novel and attractive; and a bracing, exhilarating air which 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.

As a Sanitarium.

As a pleasant health resort, Newfoundland takes a high place. In fine summer days the heat is never oppressive and the nights are always cool, so that after the day's ramble, sleep comes sweet and refreshing. There is something peculiarly balmy, soothing and yet invigorating in the summer breezes, whether on sea or land, cooling the fevered brain and smoothing the wrinkled brow of care. After a few weeks near the coast, inhaling the salt sea breezes and exposed to the life-giving sun's rays, the invalid who has come with shattered nerves and fluttering pulse, returns

with a new supply of iron in his blood and a sense of well-being that makes it a luxury to live and breathe the pure air of Terra Nova; to climb its rocky heights, to wander over its plains and barrens, bright with wild flowers; to ply the angler's rod or bend the oar in the clear waters of its countless lakes; or to explore one of the great fiords which stretch their arms 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.

The Weather.

During the months of July, August, September and part of October, the weather is magnificent, the thermometer ranging occasionally as high as 85°. At this time the country presents a most beautiful appearance, resembling in some parts the Highlands of Scotland. The mountains are clothed to the tops with many kinds of woods, conspicuous among which are the fir, the pine, maple, birch and hazel. The "barrens" are covered with a rich carpet of moss of every shade and color, and abounding in all sorts of wild berries, pleasing both to the eye and taste. The banks of the rivers also at this time are fringed with wild strawberries, raspberries, currants, blueberries, and adorned with many kinds of ferns and wild flowers; while foaming torrents and tumbling cascades complete a picture delightful to the eye of the artist and salmon fisher. The scenery of the South Coast is of the grandest description; deep gorges in the coast line lead through narrow entrances, with precipitous cliffs on either hand, to magnificent harbors where the navies of Europe may float secure from every gale. As regards salubrity of climate, Newfoundland has no equal.



BIRCHY STREAM—IDEAL FISHING RIVER.

ATTRACTIONS OF NEWFOUNDLAND.

It would be like painting the lily or gilding refined gold to exaggerate the sporting attractions of Newfoundland and Labrador. This new playground of America, the Norway of the New World, requires no such meretricious efforts. To the genuine sportsman, the real interest in the country will lie in the fact that it is virgin ground, that there are hundreds of square miles, wholly unexplored, where the foot of the white man has never trod. There are lakes and streams in which no angler's fly has ever been cast.

HOW TO REACH THE ISLAND.

Newfoundland and Labrador are no longer unknown lands. The Island has now become part and parcel of the railway system of Canada and the United States.

The traveler today can reach Newfoundland from any point in Canada or the United States with the greatest ease and comfort. All railway, steamship and tourist agents issue tickets via



DOE AND FAWN SWIMMING ACROSS GRAND LAKE.

the Reid Newfoundland System. The Intercolonial Railway express trains connect at North Sydney, C. B., with the Reid Newfoundland Co's. fine steamers connecting at Port-aux-Basques with the Newfoundland Railway System, which conveys the angler and deer-stalker direct to the salmon rivers and caribou grounds.

Those coming from Great Britain to the continent can make choice of a variety of routes—either by the fast Atlantic liners to New York, Boston, Halifax, Quebec, or Montreal, where connections are secured with American and Canadian railways which afford an expeditious service to North Sydney and link up with the Reid Newfoundland Company's system there while the Allan Line maintains a direct service between Great Britain and Newfoundland by means of large and well-equipped steamers which leave Liverpool every fortnight for Philadelphia, calling at St. John's and Halifax en route.

BIG GAME PRESERVE, WITHOUT RESTRICTION.

All the splendid deer barrens, grouse moors and notable salmon rivers are open to the public. There is no restriction, no limitation.

Countless herds of lordly caribou roam over the whole interior of the Island, unvisited by the foot of man.

Soon after the birth of their young in the spring, they begin migrating north and west. For countless ages they have been following the same tracks, and in the interior may be seen stones worn smooth in their paths. Rivers and broad lakes are crossed in this great annual pilgrimage. In the fall again, from the end of September, the deer return to their winter quarters. While this general statement about their movements is correct, for some



unexplained cause many caribou remain both in the far north and the middle of the Island. One herd never leaves the Peninsula of Avalon, and another large body remains all the year on the long peninsula, extending from White Bay and Bonne Bay to the Straits of Belle Isle.

WHERE TO GO FOR DEER.

The sportsman who wants to take it easy may pitch his camp close to the line of railway at Kitty's Brook, the Gaff Topsails, Patrick's Marsh or some other convenient spot. In fact, the entire stretch of country along the railway from Deer Lake to

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Bishop's Falls, with the exception of the reserve section, offers more game for less work than any region of its size.

With a capable guide and a good spot chosen for camping, the hunter need not walk a mile a day to see a reasonable amount of game, and to kill all the law allows in a very few days. This region is the easiest in which to obtain photographs of caribou, for they follow, with rarely a change, certain beaten trails.

And if the sportsman is only an ordinary shot, and a fairly good walker, he will be sure to get some heads.

The sportsman who prefers to get away from the beaten path will go farther afield, up some of the numerous rivers with his canoe, and thus get into the very heart of the deer country, where he will not only find them in abundance, but also get an opportunity of obtaining the noblest heads.

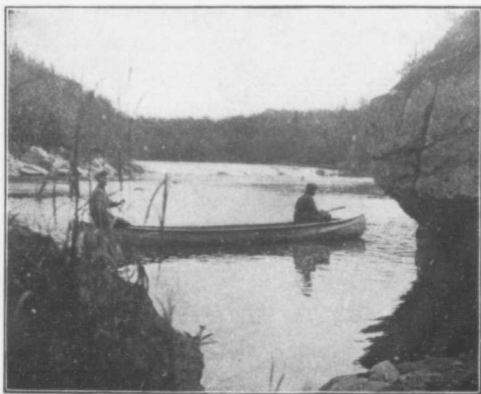


A FAVORITE PASTIME.

Canoe Trips.

If a canoe trip, with little walking and less climbing, is sought for, there are many beautiful trips to pick from, with a surety of good hunting for all. Up the Humber River from Deer Lake, either up the North Fork to Adies Lake, or else to Grand Lake. From Grand Lake, the largest lake in Newfoundland, there are several charming trips open to the sportsman and traveler.

The finest trip for canoes is across the Island from Bay St. George to Notre Dame Bay, with only a few portages of less than a mile. This trip takes the hunter through some of the finest scenery in Newfoundland, offers good fishing, caribou shooting and, on the eastern side, bird shooting—grouse, ptarmigan, geese, ducks, plover and snipe. The route is: up St. George's River to Stag and Puddle Lakes, down a nameless brook to Red Indian Lake, down the lake to the Exploits River, at which point the railway is reached. The adventurous traveler



CANOEING.



FISHING FROM CANOE.

would enjoy the exciting trip down the river to the Exploits Station, with several rapids to shoot.

Another fine trip is from Badger Brook up Red Indian Lake and headwaters down the LaPoile River to LaPoile. Another, opening up entirely new country, is up Gander Lake and River from Glenwood on the east coast to Burnt Hill Pond, with two or three very short portages, to Round Lake, and down to Hermitage Bay, from which point the steamer "Glencoe" can be taken to Port-aux-Basques or Placentia.

There are hundreds of square miles, mere blanks on the map, totally unexplored, not too far from rail or water communication waiting to be explored in Newfoundland; the whole country which is teeming with game, affords innumerable opportunities for adventure and to see the caribou in herds.

GROUSE SHOOTING.

Grouse shooting comes next to deer-stalking in the Terra Novian sporting bill of fare. A more health-giving, fascinating pastime can hardly be imagined. By far the most extensive grouse moors and "barrens" are to be found on the southeast part of Avalon Peninsula, from Cape Ray to Cape St. Mary's.

There is no grouse disease, as in Scotland; the coveys are well apart. It takes a lot of walking and good shooting to get a dozen brace, but the clear, fine, bracing air, and the interest in watching the well-trained dogs, combine to make the grouse shooting in Newfoundland the most entrancing of sports.



LIFTING CANOE OVER RAPIDS.

BLACK BEAR, ETC.

Besides caribou, there are in some localities numbers of black bear. Wolves are now seldom met with; the lynx abound. Beaver, otter and foxes are to be found all over the Island. There are immense numbers of the American or varying hare. There is a big Arctic hare indigenous to the colony, of which a large number are killed every year on the southwest coast and in that section of the country near the Gaff Topsails and Quarry.

FISHING.

Lakes and Rivers.—Newfoundland is a country bountifully supplied with lakes and rivers; all of these abound with trout.

Trout.—The climate and waters of the colony seem to suit the *salmo fontinalis* to perfection. Imported Rainbow and Loch Levens thrive wonderfully. The brown trout, called in America the brook trout,

and by the natives the mud trout, is the most widely distributed of this family. It is found everywhere throughout the Island. Strange to say, in the big salmon rivers they are not so numerous



SALMON.

as in the smaller streams and lakes. They range in weight from a few ounces up to seven pounds. Catches of five to ten dozen are quite common with a plentiful sprinkling of pounders and half-pounders. During the breeding season, from the 15th September to the 15th January, trout and salmon are protected. (See Game Laws in Appendix.)



SALMON.

SEA TROUT.

Sea trout are found about the estuaries of the rivers in May and June. In July and August they ascend the rivers in immense numbers, and finally go on to some deep pool far up the river, where they remain for a long time. In most Newfoundland streams they run from half a pound up to five pounds, but far-



SPLENDID FISHING—DELIGHTFUL CANOEING.

ther north and on the Labrador coast specimens are often taken up to seven and eight pounds. The sea trout ranks next to the salmon as a sporting fish. The rivers between Port-aux-Basques and St. George's, also at Triton Brook, Gambo, Come-by-Chance, Placentia, North Harbor, and in many of the rivers along the



SEA TROUT.



HUMBER RIVER SALMON.

south coast between Port-aux-Basques and Placentia, also in the rivers between Bay of Islands and Battle Harbor, while in many of the rivers of the Labrador, sea trout are plentiful, and many sportsmen go to these places.

The railway and steamers of the Reid Newfoundland Co. afford ample facilities for the angler to reach any of these sea trout sections.

SALMON.

The Atlantic Salmon—the King of the River—the grandest and most sporting of all game fishes, abounds in Newfoundland and Labrador rivers. No nets are allowed, and river wardens have been appointed for all the principal streams.

The angler or tourist who arrives in Newfoundland by the S. S. "Bruce" reaches some of the best salmon rivers in the Island within a few hours after arrival.

OUANANICHE.

Experienced anglers declare that no other fresh-water fish, excepting perhaps the salmon, affords so much sport to the fly fisherman as the ouananiche. Anglers and others desirous of learning more about this famous fish, which has the habit of making such extraordinary leaps when impaled on a fly-hook, that it fights nearly as much in the air as in the water, should come to Newfoundland. These fish are found in abundance in many of the lakes, but the best places are Red Indian Lake and the lakes at the head of Gambo River, also at Terra Nova Lake.

TUNA.

The waters all around the coast of Newfoundland are the resort of the horse mackerel, as it is locally called. It makes these waters its hunting ground and finds it can always appease its voracious appetite on the silver herring, which are to be found at all seasons, and to be had for the catching.

FISH HATCHING.

A Game Fish Club with its quarters in the vicinity of St. John's, took up in amateur fashion some years ago, the hatching of Rainbow trout; and were so successful that operations have been extended until now the Government has taken the entire output of the hatchery every year, distributing the eggs all through the island with highly satisfactory results. So encouraged are the promoters of this project at the measure of success they have attained that they purpose shortly to undertake the hatching of salmon and whitefish with which they purpose stocking the streams and lakes. There is a steadily growing belief that the attraction of the island for anglers from abroad can be greatly increased by such measures as this. That the adoption of such a policy will meet a very favourable reception from the people of the country may be said without fear of contradiction and, it may be surmised, from the growing stream of sportsmen who resort here also.

GAME AND FISH BOARD.

The Newfoundland Government has placed the administration of the Game Laws, as to birds, animals, and sporting fish, under the

control of a Game and Inland Fisheries Board, composed of local sportsmen whose pre-eminence is recognized and whose qualifications for membership are generally admitted. These gentlemen give their services gratuitously and the Government has handed over to them the absolute control of the money from game licenses, rod taxes, and otherwise; they, on their part, undertaking to expend this money in promoting the attractions of the island for visiting anglers and hunters. All the game and fishery wardens throughout the island have been placed under their control, and they have inaugurated a system of constant inspection during the open seasons by the agency of supervising wardens, who exercise jurisdiction over certain districts of the island and see that the local wardens are performing their duties properly. The result of the establishment of this service has been to ensure a much more effective protection for all kinds of game and to give a reasonable guarantee that within a few years the attractiveness of the island in this respect will be greatly increased.

AUTOMOBILE TRIPS.

Newfoundland offers automobilists the inducement of excellent roads, within a radius of one hundred miles of St. John's, delightful summer weather, salubrious climate, health-giving conditions generally and scenic beauties not to be exceeded in this hemisphere, and but very rarely equalled. The Reid Newfoundland Company, which operates the island's railway steamship system, connects with the Intercolonial Railway of Canada at North Sydney by means of palatial passenger ships with the best accommodation for travelers and large enough to admit of the biggest of automobiles being securely carried by them across the ninety miles of Cabot Strait, which separates Newfoundland from Cape Breton. From Port-aux-Basques, the Newfoundland terminus of the steamers, the Reid Company's railroad traverses the island to St. John's and express and freight trains enable passengers and other possessions to be conveyed there promptly.

St. John's, which has a population of 30,000 people, is the chief city of the island. It has excellent hotel accommodation and the Reid Newfoundland Company has a large garage and every facility for the repair of cars of all makes, besides carrying ample supplies of petrol, gasoline, etc., and possessing a complete electrical department, in connection with its operating of the street-car service of the city, where storage batteries can be charged. There are other garages as well. The town has about one hundred motor cars of different makes and these are in commission for the greater portion of the year. St. John's is the centre for a number of very interesting and picturesque drives, the whole adjacent country for one hundred miles in every direction being seamed with excellent roads, abounding in beauty spots which will charm the visitor. The chief of these runs is that round Conception Bay, a distance of some ninety miles, traversing the oldest-settled and most thickly-populated section of the country. During practically the whole of this run the visitor is in full sight of the waters of Conception Bay, one of the finest inlets in the whole island and one which exhibits constantly remarkable scenic attractions. Another delightful motor trip is that along the eastern seaboard of the Ferryland peninsula from St. John's southward towards Cape Race, where the sea is always observable on the one hand and delightful vistas of charming woodland and

pastoral scenery on the other. Many other equally interesting and enjoyable shorter runs are to be made to fishing, farming, and industrial centres in the vicinity of the local watering places and salmon fishing can be enjoyed which is not to be excelled anywhere else. The roads all over this section are very fine, much better than in Nova Scotia, for the material that is used gives a much more substantial surface and speeding can be done on these roads that will satisfy even ambitious automobilists.

BRANCH RAILWAY LINES.

Last year the Colonial Legislature contracted with the Reid Newfoundland Company for the construction of five branch lines of railway, connecting at suitable points with the Trunk Line across the Island. The first of these, extending from Clarendville through the Bonavista peninsula, was almost completed before the close of 1910 and will be finished early this year. Then the construction of the branches to Heart's Content, on the south side of Trinity Bay, and from St. John's to Trepassey, near Cape Race, will be commenced. On their completion the rails will be extended from Carbonear, on the north side of Conception Bay, to Grate's Point, the extremity of that peninsula; and the branches are also to be built from the main line to the head of Fortune Bay and from Deer Lake to Bonne Bay. These will make up an increased mileage of about 300 miles, and will bring virtually every section of the island into direct communication with the trans-insular line through the agency of the railway system and the connecting steamers, besides opening up new areas to the sportsman and the tourist.



BUNCH OF SPECKLED BEAUTIES.

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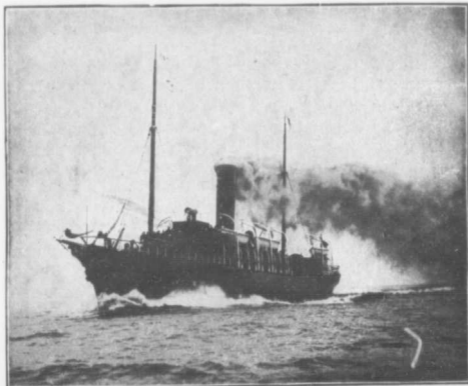
INFORMATION

For the Tourist, Health Seeker and Sportsman

Having given the reader a brief outline of the scenery, climate, game, fish, camping and canoeing possibilities of Newfoundland and Labrador, we now propose to take him from North Sydney, where he first makes his acquaintance with the Reid Newfoundland Company's System, and will offer for his information a few words on the attractions of each station as we journey along the line.

NORTH SYDNEY.

The express trains of the Intercolonial Railway connect at North Sydney with the steamer for Newfoundland. The trains go direct to the side of the ship, and all the passenger has to do is to step at once on board, and after a sea trip of about seven hours, the steamer arrives at Port-aux-Basques, connecting with the Railway and Steamship System.

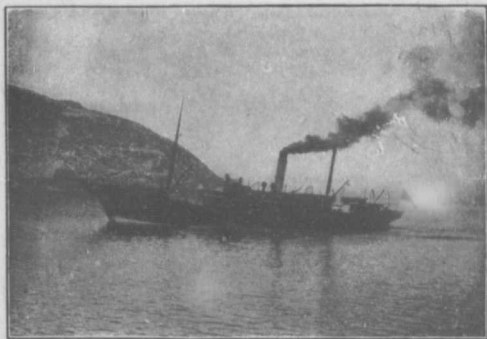


S. S. "BRUCE."

PORT-AUX-BASQUES.

Leaving North Sydney late in the evening, by sunrise on the following morning the ship is running into the harbor at Port-aux-Basques, and on a bright morning the scene is beautiful. The first sight of land is Cape Ray Mountains and Lighthouse; then comes into view a great rock-rimmed basin, narrowing further up into something like a Norway fiord, and on each side high mountainous scenery. Usually a number of fishing vessels are anchored in this basin and the effect is very striking.

At this station the Reid Newfoundland Company's Railway System connects with the steamers, Reid Newfoundland Company's express trains arriving Port-aux-Basques to connect with returning ship for North Sydney.



S. S. "GLENCOE."

The S. S. "Glencoe" also connects at Port-aux-Basques with the railway system and with the steamers. The "Glencoe" is due to arrive at Port-aux-Basques from Placentia and intermediate ports every Friday evening, and leaves every Sunday morning on arrival of steamer from North Sydney for Placentia and intermediate ports. (See "Glencoe," description of South Coast Trip.)

The S. S. "Glencoe" plies weekly between Port-aux-Basques and Placentia, traversing the whole of the South Coast and touching at all the important ports thereon. This affords a very delightful trip for the tourist and the sportsman, because that section contains many lakes and streams filled with splendid fish and is the scene of a large fishing enterprise, the daily prosecution of which is to be witnessed easily by the voyager from the deck of the ship as she traverses these waters with their flotillas of boats and small crafts on the fishing grounds. The ship also passes within sight of St. Pierre-Miquelon, the French Colony off the Burin Peninsula, and Placentia, her eastern terminus, was the old French capital of Newfoundland in the days when much of the country was under the sway of the Grande Monarque.

Fishing.—Along the route of the "Glencoe" on the South Coast are many tempting salmon pools and trout streams. At La Poile is a river which will well repay one for a visit. At Grandy's Brook there is a splendid salmon pool and ample trout ponds; up Little River are streams where some of the finest salmon in the island are obtained; at Lahune and Hare Bays are other streams equally promising; in Hermitage Bay the Conne River and another, Little River, are tempting ones; at Bay du Nord and Bay de l'Est are rivers that will attract any anglers; near Pushthrough are ponds into which the trout go about the end of July every summer, while before that they are found in the sea; in Fortune Bay the Long Harbour and Bay du Nord Rivers are very good and the South East Arm of Placentia is one of the most resorted fishing streams

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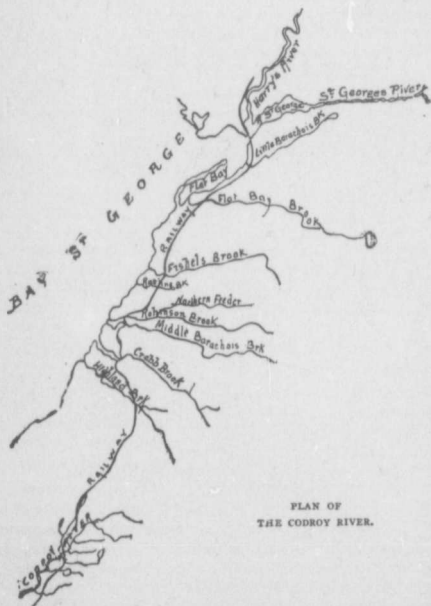
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in the island, especially by anglers from St. John's. No visitor can complain of lack of variety or of suitable fishing resorts who makes the trip in the "Glencoe" on angling bent.

LITTLE RIVER AND THE CODROYS.

The railway from Port-aux-Basques runs alongside the Little Codroy and Grand River, Codroy, for several miles. Farther on, it borders in succession on Highlands, Crabbe's, Middle Barachois, Robinson's and Fischel's Brook, another splendid river. This section is known locally as "the Rivers." At St. George's and Codroy the sportsman has the choice of half a dozen of the earliest and best salmon rivers in Newfoundland, and as trains are constantly passing, he can move from river to river with the greatest



PLAN OF THE CODROY RIVER.

convenience. Passing Port-aux-Basques, the first river is Grand Bay River, which is a good sea trout river. The first important stream we meet is the

LITTLE CODROY RIVER.

Like the Grand River, Codroy, it is an early river, the fishing beginning here about June 15th, and as a general rule the biggest fish are taken before the middle of July. Of course a great deal depends on the season and the quantity of rain. In the middle of June, as a general rule, the river is in full flood and the biggest fish run at this time. The Little Codroy is a favorite river with

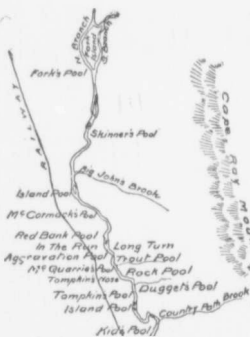
American sportsman. It is a good length, with no obstructions and affords excellent sport.

TOMPKINS'S, LITTLE RIVER.

A beautiful pastoral country is that through which the "Rivers" meander. Here will be found some of the best farm lands in the island and some of the most picturesque scenery. The hotel is an excellent one, of the class of country inns which so pleasantly dot the English villages that are the resort of thousands of vacationists annually. Here one may enjoy a most restful period in surroundings that cannot but satisfy, and where the best of trout and salmon fishing may be had. The present year salmon of twenty to forty pounds have been taken by sojourners there and the streams are literally alive with brook and sea trout. "Tompkins's" is becoming increasingly popular and is to-day one of the best patronized localities along the railway line. The proprietors make a specialty of fitting out fishing and hunting parties with tents, gear, and all requisites, for the different branches of the Codroy, and a bungalow at South Branch is also maintained by them. They have likewise stocked the lakes in the vicinity with rainbow trout, thus ensuring an additional form of sport for anglers.

At Doyle's is a spacious and satisfactory country inn, conducted by one who has had much experience in catering for the tourist and sporting traffic and whose very homelike hostelry is much appreciated by all who have enjoyed its hospitality. Mr. Doyle equips sportsmen with guides, tents, boats, and all requisite gear and his establishment being situated as it is in close proximity to one of the best sporting areas in the colony, he has a highly representative clientele and is always assured of liberal patronage.

At South Branch the Messrs. Tompkins have established a bungalow, the advantages and conveniences of which are very gratefully appreciated by visitors to this locality. The name of Tompkins is now very widely and favorably known as that of purveyors to visitors resorting to Newfoundland for sport or recreation and none of those who have visited the Tompkins establishments on the West Coast have aught but the warmest words of praise for them. They were among the pioneers in catering for this traffic and they have maintained a very creditable lead in the work ever since. Those who plan a trip to this section can make no mistake in arranging with Messrs. Tompkins to care for them during their stay.



THE POOLS—LITTLE CODROY.

THE POOLS, LITTLE CODROY.

These pools, as shown in the plan, extend all along the stream for twenty miles. At the first part of the season the lower pools will be found the best, and later, the upper ones.

LITTLE RIVER, THE CODROYS.

Scenery. — The tourist who is not a fisherman, but who is after good scenery, will find Little River one of the most attractive spots in the Island. For wild mountain scenery it has no equal, and mountain climbing is becoming one of Little River's great attractions.

The valley is narrow in places and hemmed in by the mountains; the scenery is varied and beautiful.

Fishing. — Excellent salmon and trout fishing can be had any time after June 16th till end of season. It is easily fished, having nice sand beaches along on either side, and is a most popular resort for the lady and gentleman angler. One can fish without the use of a boat, almost the entire river. There are good pools along it for a distance of about four miles. Below the head of the tide to ocean or seaside, a distance of about four miles, affords the tourist splendid boating and bathing, and several fine trout streams may be fished on the trip to the seaside where sea trout are numerous.



POOLS ON GRAND RIVER.

Teams are not necessary. Boats can be hired for 25 cents.

THE GRAND RIVER (CODROY).

Scenery. — Tourists visiting Grand Codroy may enjoy driving on good roads, boating on the river, and many opportunities with the camera.

This fine stream is about thirty-five miles long. It is navigable for small vessels from its entrance to the sea. The tide runs up about ten miles. The salmon commence to enter the river about the 1st of June. The early fish reach the first pool about the 5th of June and then gradually work up. Their movement depends on the water in the river. Every time it rains heavily they move farther up, and they generally reach the big salmon pool from the 10th to the 15th of June. Sea trout begin to run in the river much later than the salmon, rarely before the 15th of July.

In the first part of the fishing season the best sport in the river is the overfall pool. This pool is about twelve miles from the mouth of the river. The next pool, four miles farther up, known as the big salmon pool, is good for the whole season.

CRABBE'S.

Scenery.—The Crabbe's River is very pretty. It is studded with islands under cultivation; the beach at the mouth affords all facilities that can be desired for bathing purposes, etc. Loch Leven is very picturesque, and is beautifully adapted for boating, etc. A tourist may hire a carriage and drive from Crabbe's to the west end of the Highlands over good roads in about two hours. The Highland scenery is beautiful, consisting of rustic bridges, cultivated land on each side of the road, glens, etc. The Highlands are flanked by the Cape Anguille Mountains, which make a wonderful landscape. The mountains in the vicinity are heavily wooded, and in mid-summer are one mass of rich verdancy. Besides all this, Crabbe's is a capital health resort.



CRABBE'S BROOK.

Fishing.—Crabbe's River is splendid for salmon between the first of June and last of August. Loch Leven Pond is very good for trout, as is also the Highland River. It is necessary to have canoes for the rivers.

Teams may be hired at moderate prices.

The hotel at Crabbe's is a new one and up-to-date in all respects. It is located in the village, about 300 yards from the river, located there for the convenience of visiting patrons. The drive of two miles from the station is over an excellent road, and the proprietor, Mr. Gosse, sends a horse and wagon to meet all express trains during the salmon fishing season. All the lower salmon pools are within a few minutes' walk of the house; and plenty of sea trout are at the Gut, which is also comparatively near, while the upper pools are reached without trouble by dory or on foot if desired. The river is large, over a half a mile wide, and full of islands, making splendid salmon pools; and there are also several excellent pools above the railway bridge. Canvas tents are supplied by the hotel, if sportsmen desire to camp out and reliable guides will be recommended therefrom. Good bathing is also to be had in this vicinity and no visitor will make any mistake by locating there.

ROBINSON'S BROOK.

This stream has two branches and some capital pools; when in good flood, all these rivers afford excellent sport; they are apt to run low in July and August.

At Robinson's are two excellent hotels conducted by R. B. Shears and G. M. Shears, both of whom fit out sportsmen with boats, tents, etc., as well. The brook or river known as Robinson's is

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THE FAMOUS ROBINSON RIVERS.

one of the best and most certain of salmon fishing centres in the island and boasts many record catches in recent years. The river runs through a valley which is delightfully diversified by its scenery and the abundance of trout and salmon, making it an especially attractive center for visitors from abroad. At these hotels travelers may rest assured that they will be well treated and cared for. The locality is coming into popular favor very rapidly of late years and the hotel people are always ready to do their best to satisfy all who visit there.

FISCHEL'S BROOK.

The traveler can see this stream from the railway and judge for himself of its character as a salmon river. The river contains plenty of salmon, and in July is specially good after rain. Following the railway line, the next point reached is

ST. GEORGE'S.

Scenery.—Bay St. George is really a fiord of our American Norway, and is eight miles long. At its head, easily reached from the railway station by sailboats, three streams empty into it, viz.: Southwest, Bottom and Harry's Brooks.

A tent, guide and cook, boat, cooking utensils and blankets can be rented at an hour's notice.



FISCHEL'S.

In this neighborhood a very popular hotel has been built, where the tourist will find all he desires—excellent golf grounds, lovely scenery, boating, sandy beaches for bathing, etc.

BOTTOM BROOK.

Bottom Brook is a very fine river for trout. It also contains salmon. A long, fierce rapid at its mouth compels a portage. Boats are kept by the guides on the chain of lakes that begins half a mile above.



ST. GEORGE'S HOTEL.

About four miles from the mouth of the brook is an ideal camping place on the right bank, with hills showing in terrace for thirty miles farther up-stream. It is practically an unexplored region. This brook leads into splendid caribou grounds.

He who is not satisfied with the trout fishing there, indeed, will be hard to please. Square-tailed trout may be taken from the pools almost at will, and will average two pounds in weight.

SOUTHWEST BROOK.

This is a splendid salmon river with fine pools. It lies at a convenient distance from a comfortable hotel, where boats, guides and every convenience can be obtained. Single fish weighing thirty pounds have been taken here.

STEPHENVILLE CROSSING.

At this station is situated a fine hotel, "Bay St. George." Here the tourist can enjoy sea bathing, boating, golf, fishing and other forms of sport. The proprietor makes a specialty of fitting out sportsmen with guides, tents, canoes, boats, cooking utensils, blankets, etc.

HARRY'S BROOK.

This is one of Newfoundland's most famous salmon rivers, and is as much frequented in the season as the Codroys. The railway runs along its banks for many miles. There are good camping places at the principal pools, and every convenience for the angler is provided by the attentive proprietors of the Log Cabin.

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Fish of thirty-two pounds' weight have been taken from this stream. But to one who does not care to camp and prefers remaining near the railroad, ideal conditions are furnished along Harry's Brook. This little river empties into Bay St. George near the railroad, and is about six rods wide, with swift water, averaging four feet deep, and many deep pools.

There he will find accommodations right at the mouth of Spruce Brook, together with a magnificent lake fifteen miles long and three wide, called St. George's Pond. A mile away it spills and forms Harry's Brook.

As its water shoals to a depth of five or six feet and feels the brook current, it is often crowded with grilse and salmon. All have run up the stream, have become aware of the presence of a large body of still water, and are hesitating. This is a great place for grilse fishing. (A grilse is a young salmon returning the first time from the ocean, and weighs from three to six pounds.)

Twenty feet from the hotel the angler may step into a dory or canoe, and in fifteen minutes his guide will have the boat shooting down Harry's Brook, on the thirty-mile trip to Bay St. George. Nearly all the way it runs beside the railroad track. There are six or eight pools of special excellence. Very large trout, many grilse and salmon may be taken. Much depends upon the condition of the water.



PLAN OF HARRY'S BROOK.

THE LOG CABIN—SPRUCE BROOK.

Power and Dodd, Proprietors.

This popular tourist's and sportsman's hotel opens to receive guests on June 10, 1911. At the present time it is under construction and the building will be both commodious and comfortable. It will have a frontage of ninety feet and extend back fifty-five feet, its design being that of a central block with wings at right angles. The space between the front line of the wings will be covered with glass to form sun parlors. It will have fourteen bedrooms, three of them being double; two bathrooms; four lavatories; and a social hall, ladies' parlor, etc. It will be lit with petrol gas and every precaution will be taken against fire, notably by the provision of a large water tank in the roof to supply water for the ordinary requirements of the hotel and to be used for fire protection purposes if necessary. The location chosen for the building is but seventy yards from the lake front and the scenery in the vicinity is most attractive and the general situation is an ideal one. This hotel will, without doubt, be the best of its kind in the colony and the proprietors are leaving nought undone to ensure patrons every



LOG CABIN

comfort. The building is very artistically designed and will be unquestionably comfortable, and it is intended to give a first-class service such as is afforded in English hotels. The rates will be from \$2.50 a day up and the proprietors will fit out camping parties, either fishing or hunting, with guides, boats, tents, cooking utensils, blankets, provisions, etc., from \$6.50 per day up, according to the demands of patrons.

Fishing.—Few or none of the west coast rivers can be traveled to their headwaters with the ease that the railway takes people to the headwaters of Harry's Brook.

Hunting.—The hunting between the Log Cabin and Grand Lake is unique and beyond possibility of competition. With a light canoe one can leave the Log Cabin and, passing through the new trail, reach Howley, down Grand Lake. The scenery at the western end of Grand Lake is the wildest and most rugged in the island. Here are a number of falls which drop clear into the lake, presenting a most beautiful scene. Caribou barrens fringe the entire length of the lake. This is the section of the country where the United States Secretary of War, Hon. Elihu Root, got his caribou heads, and which he pronounced a wonderful sporting country.

Scenery.—The scenery in this section cannot be surpassed. The falls, a mile and a half up Spruce Brook, are magnificent.



A MORNING CATCH—RIVER OF PONDS.

BAY OF ISLANDS.

After leaving Harry's Brook comes "Bonnie Bay of Islands" and the Humber River. As the traveler descends the steep grade from Mount Moriah, the beautiful panorama of the landlocked Humber Arm is laid out before him. Picturesque and enchanting as the view appears, it cannot be compared for a moment with the sea-coast scenery of the entrance, thirty-five miles farther out.

BIRCHY COVE—Bay of Islands.

This is one of the stations in Bay of Islands District.

Fishing, Etc.—The best months for fishing are June, July and August. And for shooting caribou the best time is September and October.

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SALMON POOL ON GRAND RIVER, CODROY.

BAY OF ISLANDS.

Scenery.—Bay of Islands, as the nickname indicates, has numerous islands. It has three arms running twenty miles inland, one of which receives the Humber, the second largest river in the Island. The scenery of this bay is spoken of by all travelers in rapturous terms. Blomidon Mountain soars majestically, the monarch of that mountain land. The water of the Bay of Islands is as blue as that of the Mediterranean. In this case it cannot be due to a large proportion of salt, which is the cause of the intense blue of the sea in warm climates, so it must be attributed to the greater depth of the bay. A writer says: "As I gazed entranced at the lovely scene before me, I was able for the first time to realize, by the aid of the golden haze veiling the long slopes and tumbling steepes, the grandeur of the sierras which enclosed the Bay of Islands. The silence was intensified by the silvery waterfalls dropping from crag to crag many hundred feet with an ethereal motion and yet giving forth no echo or sound of their dashing, so distant were they from our ship."

Fishing.—The Humber River, Kitty's Brook and Ponds around Howley, are excellent places for trout and salmon fishing.

Hunting.—The best hunting grounds are Wills' Steady, near Steady Brook, Sandy Pond Crossing, Howley and Gaff Topsails, all of which are good any time during the hunting season.

FISHER'S HOTEL, BAY OF ISLANDS.

The delightful panoramic vistas presented at Bay of Islands, with the varied attractions it holds out to all classes of leisured visitors, have induced the establishment of Fisher's Hotel, which is a commodious and well-conducted establishment, much more up-to-date than many that will be found in more pretentious resorts. It occupies a favorable location, in the midst of a charming sylvan scene, within close reach of the railroad, and also affording easy access to the fishing streams and hunting grounds. Bay of Islands is a favorite resort for wealthy Americans who come to the coast in their own yachts, while it is also the headquarters of the British and French warships engaged in Fishery protection service on the Newfoundland coast, so that agreeable society, opportunities for sight-seeing, and pleasant entertainments are found here which cannot be enjoyed at other places. All these things add to the attractions which a modern hotel implies, and the combination of up-to-date surroundings and material comforts, with splendid hunting and fishing areas, make this locality an ideal place to the sportsman's mind. The proprietors maintain motor launches to take parties up the Humber River, and equip fishing and shooting parties for all parts of the country served from Bay of Islands.

THE LOWER HUMBER.

Rounding the Arm, the trains run along the banks of the lower branch of this fine river. The traveler catches glimpses through the foliage, every now and then, of the beautiful stream and its high wooded banks. It is a large river, and can be followed up in boats to Deer Lake. The salmon fishing is good in the early part of the season. It is well looked after, no nets or obstructions are allowed, and there is a large run of fish. The salmon, as a general rule, do not stay long in these lower reaches, but pass on to Deer Lake to

THE UPPER HUMBER.

The Upper Humber is reached from Deer Lake railway station. A boat carries the sportsman across the lower end of the lake to the entrance of the river. It is a noble stream and full of fish. The first and best place on the river is the pool under the Grand Falls. It can be reached easily in a good light boat or canoe, with a couple of portages.

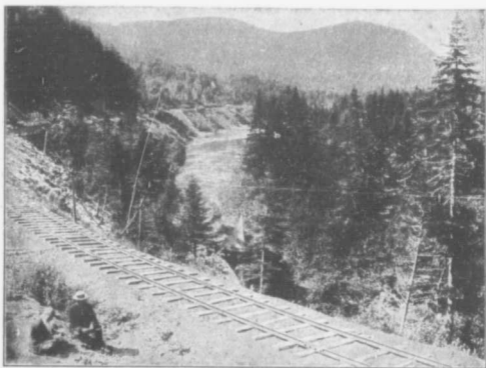
Any good angler who could spare the time would have plenty of sport on the Upper Humber. Mr. L. Velton, in *Outdoors*, says:—

"We were in camp just below Steady Brook Falls, a big cascade of one of the tributaries of the Lower Humber River. We saw rapids fairly alive with grilse, salmon and trout, where seals would rise and seem to wink at us, and where mountains were yellow with the bake-apple berries.

"We were sated with the salmon fishing; we could not use



A FINE HEAD SHOWING 40 POINTS.



THE HUMBER RIVER FROM THE RAILWAY.

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HIS FIRST SALMON.

a tenth part of the great fish, and had wearied of even fighting them and returning them to the water without gaffing."

THE CARIBOU.

Proceeding in canoe up the west branch of the Humber and through Aldery and Birchy Lakes, the tourist or sportsman passes into Adies Lake. This lake has an almost uniform depth of 300 feet. It lies about thirty miles eastward of the east arm of Bonne Bay on the West Coast. Here is magnificent but sombre mountain scenery; to the north, Silver, Eales and Erskine Mounts, dominating all that

part of view. The trout and salmon fishing are superb. Low forests of white spruce, balsam-fir, canoe birch and aspen, with a few tamaracks and black spruce, are the trees of that pristine wilderness. The caribou are there, literally in hundreds, and even thousands.

Says a sportsman: "It was a rare and interesting experience. Hinds and fawns fed silently, fled only when we were very close to them, and all were fat. The stags followed the hinds, and were all of great size, with splendid antlers. It was a common sight to see fifteen or twenty of these animals swimming across a lake. Nothing could have been easier than to kill six to a dozen of them by chasing them in a boat as they swam and killing them with blows of an ax. Sequestered in practically undisturbed security, feeding or almost always walking swiftly, here was the caribou Arcadia."



FALLS ON HUMBER RIVER.



DEER LAKE.

The station is alongside Deer Lake, and from the car windows it will at once be noted as a most excellent place for those who desire camp life, with boating, canoeing, bathing, etc. Deer Lake leads into the Upper and Lower Humber, and to Grand Lake. Tourists, health-seekers and sportsmen will find this a most desirable spot for a quiet and enjoyable retreat with their families during the months of July, August and September.

GRAND LAKE (Junction Brook).

Three good streams run into Grand Lake—Junction Brook, Sandy Pond and Kitty's Brook. The first named, in the season, contains sea trout and salmon. The locality offers excellent op-

portunities for camping, boating, canoeing, with most excellent fishing and shooting.

Sandy Pond, four miles east of Junction Brook, is also a fine fishing place, and offers excellent attractions to the tourist, health-seeker and sportsman.

The scenery on both streams is very fine.

BUNGALOW, GRAND LAKE.

Grand Lake is the centre of a vast fishing and hunting region and is also a good camping resort. The lake itself is the largest in the island, some sixty miles long and contains an island twenty-two miles in length. On this lake there has recently been built a sportsman's hotel of the style of Log Cabin, or Bungalow, these establishments having become noticeably popular with sportsmen and tourists, who thus secure in their excursions most of the conveniences they can enjoy in their homes and with which they are provided in these places at a moderate cost. At the Bungalow one can obtain all the advantages of a modern hotel and all the pleasure of fishing, hunting, boating, and photographing which can be desired. The whole country in this vicinity contains very picturesque areas and it is not difficult to spend a most satisfying and agreeable sojourn here. The proprietors supply motor boats for cruises on the lake, which are proving to be a delightful feature of a visit to the spot; and also equip fishing and shooting parties. In addition to the trout already abundant in the streams it is now proposed to stock Grand Lake with whitefish, which is being done with great success in the lakes in the Western Provinces of Canada.

HOWLEY.

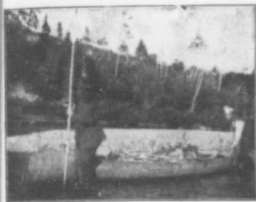
This station, formerly one of the best caribou hunting sections, is now in the middle of the section reserved by the Government (see Game Laws in Appendix), but is used largely as headquarters for tourists, for telegraphing and for despatching and receiving their mails.



PLAN OF HUMBER RIVER.

KITTY'S BROOK.

This is a very fine place for lake trouting, and any angler who will spend a few days fishing the lakes at Kitty's Brook will be amply rewarded. The majority of the fish are ordinary lake



AFTER THE HUNT.

be one vast deer park. Between these sections, hunters can camp within a few feet of the line of railway, and secure caribou, and we cannot do better than to give the experience of a sportsman who visited these parts, as described in the *Illustrated Sporting News* :—

"We saw caribou which were so wild that they were tame, scarcely knowing the danger of a human presence. And how very, very wild, beautiful and noble they seemed. In groups, singly, lying down, on heights, feeding, viewing their own reflection in clear puddles where they came to drink, their innocence, confidence, happiness, and right to live in their own domain, caused us each of the three times that we heard a rifle shot that told us of a deer sacrificed for the camp table, to feel a tug at our hearts. It seemed as if no unfriendly presence should be there, that we were their guests by privilege.

"On the plateau around the five or six remarkable round hills that rise from the main levels like beehives and are called the 'Topsails,' the caribou pass by thousands." Here Ptarmigan and Arctic Hares are found in large numbers.



GRAND LAKE FALLS—SALMON LADDER.

MILLERTOWN JUNCTION.

Shooting.—Caribou are plentiful. The best place for hunting is at the 316th and 317th miles near St. Patrick's Brook, but almost anywhere around here the sportsman can find the caribou. They are also plentiful everywhere in the vicinity of the Red Indian Lake.

Fishing.—At Millertown there is good trout and ouananiche fishing on the Red Indian Lake also on the Exploits and Mary March Rivers.

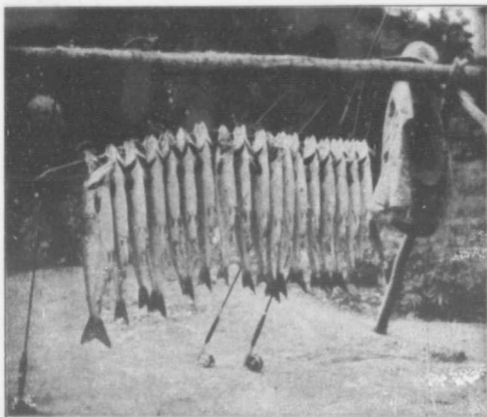


40-POINT CARIBOU HEAD.

EXPLOITS RIVER.

This is the largest river in the Island, and is a fine salmon river. The Grand Falls, which have prevented the fish from passing this point, is now supplied with a ladder or passway to enable the salmon to get over this waterfall and go forward into Red Indian Lake.

Many streams enter this splendid sheet of water. Landlocked salmon and brook trout abound in the numerous small rivers that flow in its waters.



EIGHTEEN SALMON WHOSE COMBINED WEIGHT EXCEEDED 330 POUNDS.

Big Rattling Brook, an affluent of the Exploits, affords excellent salmon fishing, both for size and quantity, although it is somewhat difficult to get there, and considerable walking and canoeing are necessary.

GRAND FALLS, A TOWN IN THE MAKING.

One of the great novelties of a visit to Newfoundland at the present time is the sight to be seen at Grand Falls, the spectacle of a "Town in the Making." Grand Falls is the home of the great Harmsworth enterprise, a pulp and paper making concern, the equal of any in the world. The works, now completed, represent an outlay of \$6,000,000 and every stage of the process of paper making from the cutting of the logs to the perfecting of the paper, is carried on. A modern town has been established on the most approved lines, and an eminent English expert was actually brought across the Atlantic to devise a scheme for the sanitating of the place. It is estimated that within a few years there will be six thousand people residing there, and those who would see the work of transforming the wilderness into a busy city being actually carried out, will find Grand Falls both a pleasure and a profitable experience. In addition there is the best of hunting and fishing to be found in the vicinity, with only the obligation of securing a permit from the Company, a course taken to prevent the forests being destroyed by careless visitors neglecting to extinguish their camp fires. The first paper was produced from the mills last spring; the whole plant is now in full working order; the output is sufficient for all the publications produced by the Harmsworths in England.

BISHOP FALLS.

Here another enterprise, similar to that of the Harmsworth Company, is taking shape. This project is being enterprised by the Albert Reed Company, a large London paper-making concern

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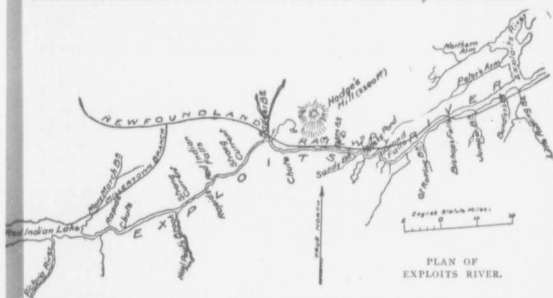
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with which are associated some of the principal English publishers. They are making the works here a counterpart of those of the Harmsworths a few miles distant, and at Bishop Falls the same thorough comprehensive methods are being adopted and work is progressing on the same lines as with the Harmsworths, in the building of the town, construction of the plant, and harnessing of the Exploits River to supply the necessary power. A visit to Bishop Falls first, and then to Grand Falls, will enable the progress that is being made to be compared and afford an object lesson in the growth of two great industrial enterprises in a region that a few years ago was given over to the creatures of the wilderness and had scarcely been trodden by a human foot.

The mills are in area and capacity about three-fourths as great as those of the other concern. The logs which are used in the making of pulp and paper are got on the banks of the Exploits above the great bridge which crosses the river at Bishop Falls, and are floated down to the dam which is to be seen near the works where the logs are converted into manufactured products. An excellent hotel is maintained at Bishop Falls and the visitor will find himself amply repaid for a stop at this point by the opportunity it will afford him of inspecting the Company's works and seeing the various processes in full operation.

NORRIS ARM.

At Norris Arm the Central Forests Company has a large lumber mill in active operation, and a comfortable hotel exists there in a convenient location where travellers are made extremely comfortable.



This is the entertaining and detaining point for Botwood, which is visible in the distance across the Exploits Arm and which is the shipping port for the product of the paper companies at Grand Falls and Bishop Falls. The scenery about Norris Arm is specially attractive and the inlet which is like one of the Norwegian fjords, extends into the country for several miles, is navigable for smaller crafts and motor boats, and makes a delightful centre for summer yachting, canoeing, and similar diversions. All this section is the theatre of extensive lumbering and logging operations, and it is possible for the visitor to witness the carrying on of these in all their varied phases.

This station is an ideal place for the tourist, camper or health-seeker. The arm of the sea affords everything required for boating, etc. An excellent hotel has just been erected at this station.

Scenery.—The scenery is very charming, and there is enough variety to make it especially interesting.



WILD GESE IN GRAND LAKE.

Fishing.—The best places for salmon fishing are: Big Rattling Brook, Little Rattling Brook, Greenwood Brook, Stone Brook. Birchy Lakes, Sandy Stream, Sheffield Brook and Jumper Brook are all very good for trout. Season: July, August and September.

Shooting.—Best places for hunting deer: Birchy Lakes, Sandy Lakes, Goose Brook, St. Patrick's Brook, Red Indian Lake, Gaff Topsails, Bird's Marsh. Season: September and about first part of November.

LEWISPORT.

At Lewisport trains connect with the steamer "Clyde" for all ports in Notre Dame Bay. The steamer leaves every Monday for South Side, returning every Wednesday. Leaves every Friday for North Side, returning every Sunday. Train connects with trains for Port-aux-Basques and St. John's.

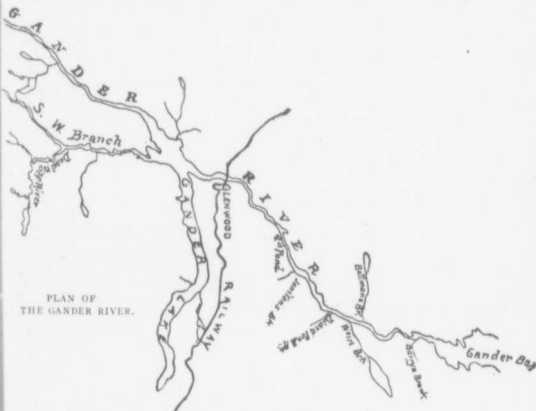
TERRA NOVA AND GANDER COUNTRY.

Perhaps the best hunting areas in the Island are the Gander and Terra Nova districts. These are the sections chiefly resorted to by sportsmen, local and visiting, and a testimony of their value is the statement of Mr. F. C. Selous, the famous African Hunter. He says:

"The way to enjoy a trip to Newfoundland, I would advise all who may visit that country in search of Caribou, is to leave the railway and make for the interior of the Island. Get a twenty-foot Canadian canoe and two good hardy Newfoundlanders—and better men you won't find anywhere in the world—and follow up one of the many rivers, such as the Terra Nova or the Gander, which are intersected by the railway. Never mind a little hard work pulling the canoe up rapids and carrying it around waterfalls; for in a few days you will reach as wild a country as can be found on earth, untenanted save by wild creatures, voiceless save for the plaintive call of the loon in the unnumbered lakes, or the hooting of the great horned owl in the forest. Here you will assuredly find Caribou in abundance, and may probably come across a black bear, or a wolf or lynx, and should you tire of deer meat as the piece de resistance, morning, noon and night, there are trout in plenty in the streams and ponds, whilst willow grouse of most delicate flavor, fattened on cranberries and blueberries, are to be found on all the barrens."

This opinion of Mr. Selous has been noted and followed by many visitors with much satisfaction and profit to themselves. During the past three or four years, since he blazed a trail into new hunting resorts practically never before imagined in the island,

numbers of visitors have followed in his footsteps. Mr. J. G. Millais, the eminent naturalist and author, in the same way enterprised a new field of action. He penetrated the interior from the South Coast and found a region abounding with game, birds, fishes, and animals; a region so wide and so filled with game that the most exacting would be more than satisfied. This region has virtually never been reached by hunters, anglers, or tourists; and therefore one can understand that he soon secured a choice selection of trophies with which to silence those who might be skeptical of reports of Newfoundland hunting attractions. However, the name of Selous stands first in the records of the world's sportsmen to-day, and the fact that he came to Newfoundland two years in succession and hunted caribou makes criticism and skepticism impossible.



PLAN OF THE GANDER RIVER.

The Gander and Terra Nova regions are specially convenient as they are seamed with watercourses that make transportation by canoe or boat easy, while there are numerous settlements convenient to the railway line where the hunter can supplement his supplies, if necessary, and be always certain of being within comparatively easy touch with civilization. The records of visitors to the island in late years show that some of the finest heads and most symmetrical antlers have been obtained from this region.

GLENWOOD.

Fishing and Shooting.—Good salmon and trout fishing can be had on the Gander River; at the Salmon Falls and mouth of the Salmon Brook for salmon fishing and the Big Chute, no boat being needed.

Also the Northwest and Southwest Rivers, fifteen or twenty miles from Glenwood are good rivers for salmon and in the vicinity are good caribou grounds. The best time for salmon and trout is in July. At certain seasons, namely, dry summers, are the times when fish are most plentiful



ON THE SHORE OF JOHN'S POND—TERRA NOVA.



FALLS ON TERRA NOVA RIVER.

THE GANDER.

From the Gander Arm to the railway bridge at Glenwood, this splendid river runs a course of over thirty miles with only a fall of thirty feet. It has numerous rapids and long reaches of steady water, and its branches afford fine sport to the angler as well as delightful canoe trips. The railway crosses the stream at Glenwood station, and each season anglers do well at this place.

GAMBO.

Gambo is another important lumbering and fishing centre. It is very picturesquely situated, is within close reach of lumbering camps, wooded tracts and extensive sporting areas, and the hotel at the station is one of the best along the railway line, so that the village is a favorite one with all visiting anglers and hunters, because the reputation of this hostelry is such that they are assured of the maximum of comfort in this quarter.

Fishing and Shooting.—This is a very fine section of the country for fishing, shooting and camping. It is necessary to have boats, which may be hired at 50 cents per day, or tourists and sportsmen should bring their own canoes.

Triton Brook, at the head of Gambo Pond, one of the loveliest places in Newfoundland, both for its scenery and fishing, is also a very fine place for camping, while the trip up the two lakes, about fifteen miles, is charming indeed. Sea trout, lake trout and ouananiche abound in this lake and brook, while at the head of the lake is a lovely sandy beach, from which one might fish or bathe in comfort.

Butts Pond, six miles west of Gambo by rail, is also a good place for fishing. Up Gambo Pond and around Burnt Pond Country, which is in a westerly direction from Gambo, are also very good places for hunting and fishing. Boats are required for all these places. The best time for fishing is from June to August.

September and October are the best months for hunting deer.



TWO HOURS' CATCH ON BIG CODROY.



SEA TROUT.

TERRA NOVA.

Fishing.—This is the locality for the sportsman, be he hunter, fisherman or angler, or for the tourist who may be in search of a canoe trip, or who may desire to spend his time in a camp outing, fishing. The Terra Nova Lake abounds with trout and landlocked salmon, and any person who fishes these lakes will be amply repaid. In addition to this, salmon will be found in abundance below the falls, and now that the falls have been provided with a fish-ladder, the salmon will be found in the upper reaches of the river.

It will be necessary for the tourist going into this section of the country, to take his camping outfit with him. For salmon or trout fishing, the months of July and August are the best.

Hunting.—The Upper Terra Nova is probably one of the best places in the country for caribou, and has been described by many as a "veritable deer park."

Mr. Wm. R. Philler, Secretary of the Real Estate Trust Company of Philadelphia, writes:

"We had a most successful and delightful trip, good country, good guides, good provisions. Good results flowed from good sources, and we are more than satisfied with our trip. We secured five heads, the smallest thirty-two points, and the largest thirty-five points, of the heavy, wide variety of horns."

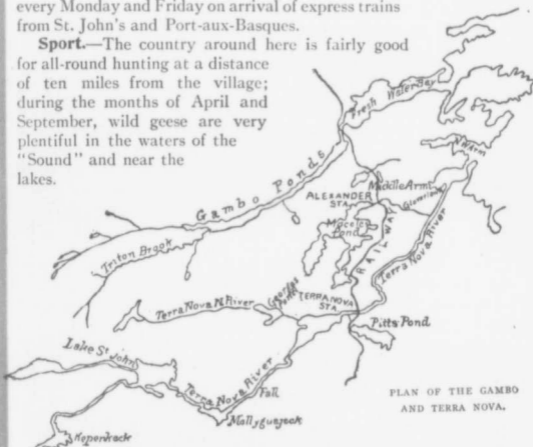
Scenery.—The river scenery is remarkably pretty, one bit in particular is delightful. It consists of two or three miles of steady water, bordered by grassy levels, and threaded with deer paths, with wooded hills running parallel.

Game.—There is plenty of small game, such as geese, black duck, sand-pipers, etc.

PORT BLANDFORD.

This is the station at which the train connects with the steamer from all points in Bonavista Bay. Steamer leaves Port Blandford every Monday and Friday on arrival of express trains from St. John's and Port-aux-Basques.

Sport.—The country around here is fairly good for all-round hunting at a distance of ten miles from the village; during the months of April and September, wild geese are very plentiful in the waters of the "Sound" and near the lakes.



PLAN OF THE GAMBO AND TERRA NOVA.

At Port Blandford are two hotels which are well up to the standard of the accommodation provided throughout this colony for the visiting angler or hunter, and as there is a substantial volume of passenger traffic through this haven, the hotels are in a position to care for a goodly number of visitors, while arrangements can also be made at this point for making the most of the advantages which a tour of that Bay affords, as well as securing access to the lakes, streams, moors, and barrens of that region, where sport in fin, fur, and feather is to be obtained.

There are two first-class grocery stores in the settlement at which sportsmen may procure all the necessaries for camping.

CLARENVILLE.

At this station the trains connect with steamer for all points on Trinity Bay. Steamer leaves Clarenville every Monday and Friday morning, returning, arrives every Wednesday and Sunday afternoon.



BIG FALLS, UPPER HUMBER.

Fishing and Shooting.—There are three very good ponds for trout fishing. Slate Hill Pond, about two miles from the settlement; Summer's Pond, about same distance, and Deep Bight, about three miles. Fish are of a small size and fairly plentiful.

SHOAL HARBOR.

At Shoal Harbor the Bonavista Branch Railway begins and this therefore promises to be an important centre in the near future. Adequate hotel accommodation for the convenience of travellers who will utilize this connecting point is being planned, and as the new railroad gives access to some splendid fishing and shooting country, it is certain that this will be a largely used station in the near future.

At Shoal Harbor, early in the fishing season, some large trout and small salmon are caught in the salt water near the old Shoal Harbor mill. From ten to thirty miles in the country is very good



ONE OF NEWFOUNDLAND'S MANY PRETTY WATERFALLS.

deer shooting. Tourists and health-seekers may enjoy both the country air and the sea breeze at this charming village.

COME-BY-CHANCE.

This stream is noted for its "sea trout," and during the season—July and August—many visit this place and fish along its banks, pitching their camps alongside the railway track, and all get satisfaction.

The trout are a very good size, running from one-half to four pounds.

PLACENTIA JUNCTION.

Passengers change cars at this station for Placentia.

PLACENTIA.

Nine-Mile Post.—About nine miles from Placentia Junction this is the first trout fishing lake.

Scenery.—The scenery in and about Placentia is considered second to none on this side of the Atlantic. The Southeast and Northeast Arms, five and seven miles long, are especially suitable for boating, being perfectly landlocked, while the beach with its sea front of one mile is an ideal place for sea bathing. The drives to Argentia, Southeast, and Point Verde afford every variety of land and seascape. The antiquarian here finds himself in the midst of historic associations. The old Anglican church, standing on a site of an older French Monastery, is surrounded by ancient tombstones, whose inscriptions are untranslatable by present-day scholars. The communion service used in the church was presented by King William IV, when as Prince William Henry he commanded H. M. S. "Pegasus" in 1787.

The remains of the old French forts, with their antiquated cannon, are a never-ending source of interest.

Placentia as a summer resort is most centrally situated. A daily train service connects with all parts of the Island. The elegantly appointed S. S. "Argyle" leaves every Monday and Thursday for all points in the Bay, and the S. S. "Glencoe," noted for her luxurious equipment, sails every Wednesday afternoon for all points between Placentia and Port-aux-Basques.

Fishing.—Wyses' Pond at Ville Marie Station, twenty minutes by train from Placentia, affords good trout fishing. The Northeast Brook, seven miles by boat, is a good trout and salmon stream after the 15th of July. At the Railway Pier, and at Fresh Water Cove, close by, splendid sea trout are numerous from June 10th to July 15th, after which they may be followed up-stream in the Northeast and Southeast Brooks. The Southeast Brook is one of the best trout and salmon streams in the colony. Other good streams for early July are Glyndan's Cove and Barrisway Brooks, five and eight miles, respectively, from Placentia, over a pleasant carriage drive. Branch River is a fine salmon river.

Shooting.—From Placentia to Branch, a distance of forty miles, is the best partridge ground in the country; 150 to 300 brace have been bagged for two weeks' shooting. Snipe and plover abound in the marshy shores near Point Verde, three miles from Placentia.

WHITBOURNE.

Whitbourne affords a pleasant place for the tourist. The lake near by offers good canoeing and some small trout fishing.

At Whitbourne passengers change for Broad Cove, Blaketown and all points on the Broad Cove branch.

NORTH HARBOR AND COLINET RIVERS.

These are splendid little sea trout rivers, reached from Whitbourne via the Colinet road. The distance from North Harbor River via Colinet road is about fourteen miles, and the distance from the river to the road is about two miles to the best pools. The fish do not run very large, but are very numerous during the season.



GUIDE AND BLACK BEAR

These places are all near the railway track. The trout caught in them are plentiful and of a good size.

Camps are required by those who desire to remain over night.

HODGEWATER AND MAHER'S.

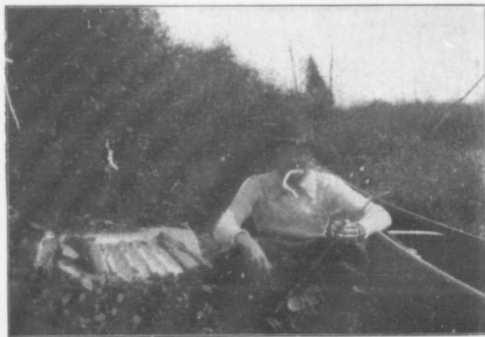
The lakes in this vicinity afford good trouting; anglers desiring to stop over night, or for a longer time, should take their camps.

BRIGUS JUNCTION.

Fishing.—Trout fishing around Brigus Junction is very good in the various ponds situated about one-half to one mile from the station. Here passengers change for points on the Brigus branch, to Carbonear.

BRIGUS.

Scenery.—Brigus proper has much to offer to the lover of scenery, especially the Gould Valley country, which is second to none in this part of the country for rare picturesqueness. The



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country roads are good, and a drive to McKinnon's and thence to Clarke's Beach and back to Brigus by way of Cupid's, will give a view of the whole surrounding country with the waters of Conception Bay on one side and the beautiful Gould's Valley and sloping hills on the other. Clarke's Beach is also a charming little spot.

Fishing.—There are some very good ponds about here which would afford good sport to the fisherman. The following are a few of the best:

Cupid's Pond, one mile from Brigus by carriage.

Long Pond, two miles from Brigus by carriage.

Nine Island Pond, eight miles from Brigus by carriage or by rail.

Turk's Gut Pond, four miles from Brigus by carriage.

Three Island Pond, three miles from Brigus by carriage.

Level Pond, } eight miles from Brigus by carriage, on Hodge-
Snow Pond, } water Line.

Batten Pond, }
Grand Pond, } eight miles from Brigus by carriage.

Gullies, a chain of water on Roache's Line, commencing five miles from Brigus and running parallel within a mile of the road on Hodgewater Line.

South River, three miles from Brigus by carriage.

North River, five miles from Brigus by carriage, or to Clarke's Beach by rail, and from there one-half mile by carriage.

The best months for fishing here are July and August.

Shooting.—There is some small game on Snow Pond Barrens and Gould's Brook Barrens, and along the Hodgewater Line, all about six and eight miles by carriage.

Teams.—Teams will be necessary in almost every case. Roads are kept in good condition, and are so placed as to bring one almost within a stone's throw of the various ponds. There would not be much difficulty in getting boats for the ponds, but they are as well fished without a boat.

BAY ROBERTS.

Scenery.—The scenery around Bay Roberts presents a beautiful picture when viewed from the hills, two miles distant from the town. Spaniard's Bay Gorge is quite a wonder in itself, being about three-quarters of a mile long and about twenty yards wide, with cliffs on each side ranging from fifty to 250 feet in height. As a health resort, with sea breezes, fresh air and carriage drives, it is all that could be desired.

Teams may be hired at any time. Boats, sailing or rowing at moderate cost.

HARBOR GRACE.

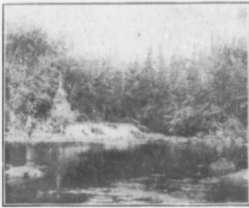
Harbor Grace is the largest out-port town, is a delightful and quiet place for those who seek rest, pure air and an enjoyable country outing. There are many beautiful drives, and for bathing, boating, etc., the magnificent harbor cannot be surpassed. Cabs and boats available.



GROUSE

CARBONEAR.

At this station the train connects with the steamer "Ethie" every Tuesday and Saturday afternoon for all ports of call in Trinity Bay.



UPPER POOL, MURPHY'S FALLS—
SALMONIER RIVER.

Holyrood, the tourist, sportsman or health-seeker can proceed to Salmonier, which is situated fifteen miles from Holyrood. On the road between Holyrood and Salmonier there are numbers of lakes, in all of which good trouting can be had. To fish these lakes properly, it would be advisable for the party to take boats or canoes, although very good fishing, indeed, can be had from the banks of the lakes. Near by each lake are farmhouses at which anglers can get accommodation.



A PORTAGE OVER BIG FALLS—
HUMBER RIVER.

A number of houses situated along the road are open for the accommodation of the sportsman or tourist.

Fishing.—The Salmonier River affords excellent small salmon fishing, commencing at the pools opposite Mrs. Carew's house, during the season of July and August, or the angler may select Murphy's Falls and the pools just below them. Pincent's Falls, on the same stream, are two miles away. At Pincent's Falls are three permanent camps, either or all of which may be availed of by the angler.

Teams.—Teams can be procured at Holyrood or Salmonier, as required. Cost of team with driver, from \$2.50 to \$4.00.



DOWN THE RAPIDS—SANDY STREAM.

Scenery.—For the health-seeker a more suitable place in the country cannot be found. There is abundant sea-bathing, good roads for driving and excellent scenery.

HOLYROOD.

From the car windows it will be easily seen that Holyrood is a very good place for boating, sea-fishing, and as a quiet summer resort. From

SALMONIER.

Scenery.—Salmonier, situated fifteen miles from Holyrood, is noted for its beautiful scenery and salmon fishing. The whole drive between Holyrood and Salmonier is a panorama of constantly changing scenery, and along this road is excellent fishing at the various lakes, and shooting of partridges, rabbits and birds.



MANUEL'S RIVER.

KELLIGREWS.

The health-seeker will find this place, in point of fresh air, sea breeze, bathing, etc., all that may be required. To the lover of scenery, some very pleasant views may be met with at different points along the shore. The best season for tourist, sportsman or health-seeker is from July 1st to September 1st. The view from the cars as the train proceeds around Conception Bay is very striking.

Game is limited to partridge and snipe which are to be found in the near vicinity.

Fishing.—There are some fine lakes and streams where trout are to be found in abundance. Steamship connection is made here for Bell Island.

MANUELS.

Manuels, about one mile from Topsail by road, is another splendid summer resort, there being very fine beaches. It is a popular holiday resort.

Twelve miles from St. John's, delightfully situated on the shore of Conception Bay and fronted by a beautiful shelving beach, affording exceptional opportunities for bathing, is Topsail, known all over the Island as our "local Brighton." This village is one of the beauty spots of the Island. It is reached twice a day by train, and during the summer months, by excursion trains on Wednesdays and Sundays and also makes a delightful motor or carriage drive. It has hotels, restaurants, and wayside inns; and many of the wealthy magnates of St. John's have their country homes in this vicinity. Nowhere is a more strikingly beautiful and impressive panorama unfolded to the gaze of the beholder than when the view of Conception Bay breaks upon him as he approaches Topsail and in its usually waveless placidity, he sees islands and hills reflected on its silver bosom. Topsail much resembles an English coast village and no more delightful place in which to spend a day rambling through its lanes and viewing the varied beauties of the Bay can be imagined.

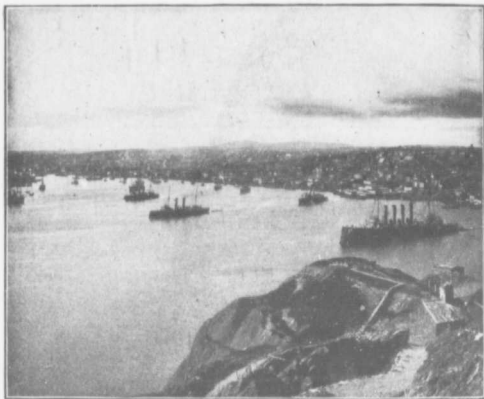
There are some splendid trout rivers near by.

Shooting.—Geese, ducks, partridge and rabbits are fairly plentiful.

Bell Island is two and a half or three miles away, and those who wish to pay a visit to the "Iron Island" from Topsail can easily procure boats. The scenery around Topsail can scarcely be surpassed. If desired, the tourist can continue his journey by carriage or train from Topsail to all the other settlements around Conception Bay.

ST. JOHN'S

St. John's, the capital, is situated on the eastern shore of the Island, sixty miles north of Cape Race, and stands on what is nearly the most eastern point of America—Cape Spear, five miles south of the city. It is over 1,000 miles nearer than New York to England, and but 1,640 miles from the coast of Ireland.



HARBOR AND CITY, FROM SIGNAL HILL.

The entrance of the harbor is one of the most striking and picturesque on this side of the Atlantic, and is the admiration of all travelers. In a lofty, iron-bound coast, whose grim rocks frown defiance on the billows of the Atlantic, there suddenly presents itself a narrow opening in the rocky wall, as if by some convulsion of nature the rampart had been rent asunder and the sea had rushed in. Hills from 500 to 600 feet high guard this opening on each side, and as the vessel glides through, the traveler looks up, not without a feeling of awe, at the great cliffs of dark red sandstone piled in broken masses on a foundation of gray slate rock. On his right hand he sees an almost perpendicular precipice 300 feet in height, above which rises with almost equal steepness, the crest of Signal Hill, 510 feet above the level of the sea, on which stands the Block House for signaling vessels as they approach the harbor. On the left hand the hill rises still higher, by 100 feet, picturesque, rugged and broken. From its base a rocky promontory juts out, forming the entrance of the Narrows on one side, on the summit of



Sometimes a bicycle is a valuable addition to a sportsman's equipment.

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which is Fort Amherst lighthouse, where is heard the hoarse roar of the restless Atlantic, as the waves break on the rocks beneath. It is a scene which, for sublimity, is not surpassed along the entire American coast. Formerly batteries, armed with formidable guns, rose one over the other, amid the clefts of these rocks, but years ago the cannon were removed and the garrison withdrawn.

The Narrows leading to the harbor are nearly half a mile



SURF OUTSIDE ST. JOHN'S HARBOR.

long, and it is not until two-thirds of them are passed that the city opens to view, as at the termination of this channel the harbor trends to the west, thus completely shutting out the swell of the ocean. In ten minutes after leaving the Atlantic, a steamer is safely moored at the wharf in the placid waters of a perfectly landlocked harbor. Vessels of the largest tonnage can enter at all periods of the tide, the rise of which does not exceed four feet. The entrance of the Narrows, between Signal Hill and Fort Amherst, is about 1,400 feet in width, and at the narrowest point the channel is not more than 600 feet. The harbor is over a mile in length and between a quarter and half a mile in width. It is deep, with a mud bottom, having from five to ten fathoms, and in the center it is ninety feet deep. Of its size it would be difficult to find a finer harbor.

The city is built on the northern side of the harbor, on a most imposing site. From the water's edge the ground rises with a slope till the summit is reached, where there is a large level space. Along the face of this slope the main streets run, and the city is rapidly extending itself in all directions beyond. Three principal streets run parallel with the harbor and with one another the whole length of the city, and these are intersected with numerous cross streets.

On the south side of the harbor the hills spring abruptly. From the waters of the harbor the city presents a very picturesque appearance, climbing the slope of the hill.

St. John's was founded in 1580, and has grown to be a city of 35,000 inhabitants. It has been frequently devastated by fire. In 1816 three conflagrations in succession swept away the greater part of the town. In 1846 another great fire destroyed two-thirds of the city. Once more it sprang up and was rebuilt on a greatly improved plan, but in 1892 the destroyer came in a more terrible form and more than half the city went up in smoke and flames. About 11,000 persons were left homeless, and property to the value of \$15,000,000 was destroyed.

No traces of the fire are now to be seen. The rebuilt section of the town is vastly improved and is much handsomer than before the fire.



SURF OUTSIDE ST. JOHN'S HARBOR.

OBJECTS OF INTEREST IN ST. JOHN'S.

Conspicuous among the objects of interest are the cathedrals and churches of the various denominations, many of which are remarkable for their architectural beauty and for the rich ornamentation of their interior.

Court House.

The Court House was opened in 1904, and is a modern building of native stone. In it all the court officials, judges, clerks, sheriffs, etc., have their offices. One whole floor is occupied by the staff of the Colonial Engineer and Colonial Secretary.

Tourists and others are at all times welcome to inspect this building.

Post-Office.

The Post-office is a fine building, situated towards the western end of Water street. Its arrangements are of a modern type, and



REID NEWFOUNDLAND COMPANY'S STATION AND GENERAL OFFICES.

for the accommodation of the public are all that could be desired. This building is also the headquarters of the Postal Telegraph Department. Telegrams are transmitted to all parts of Newfoundland.

RAILWAY STATION.

This building was opened in January, 1903, and is occupied as railway station and general offices of the Reid Newfoundland Company.

The building is open for the inspection of tourists and visitors at all times, and the company will deem it a pleasure to provide a guide for those who desire to visit the station, railway works and dry dock premises.

14600 Reid 1903

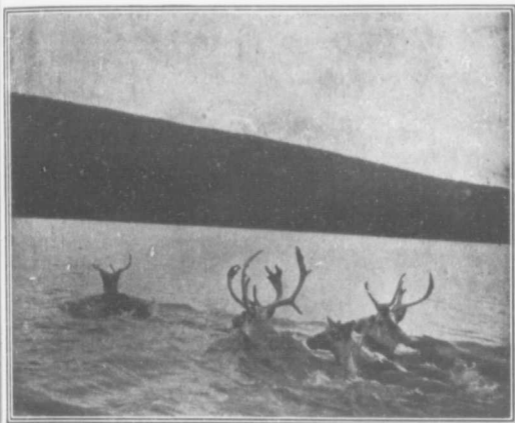
The Public Museum.

The new museum is well worthy of the attention of travelers and tourists. Here are arranged specimens of the minerals, the coals, the marbles, building stones, granites and the

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A FAMILY BATHING PARTY.

timber of the Island. The geologist can here study the fossils found in the various formations which are named and classified. The antiquarian will find a most interesting collection of the relics of the extinct aboriginal race of the Island, a branch of the Algonquins, called Boeothicks; the skulls, bones, almost an entire skeleton of the extinct tribe; also their stone implements and arrow heads, etc. Local objects of natural history are in great profusion, such as mounted specimens of caribou, bears, seals, birds, fishes; also a collection of the mollusca of the Island.

The Dry Dock.

The Dry Dock is another object of interest. It stands at the head of the harbor, in the west end of the city. It is built of wood, is 600 feet long, 130 feet wide, with a depth of twenty-five feet on its sill at low water. Thus it is able to accommodate all but the very largest ocean vessels afloat. Its cost was \$550,000. It was opened in 1884. It is now owned and operated by the Reid Newfoundland Company, and repairs to steamers of any size are speedily effected. The machine shop connected with the Dry Dock is one of the most modernly equipped shops in North America, and is fitted with the very latest electric tools and apparatus.

Business Interests.

The chief business interests of St. John's are, of course, connected with the fisheries and the exportation of their products, but in recent years it has made fair progress in manufactures. It now contains iron foundries, machine shops, shoe, furniture, butterine, tobacco and soap factories, biscuit bakeries, breweries and tanneries. Half a mile from the town, at Mundy's Pond, there is a large and well-equipped rope-walk, which is equal in all respects to any other establishment of the kind in the United States or Canada.

A walk along Water street, the main business thoroughfare, will enable the stranger to form an idea of the style of business and the mode of conducting it. Handsome shop fronts, tastefully "dressed" and exhibiting all kinds of fancy goods and more substantial articles, are everywhere conspicuous. Visitors will be specially struck with the fine appearance and solidity of the buildings. These, in regard to architecture and internal arrangements, do not suffer by comparison with similar establishments in other cities of the same size. The thronged shops and general bustle and activity show that a large business is done here. A visit to one or more of the large fish stores in the rear of Water street and to the oil factories on the south side of the harbor, will well repay the trouble of an examination.

Customs.

Custom House officers meet steamers on arrival to examine and pass the passengers' luggage.

Cabs.

Cabs also meet the steamers and trains. Fare to hotel, including ordinary luggage, is forty to fifty cents. For an ordinary cab drive within the city, thirty to fifty cents; cabs per hour, eighty cents; per day, four to five dollars. Cabs are easily accessible in many cab-stands near the center of the city.

By making St. John's headquarters, the tourist can enjoy many delightful excursions by vehicle, or, for shorter distances, on foot.

WALKS AND DRIVES.

Signal Hill.

All visitors speedily find their way to the top of Signal Hill, overlooking the Narrows, where a magnificent view is obtained. It can be reached by a walk of half an hour or a short carriage drive. When the summit—520 feet—is reached, if the day be clear, a noble view is obtained. On one side is the great Atlantic, "with all its terror and mystery," stretching away eastward—not a rock or shoal or island in the great expanse—till the Irish coast is reached. A fine sweep of country, dotted with numerous glittering lakelets and farmhouses, and fringed with sombre groves of fir, stretches away to the northwest. The remains of the batteries which once commanded the narrow entrance are visible on their rocky platform. A lower peak, called Gallows Hill, stands out prominently. Here in the olden times, criminals were hanged in sight of the whole city.

In 1762, Signal Hill was the scene of a brief but bloody struggle. For the third time in sixty-six years the French had got



ST. JOHN'S.

possession of St. John's. Lord Colville was sent from Halifax with the squadron to drive them out. The French fought desperately, and having a great advantage from their position, succeeded several times in repulsing their foes. At length a company of Highlanders with fixed bayonets dashed up the heights and swept all before them. Signal Hill was won, and the French saw that all was lost. Their fleet managed to escape by creeping out of the harbor in a thick fog. The English lost twenty men; the French loss was heavy, but the number is unknown. St. John's never again fell into the hands of the French.

Cabot Tower.

The foundation stone of the monument of John Cabot, the discoverer of the Island, in 1497, was laid in the Queen's Jubilee year, 1897, on the top of Signal Hill. It is in the form of a stately tower, called "Cabot Tower," and is a handsome structure on a noble site. It has been turned to practical account in connection with the signaling of vessels at sea.



ENTRANCE TO QUIDI VIDDI, NEAR ST. JOHN'S.

The stages projecting over the water of the little harbor, at which the fishermen can land their fish, and the flakes on which the cod are dried.

Quidi Vidi.

Quidi Vidi is a second interesting drive or walk. It is a picturesque fishing village. The road to it leads past the penitentiary and hospital, along the margin of the pretty little Quidi Vidi Lake, on which the annual regatta is held. The village is a typical fishing vil-

Torbay and Adjacent Settlement.

Another delightful drive is to Torbay, a village six or seven miles from St. John's. The road runs to the north, passing near Virginia Water, a pretty little lake embosomed in woods and abounding in trout. Then **Loggie Bay**—four miles—is reached, famous for its grand coast scenery. **Outer and Middle Cove**, which are passed en route, are scarcely less remarkable for rocky scenery. Torbay is a thriving village, picturesque in situation. The drive may be via Loggie Bay and return direct, or vice versa.

Pouch Cove.

The drive may be extended from Torbay to Pouch Cove, sixteen miles from St. John's. Along this iron-bound coast up to Cape St. Francis, at the entrance of Conception Bay, there is the imposing sight of perpendicular cliffs, 300 feet in height, often sculptured into forms of stern beauty, with the restless Atlantic washing their base, or, under the wing of the storm, leaping up their dark sides. The drive will afford an afternoon's or day's enjoyment to the tourist, and nothing better can be recommended. Flat Rock, Bauline and other small settlements en route are also well worth visiting. Near these places are numerous small lakes where the tourist may enjoy the day trouting.

Portugal Cove.

Portugal Cove, nine miles from St. John's, is a spot no tourist should leave unvisited. The road is excellent and for the first four miles presents a continual ascent, but when the height of land is reached, if the day be clear, a splendid panorama presents itself. The whole range of dark cliffs and headlands, from Cape Spear almost to the entrance of Conception Bay, is visible from this eminence. Then comes a gradual descent, by a winding road, through a valley of rare beauty, with a brook flowing at the foot of its encompassing rocks, till at a sudden turn in the road, Conception Bay in all its beauty bursts on the view. The whole scene can be taken in at a glance—Bell Island, six miles long, the whole range of the northern shore of the bay, the lonely rocky isle of Baccalieu, dimly visible in the distance. Then the quaint fishing village of Portugal Cove is reached, with its wooden houses nestling amid the clefts of the rocks, with a little waterfall tum-



ST. PAUL'S INLET—LABRADOR.

bling over the cliffs into the sea. The bold navigator, Cortereal, discovered and named this bay in 1501, and named the roadstead after his country.

Bell Island.

After spending an hour wandering about and admiring the great overhanging cliffs, the huge boulders, relics of the ice age, the rugged hills scarred with frost and the beating storms of a thousand years, the tourist can then hire a fisherman's boat and sail over to Bell Island, only four miles distant, and visit the iron mines of the Nova Scotia and Dominion Steel Companies, perhaps the most remarkable in the world. A delightful walk or trolley ride of two miles from the landing place brings the tourist to the mine, which is almost at the opposite side of the Island. A thousand men are at work in what seems an open quarry on the surface, loosening the blocks of iron ore which, by a tramway, is carried to the shipping place. The iron deposit here is three miles in length and nearly half a mile in breadth.

Blackhead.

Blackhead is a village near Cape Spear, the easternmost point of America, and the drive here is most picturesque and enjoyable.

Petty Harbor.

Petty Harbor, nine miles from St. John's, is a village of about a thousand inhabitants, situated at the mouth of a deep ravine, through which flows a deep stream, into a snug little harbor, fringed with fish-flakes and shut in by towering precipices. About three and a half miles from Petty Harbor is the "Spout," a funnel-shaped opening from above, into a cavern which the sea has scooped out. In stormy weather the sea rushing into this cavern, hurls the spray and foam aloft through the opening, presenting a curious sight, at certain times, for miles around. Here also is the Electric Power Plant of the Reid Newfoundland Company, which supplies St. John's with all its electric lighting, runs its street cars, etc. This plant is well worthy of a visit, and visitors are always welcome.

Bay Bulls.

Beyond Petty Harbor the road runs along the so-called "straight shore" of Avalon to Bay Bulls, twenty miles from St. John's. This name is a corruption of the French Baie de Bois. Along the Bay Bulls road there are some splendid lakes for trout-ing and easy of access. Some are provided with boats.

Mobile, Cape Broyle and Ferryland.

Mobile and Cape Broyle are next passed, and at forty-four miles from St. John's, Ferryland, a spot having historical associations, is reached. The little town has about 550 inhabitants, was founded in 1624 by Sir George Calvert, afterward Lord Baltimore, who built a fort and a fine mansion in which he resided with his family. Here, too, Sir David Kirk took up his residence in 1638, armed with the powers of a County Palatine over the whole island.

Fermeuse, Renew's and Cape Race.

Fermeuse is a village of 640 inhabitants; Renew's, fifty-four miles from St. John's, has a population of 540. Ten miles south of Renew's is Cape Race, the southeast part of the island, the place where many a gallant ship has met her doom. In recent years the dangers to navigation have been greatly lessened by the erection of a powerful fog-whistle on the Cape. The lighthouse is 180 feet above the sea level, and when the weather is clear it is visible at a distance of twenty miles.

ST. JOHN'S to LABRADOR (1,000 Miles).

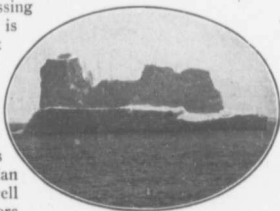
The Reid Newfoundland Company's steamer makes fortnightly trips during the summer and autumn to Battle Harbor and along the Labrador coast as far as Nain, touching at intermediate ports. The steamer is strongly built and well officered; the food and accommodation are excellent. Those who prefer it can land at any one of these intermediate ports and spend a few days in fishing, sketching or photographing, awaiting the return of the steamer. In some respects this trip is even more enjoyable than that previously described. Usually it is free from fog. The bright sunshine, the noble coast scenery, the frequent stoppages at the various harbors, breaking the monotony of the voyage, and affording glimpses of the people and their way of living; the great bays across which the steamer plows her way all combine to render the excursion stimulating and pleasant, a

new experience gained amid its icebergs and towering cliffs, and its hardy fisher folk gathering in the sea harvest and battling with the billows. There is something entirely out of the ordinary track of travelers in such an excursion. All is fresh, invigorating "bracing brain and sinew."

After clearing the Narrows, the steamer passes Torbay Head; Cape St. Francis, with its restless waves breaking upon the "Brandies," as the outlying rocks are called; the mouth of Conception Bay; the grim cliffs of Baccalieu Island, the resort of myriads of sea fowl; the great Bay of Trinity, famous for its landing of the first Atlantic cable in 1858; Bonavista Bay and Twillingate, a prosperous town on an island with a population of nearly 4,000, is reached; distance from St. John's, 232 miles. Now the steamer is in Notre Dame Bay, the famous copper mining region and its pyrites mines.

Pursuing her northern route, the steamer at length reaches an important landmark—Cape St. John, the northern headland of Notre Dame Bay. From this point she glides along a vast wall of rock 400 to 500 feet high, the summits presenting every imaginable shape into which rocks can be torn or sculptured. Cape Baule and Cape Norman, the most northern part of the Island, are passed. The Straits of Belle

Isle are crossed. After passing Bell Island, Battle Harbor is soon reached. It is a great resort of fishing vessels during the summer season. Here is an excellent hospital erected by "The Mission of Deep Sea Fishermen" (London). There is a second hospital at Indian Harbor, both being well equipped and having doctors and trained nurses.



ICEBERG.

Labrador Rivers.

To give a full description of all the rivers of this great peninsula would fill an ample volume. The coast scenery, with its numerous islands and bare rocky hills, is often very bare and desolate, but always grand. In the extreme north, the fiords and the majestic height of the mountains are all like the splendid Norwegian scenery. Every harbor has a stream, and sea trout and salmon are all abundant.

The rivers on the east coast of Labrador are so numerous, it wants a special expedition to name and describe them. There are salmon or trout in all, and as many trout as could be desired.

Up Sandwich Bay and Esquimaux Bay are huge rivers—Paradise River, Eagle River, Northwest River, White Bear River and the North River, in Sandwich Bay, all affording excellent fishing.

Views of Eagle River.

Up the Northwest River, and also in Esquimaux Bay, are numberless trout streams. On the north side, one in Pottle's Bay, one or two in Double Mare Arm, several on the south side, and one in back run.

Northwest and Hamilton Rivers are huge streams, and so are the Kenainou and Kenamish—all contain unlimited trout and salmon.

The puzzle is to find a bay without a river, and on many of these rivers the angler has never tried his luck. Salmon are taken as far north as Cape Chidley and trout in millions. To fish these rivers a small sailing boat with a cabin and a good tent, or better still, a cabin steam launch, is essential.

Mr. F. C. Berteau gives the following sketch of some of the southern rivers of Labrador:—

Blanc Sablon.—A very good trout stream here. With the tide coming in, the lower reaches of the river are filled with splendid sea trout from June to the end of July. After this they can be caught in the pools farther up. As a matter of fact, this applies to all the brooks from Cape John, along the northeast coast and on the Labrador, the season being a little later than in the south.

Forteau.—At one time a capital salmon river. Constant fishing and occasional netting have rather spoiled it. Salmon of a large run, rather difficult to fish.

Petit Noir River.—Generally known as Pinware. Reported to be a splendid salmon river. I was never there in the fishing season. Visited the place early in October. It has all the appearance of being a good salmon or trout stream, and I should say is easy to fish.

Barge Bay and Wreck Bay have each a good trout brook (sea trouting). The fall is very rapid.

Temple Bay.—A magnificent trout stream.

St. Mary's Harbor (St. Lewis Bay).—Good salmon river, equally so for trout. About the only stream in which I have seen salmon and trout in large quantities at the same time. It is not safe to fish in this river for trout alone; one must always be prepared for salmon. This river was for several years completely barred, and enormous quantities of salmon were taken. I have caught trout at the mouth of this river between the two waters, fresh and salt, as late as the end of September, and they were as bright and clean as in June.

Hawke's Bay.—Southwest Arm contains the finest trout stream I have ever fished in. The trout are very large and fight well. Between 2 o'clock and 4:30 one afternoon, I landed 33 trout, weighing 137 lbs. My wrists fairly gave out, and when I had to give up, the trout were just as plentiful as when I started. A short gut about 200 yards long runs from the bay into a salt-water pond. With the rise or fall of the tide in the outside bay the gut becomes a veritable race, in the backwaters of which the trout gather in hundreds.

Caplin Bay (at the north end of the Squasho run).—Contains just such another salt pond and gut, and here the trout are about as plentiful, though not quite so large. Both these places are a considerable distance from the line of ordinary traffic, and are consequently very little disturbed.

Black Bear Bay.—The river has supported a family or two for over a quarter of a century. I have been told that 30 to 40 tierces of salmon used to be annually taken from it.

Sandhill River.—Reported to be the best salmon river for fly-fishing on the Labrador. Salmon large and fairly plentiful. When I was there a salmon fisher supplied by the Hudson Bay Co. held a post at the mouth of this river. His fishing was conducted in a perfectly legitimate manner. There was consequently

no difficulty in securing a fairly good catch there, provided other conditions were favorable.

Table Bay.—A good trout stream here, not sufficiently good in itself to draw, but this place is one of the best on the lower Labrador for shooting—geese, duck, plover, white and spruce partridge and the drake. When I visited it there were curlew in abundance, and to be got without hardly moving from the shores of the bay.

Paradise, Eagle River (Sandwich Bay).—All good salmon rivers, regularly fished by the Hudson Bay Co.'s planters. These rivers are very large, and in their upper reaches difficult of access.

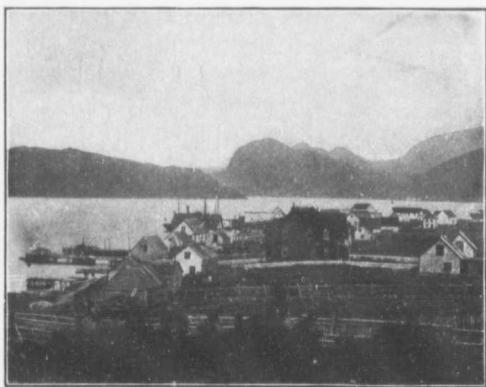
Dr. Wilfred Grenfell, of Deep Sea Mission fame, writes of Labrador:—

"This never-wearying charm of countless icebergs, so majestic in size, so stately in their ever-varying shapes, would, one would think, bring some at least of our legions of artists and photographers to revel in almost virgin fields. In this same stream float fauna and flora, so varied, so exquisite and so little known, one wonders no aspiring scientist is seeking laurels here. The large and well-stocked rivers, still innocent of the artificial fly, and not yet locked to the general public, might well tempt humbler followers of Izaak Walton to seek these shores in summer time. The deer, the bear, the marten, the mountain cat, the plenteous willow grouse and partridge, the endless variety of wild fowl might well tempt sportsmen to a land where every acre is open to all without restraint. To the botanist and ornithologist are offered almost untouched fields whence knowledge and fame are yet to be snatched by labor."

BAY STEAMSHIP TOURS.

Bay of Islands and Battle Harbor.

The steamer leaves Bay of Islands every Wednesday afternoon, connecting with the trains from St. John's and Port-aux-Basques, and proceeds to Battle Harbor, a distance of 342 miles, calling at very many intermediate ports, the chief of which is



BONNE BAY.

Bonne Bay, noted for its wonderful scenery, which is the delight of the tourist.

The places of resort that would suit the sportsman most on this route are Hawke's Bay and River of Ponds, a very short distance from Port Saunders. Quite a number of sportsmen visit this place yearly, and all are well satisfied with the number of salmon obtained. In Hawke's Bay there is a large private cabin owned by Mr. Pratt, of New York, and every year he and his friends enjoy the famous fishing of this section.

Castor River, River of Ponds, Portland Creek, St. Paul's, Serpentine River, Benoit Brook, known also as Fox Island Brook, are all good salmon and sea trout rivers. There are several fine rivers running into Bonne Bay.

The steamer generally connects with the Labrador steamer at Battle Harbor, and tourists may proceed to Labrador or return to St. John's, as desired.

Bonne Bay.

Forty miles north of Bay of Islands, Bonne Bay is reached. One traveler says of it: "If anything, it is even more magnificent



SALMON BAY—LABRADOR.

in natural beauty than the Bay of Islands. A lovelier scene cannot be imagined. Great hills in the foreground and beyond; mountains peeping over each other's shoulders, and away up in the blue sky the snow sparkled on the higher storm-lashed peaks which reared their heads far inland, all robed in a beautiful transparent atmosphere utterly unknown elsewhere. To the north, the hills are bare, rugged, precipitous; but on that particular morning the glorious sunshine made them lose half their desolate bleakness. We climbed the nearest hill, but only for a short distance. Cliffs towered above us on every hand, over which poured cascades of melting snow and ice (the time was early May), thundering in the deep chasms below. The hoarse roar of the waterfalls came from far and near. The heat was almost unbearable—and this in a land known only for its fogs! We left Bonne Bay with regret."

Messrs. R. C. Lowry and W. C. Astell, of the Grovenor Club, London, Eng., returning from Hawke's Bay, where they had been occupying Mr. Pratt's recreation lodge, "The Firs," report salmon

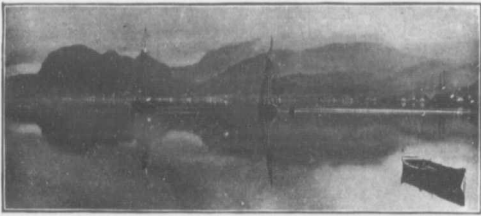
numerous in the East and Torrent Rivers, where they fished. They killed about sixty salmon and lost about forty-five more. Mr. Lowry explains that the fish were lost by reason of the water being clear, the salmon refusing to take large hooks and the smaller hooks failed to hold the fish. A freshet occurred the day the sportsmen left and the fishing was much improved. Mr. Lowry is an experienced angler, having for many years fished Grand Matapedia. He says our salmon are not as large as those in the Quebec rivers, but they are certainly more numerous.

What is said by Messrs. Lowry and Astell is only the echo of very many who visit the rivers along this route.

NOTRE DAME BAY.

This is described by all as the most beautiful trip in Newfoundland—hundreds of islands, great and small, make up the expanse of this noble bay. A trip around it is delightful, for the conditions found so favorable in Trinity and Bonavista, are 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.

The steamer meets the train at Lewisport and passes down the lovely bay to the sea, every feature of the landscape charming the eye, passing through lochs between mighty hills clad with verdure, and the route to the bay points is taken up. The same



SUMMER HAZE—BONNE BAY.

panorama of fishing villages 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 Boeothicks 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 center of the great copper industry, which makes Newfoundland the sixth largest copper producing country in the world. At Tilt Cove is a copper mine which none should pass without visiting. At Tilt Cove and Little Bay other copper mines have been in operation, and at Pilley's Island a large pyrites deposit.

Twillingate is the chief town in this bay, and there are many places of interest.

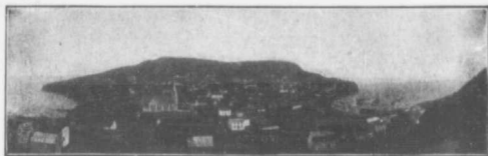
Halls Bay, with Springdale as its headquarters, is claimed to be the most noteworthy part of Notre Dame Bay, as the scenery, fishing and hunting are all that can be desired by visiting tourists.

Going inland about 15 miles from Springfield, you arrive at Indian Brook, noted for its splendid fishing—salmon and trout being very plentiful, especially under the fall, about three miles up its course, and a little farther on to the White Hills; both famous resorts for caribou. The South Brook is also a good

trout stream. All the following arms of Notre Dame Bay have good trout streams, viz.: Western and Southern Arms, Sop's Arm, near Rabbit's Arm, Badger Bay, Seal Bay, New Bay, Northern Arm and Peter's Arm, Exploit's Bay, Great Rattling Brook, a tributary of the Exploits and a splendid salmon river. All of these streams can be reached by the steamers of this company.

Paquet.—Two rivers, the southeast brook, is a splendid sea trout stream for a mile or two; beyond this is a big fall.

White Bay.—Sop's Arm Rivers—one is good for trout, the other is a splendid trout and salmon river. There are good sea trout rivers at Coney Arm, Cat Arm, Little Harbor Deep, Orange Bay, Fonche Hooping Harbor and Canada Bay. Little Harbor



VILLAGE OF BAY-DE-VERDE.

Deep and Hooping Harbor are specially good. The sea trout in these rivers weigh five and six pounds. Belvoir Bay, in Hare's Bay, is one of the finest and most productive salmon rivers in Newfoundland. There are some good rivers running into the Straits of Belle Isle. One called Bartlett's Brook, at the bottom of Pistolet's Bay. Two large rivers in the same locality called Western and Pincen't's Brooks. Western Brook drains a series of large lakes, and is known as a splendid sea trout river. About four miles west of Cape Norman lighthouse is another large river called Big Brook. None of these rivers is obstructed by heavy falls, and should be good for salmon.

The S. S. "Clyde" leaves Lewisport every Monday morning for the South Side trip, and every Friday for the North trip. Trains from St. John's connect with the steamer. The steamer on this bay was especially built for the Reid Newfoundland Company. She has all modern improvements, lighted with electricity, etc. Tourists may be sure they will receive the best possible service.

BONAVISTA BAY.

Cape Bonavista claims the distinction of being the first land sighted by Cabot in his discovery of the North American continent, in 1497, and it is further said that he named it Buena Vista (Happy Sight).

The 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, Bonavista Bay almost equals Trinity in the number and extent of the fiords which seam it, while it has this advantage that the steamer in her regular route winds among these inlets and along reaches, around islands and through straits, until an unceasing variety is afforded the passengers, whose exclamations of delight as some new coast scene is unfolded to them, forms the fittest tribute of its beauty. Access to good fishing from any of the rivers, and hunting locations, and many a splendid set of antlers is seen adorning a fisherman's cottage.

The steamer leaves Port Blandford every Monday and Friday morning on arrival of the trains from St. John's and Port-aux-Basques, making the complete tour around the bay, thus affording the tourist three days of perfect pleasure, viewing unique scenery and every hour or so stopping at one of the interesting settlements, and arriving back at Port Blandford every Sunday and Wednesday, where she connects with trains for St. John's and Port-aux-Basques.

The steamer on this bay was built on the Clyde especially for the Company, and is A1 in every respect, all modern improvements, electric-lighted, etc. The tourist or health-seeker will receive every comfort possible—all who have taken a trip around Bonavista in the steamer have been pleased with the treatment received, as well as with the scenery and health-giving tour.

TRINITY BAY.

Trinity Bay, sixty miles of an indraught, by fifteen wide, is noted for its deep fiords or arms, eating into the land for miles and displaying the most marked contrasts in the wild and striking scenery. The outer spit of the Southern Boundary, Baccalieu 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 by the steamer serving this bay. The 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, totaling 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 a later cable-ship.

The S. S. "Ethie" leaves Clarenville every Monday and Friday morning, and Carbonear every Tuesday and Saturday afternoon, making a complete round of the bay.

Trinity has a splendid harbor, beautiful scenery, good arms for boating, picnicking, etc., both sea and trout fishing near.



TRINITY.

Brittania Cove, Smith's Sound.—A very pretty little place adjacent to the celebrated slate quarry.

Catalina.—Sea trout fishing at head of harbor.

Old Perlican.—Good partridge shooting on its celebrated berry barrens.

The steamer on this bay was built on the Clyde especially for the Company, and is first-class in every respect, and tourists may be sure they will get the best possible service and comfort.

PLACENTIA BAY.

Fishing.—North Harbor and Piper's Hole, situated at the bottom of Placentia Bay, within easy reach of the steamship line, are magnificent camping grounds; their scenery is superb, and as fishing grounds they cannot be surpassed.

Paradise Sound, situated in Placentia Bay, seven miles long and half a mile wide, splendid waters for boating and yachting,



SCENE TOURING PLACENTIA BAY.

at the bottom of which is a splendid river, abounding with salmon and trout. The nearest ports of call are Paradise and Petit Fort; from either place persons can reach the Sound by boat.

Scenery.—Burin Inlet—a beautiful inland sea, with an inlet of four miles. For camping and fishing, it affords many advantages, with weekly steamship communication from Port-aux-Basques and St. John's, affording the visitor an enjoyable trip each way.

The following are the names of the fishing and camping resorts:—

Garnish River and Pond,
Chastie River and Pond,
Lanceane River and Pond,

With other rivers and ponds good at certain seasons. A good carriage road takes the visitor within a mile of any of the above places, right from the steamer.

The S. S. "Argyle" makes a complete round of Placentia Bay, leaving Placentia every Thursday afternoon, going round the bottom of the bay, and every Monday afternoon for Lamaline, calling at intermediate ports. This is a most beautiful scenic trip, and will prove charming to the tourist.

The steamer on this bay, like the steamers on all the bays, was built especially for this Company, and is first-class in every respect, fitted with all modern improvements, lighted with electricity, etc.

SOUTH AND WEST COASTS.

Scenery.—The steamer leaves Placentia every Wednesday for Port-aux-Basques and Port-aux-Basques every Sunday for Placentia. Various ports are touched at in succession. Those

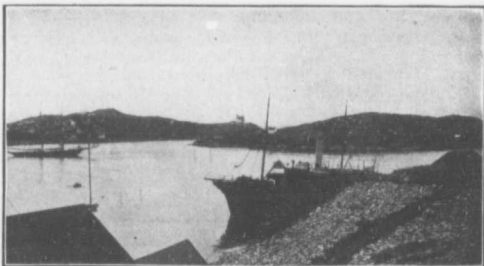
who prefer it can land at any of these intermediate ports and spend a few days in fishing, sketching or photographing, awaiting the return of the steamer. The scenery of Bay d'Espoir and of Hermitage Bay is pronounced by many travelers to be the finest in the Island. Burin, Harbor Briton, Burgeo and Rose Blanche are most picturesque in situation. Artists will find here the most striking materials on which to work, and might spend with profit many weeks studying nature's varied forms. The run of 414 miles is made in three days, a harbor being entered every few hours, so that nothing of interest along the coast is overlooked. One skirts rampart-like cliffs, broken here and there by fissures and estuaries, in which are situated the fishing villages. Balena is the home of the scientific whaling fishery, where dead leviathans, 90 to 100 feet long, can be seen. Bay d'Espoir is the greatest caribou section on this coast.

Grand Bank and Fortune are the principal centers whence are prosecuted the cod fisheries on the Grand Banks.

Fishing.—There are many fine streams for salmon and trout fishing. In Fortune Bay, Long Harbor River, Garnish River, Bay du Nord River, Rencontre Brook, are all splendid salmon rivers. In Bay d'Espoir, known locally as Bay Despair, are two splendid streams running into Bay d'East and Bay du Nord; the latter has one of the finest and deepest salmon pools in the colony. South Coast contains Little River, a noble stream; Connoise, White Bear Bay and Grandy's Brook, inside Burgeo. Three miles up, there is one magnificent pool on the famous sea trout stream, LaPoile; two rivers in Bay d'East and Bay du Nord, Rose Blanche and Grand Brook near Port-aux-Basques.

Shooting.—The country inside LaPoile Bay is very good for caribou shooting in the fall. Sportsmen would require tents and provisions. Garia Bay is another very good place for fishing and shooting.

At Port-aux-Basques, passengers connect for railway points in Newfoundland and Canada and the United States. Or passengers



ROSE BLANCHE.

from the above points may connect with the coast steamers, as desired.

The S. S. "Glencoe," on this route, is larger than the other bay steamers, built on the Clyde especially for the Company, and is fitted with all modern improvements, electricity, etc.; and all that goes to make traveling comfortable for the tourist, will be found on this steamer.

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Tours from North Sydney.

TOUR No. 1.

North Sydney, Port-aux-Basques, Placentia, St. John's,
Port-aux-Basques, North Sydney.....\$29.60

ROUTE— S. S. Bruce.....To Port-aux-Basques.
*S. S. Glencoe....." Placentia.
Via Rail....." St. John's.
RETURN— Via All-Rail....." Port-aux-Basques.
S. S. Bruce....." North Sydney.

*Ticket includes meals on Glencoe.

For description of scenery and other particulars along this route, see pages 13 to 56 inclusive.

TIME—7 days, if continuous.

TOUR No. 2.

North Sydney, Port-aux-Basques, Bay of Islands,
Battle Harbor, Bay of Islands, Port-aux-Basques,
North Sydney.....\$33.90

ROUTE— S. S. Bruce.....To Port-aux-Basques.
Via Rail....." Bay of Islands.
*S. S. Home....." Battle Harbor.

RETURN— Same route.

*Ticket includes meals.

For description of scenery and other particulars along this route, see pages 13 to 56 inclusive.

TIME—8 days, if continuous.

TOUR No. 3.

North Sydney, Port-aux-Basques, Bay of Islands,
Battle Harbor, St. John's, Port-aux-Basques, North
Sydney.....\$45.00

ROUTE— S. S. Bruce.....To Port-aux-Basques.
Via Rail....." Bay of Islands.
*S. S. Home....." Battle Harbor.
RETURN—*S. S. Invermore....." St. John's.
Via All-Rail....." Port-aux-Basques.
S. S. Bruce....." North Sydney.

*Ticket includes meals.

For description of scenery and other particulars along this route, see pages 13 to 56 inclusive.

TIME—10 days, if continuous.

TOUR No. 4.

North Sydney, Port-aux-Basques, St. John's, Battle
Harbor, Nain, Battle Harbor, Bay of Islands, Port-aux-
Basques, North Sydney.....\$60.00

ROUTE— S. S. Bruce.....To Port-aux-Basques.
Via All-Rail....." St. John's.
*S. S. Invermore....." Battle Harbor.
*S. S. Invermore....." Nain.

TOUR No. 4—Continued.

RETURN—*S. S. Invermore.....To Battle Harbor.
 *S. S. Home....." Bay of Islands.
 Via Rail....." Port-aux-Basques.
 S. S. Bruce....." North Sydney.

*Ticket includes meals.

For description of scenery and other particulars along this route, see pages 13 to 56 inclusive.

TIME—18 days, if continuous.

TOUR No. 5.

North Sydney, Port-aux-Basques, St. John's, Battle Harbor, Bay of Islands, Port-aux-Basques, North Sydney.....\$45.00

ROUTE— S. S. Bruce.....To Port-aux-Basques.
 Via All-Rail....." St. John's.
 *S. S. Invermore....." Battle Harbor.
 RETURN—*S. S. Home....." Bay of Islands.
 Via Rail....." Port-aux-Basques.
 S. S. Bruce....." North Sydney.

*Ticket includes meals.

For description of scenery and other particulars along this route, see pages 13 to 56 inclusive.

TIME—9 days, if continuous.

TOUR No. 6.

North Sydney, Port-aux-Basques, Placentia, Carbonear, Clarendville, Port-aux-Basques, North Sydney....\$32.90

ROUTE— S. S. Bruce.....To Port-aux-Basques.
 *S. S. Glencoe....." Placentia.
 Via Rail....." Carbonear.
 S. S. Ethie....." Clarendville.
 RETURN— Via All-Rail....." Port-aux-Basques.
 S. S. Bruce....." North Sydney.

*Ticket includes meals.

For description of scenery and other particulars along this route, see pages 13 to 56 inclusive.

TIME—10 days, if continuous.

TOUR No. 7.

North Sydney, Port-aux-Basques, Lewisport, Beaver Cove, Lewisport, Placentia, Port-aux-Basques, North Sydney.....\$34.35

ROUTE— S. S. Bruce.....To Port-aux-Basques.
 Via All-Rail....." Lewisport.
 S. S. Clyde....." Beaver Cove.
 RETURN— S. S. Clyde....." Lewisport.
 Via Rail....." Placentia.
 *S. S. Glencoe....." Port-aux-Basques.
 S. S. Bruce....." North Sydney.

*Ticket includes meals.

For description of scenery and other particulars along this route, see pages 13 to 56 inclusive.

TIME—11 days, if continuous.

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TOUR No. 8.

North Sydney, Port-aux-Basques, Port Blandford, Wesleyville, Port Blandford, Placentia, Port-aux-Basques, North Sydney.....\$35.55

ROUTE—	S. S. Bruce.....	To	Port-aux-Basques.
	Via All-Rail.....	"	Port Blandford.
	S. S. Dundee.....	"	Wesleyville.
RETURN—	S. S. Dundee.....	"	Port Blandford.
	Via All-Rail.....	"	Placentia.
	*S. S. Glencoe.....	"	Port-aux-Basques.
	S. S. Bruce.....	"	North Sydney.

*Ticket includes meals.

For description of scenery and other particulars along this route see pages 13 to 56 inclusive.

TIME—11 days, if continuous.

TOUR No. 9.

North Sydney, Port-aux-Basques, Placentia, Around Placentia Bay via Merasheen, Placentia, Port-aux-Basques, North Sydney.....\$33.90

ROUTE—	S. S. Bruce.....	To	Port-aux-Basques.
	Via All-Rail.....	"	Placentia.
	S. S. Argyle.....	"	Merasheen.
RETURN—	S. S. Argyle.....	"	Placentia.
	*S. S. Glencoe.....	"	Port-aux-Basques.
	S. S. Bruce.....	"	North Sydney.

*Ticket includes meals.

For description of scenery and other particulars along this route, see pages 13 to 56 inclusive.

TIME—9 days, if continuous.

TOUR No. 10.

North Sydney, Port-aux-Basques, Bay of Islands, Battle Harbor, St. John's, Placentia, Port-aux-Basques, North Sydney.....\$42.60

ROUTE—	S. S. Bruce.....	To	Port-aux-Basques.
	Via Rail.....	"	Bay of Islands.
	*S. S. Home.....	"	Battle Harbor.
	*S. S. Invermore.....	"	St. John's.
RETURN—	Via Rail.....	"	Placentia.
	*S. S. Glencoe.....	"	Port-aux-Basques.
	S. S. Bruce.....	"	North Sydney.

*Ticket includes meals.

For description of scenery and other particulars along this route, see pages 13 to 56 inclusive.

TIME—10 days, if continuous.

TOUR No. 11.

North Sydney, Port-aux-Basques, Placentia, Port-aux-Basques, North Sydney.....\$22.15

ROUTE—	S. S. Bruce.....	To	Port-aux-Basques.
	*S. S. Glencoe.....	"	Placentia.

RETURN— Same Route.

*Ticket includes meals.

For description of scenery and other particulars along this route, see pages 13 to 56 inclusive.

TIME—8 days, if continuous.

TOUR No. 12.

North Sydney, Port-aux-Basques, Port Blandford, Wesleyville, Port Blandford, Port-aux-Basques, North Sydney.....\$36.10

ROUTE— S. S. Bruce.....To Port-aux-Basques.
Via All-Rail.....“ Port Blandford.
S. S. Dundee.....“ Wesleyville.
RETURN— S. S. Dundee.....“ Port Blandford.
Via All-Rail.....“ Port-aux-Basques.
S. S. Bruce.....“ North Sydney.

For description of scenery and other particulars along this route, see pages 13 to 56 inclusive.

TIME—7 days, if continuous.

TOUR No. 13.

St. John's, Battle Harbor, Nain, Battle Harbor, St. John's.....\$38.00

ROUTE —*S. S. Invermore.....To Nain.
RETURN— Same Route.

*Ticket includes meals.

For description of scenery and other particulars along this route, see pages 13 to 56 inclusive.

TIME—18 days, if continuous.

TOUR No. 14.

St. John's, Battle Harbor, Bay of Islands, St. John's, \$27.00

ROUTE— *S. S. Invermore.....To Battle Harbor.
*S. S. Home.....“ Bay of Islands.
Via All-Rail.....“ St. John's.

*Ticket includes meals.

For description of scenery and other particulars along this route see pages 13 to 56 inclusive.

TIME—9 days, if continuous.

TOUR No. 15.

St. John's, Placentia, Port-aux-Basques, St. John's, \$24.50

ROUTE-- Via Rail.....To Placentia.
*S. S. Glencoe.....“ Port-aux-Basques.
RETURN— Via All-Rail.....“ St. John's.

*Ticket includes meals.

For description of scenery and other particulars along this route, see pages 13 to 56 inclusive.

TIME—6 days, if continuous.

TOUR No. 16.

St. John's, Carbonear, Clarenville, St. John's.....\$ 8.00

ROUTE— Via Rail.....To Carbonear.
S.S. Ethie.....“ Clarenville.
RETURN— Same Route, or direct to St. John's by rail.

For description of scenery and other particulars along this route, see pages 13 to 56 inclusive.

TIME—5 days, if continuous.

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TOUR No. 17.

St. John's, Placentia, Port-aux-Basques, Bay of Islands, Battle Harbor, St. John's.....\$36.40

ROUTE— Via Rail.....To Placentia.
*S. S. Glencoe....." Port-aux-Basques.
Via Rail....." Bay of Islands.
*S. S. Home....." Battle Harbor.
RETURN—*S. S. Invermore....." St. John's.

*Ticket includes meals.

For description of scenery and other particulars along this route, see pages 13 to 56 inclusive.

TIME—12 days, if continuous.

TOUR No. 18.

St. John's, Lewisport, Shoe Cove, Lewisport, St. John's.....\$15.40

ROUTE— Via Rail.....To Lewisport.
S. S. Clyde....." Shoe Cove.
RETURN— Same Route.

For description of scenery and other particulars along this route, see pages 13 to 56 inclusive.

TIME—4 days, if continuous.

TOUR No. 19.

St. John's, Port Blandford, Wesleyville, Port Blandford, St. John's.....\$ 9.90

ROUTE— Via Rail.....To Port Blandford.
S. S. Dundee....." Wesleyville.
RETURN— Same Route.

For description of scenery and other particulars along this route, see pages 11 to 53 inclusive.

TIME—4 days, if continuous.

TOUR No. 20.

St. John's, Placentia, Lamaline, Placentia, St. John's\$12.65

ROUTE— Via Rail.....To Placentia.
S. S. Argyle....." Lamaline.
RETURN— Same Route.

For description of scenery and other particulars along this route, see pages 13 to 56 inclusive.

TIME—5 days, if continuous.

TOUR No. 21.

St. John's, Port-aux-Basques, Placentia, St. John's \$24.50

ROUTE— Via All-Rail.....To Port-aux-Basques.
*S. S. Glencoe....." Placentia.
RETURN— Via Rail....." St. John's.

*Ticket includes meals.

For description of scenery and other particulars along this route, see pages 13 to 56 inclusive.

TIME—6 days, if continuous.

TOUR No. 22.

**St. John's, Battle Harbor, Nain, Battle Harbor,
Bay of Islands, St. John's.....\$52.45**

ROUTE— *S. S. Invermore.....To Nain.
RETURN—*S. S. Invermore.....“ Battle Harbor.
 *S. S. Home.....“ Bay of Islands.
 Via All-Rail.....“ St. John's.

*Ticket includes meals.

For description of scenery and other particulars along this route,
see pages 13 to 56 inclusive.

TIME—18 days, if continuous.

TOUR No. 23.

**St. John's, Placentia, Port-aux-Basques, Bay of
Islands, Battle Harbor, Nain, Battle Harbor, St. John's \$61.85**

ROUTE— Via Rail.....To Placentia.
 *S. S. Glencoe.....“ Port-aux-Basques.
 Via Rail.....“ Bay of Islands.
 *S. S. Home.....“ Battle Harbor.
 S. S. Invermore.....“ Nain.
RETURN—*S. S. Invermore.....“ St. John's.

*Ticket includes meals.

For description of scenery and other particulars along this route,
see pages 13 to 56 inclusive.

TIME—15 days, if continuous.

TOUR No. 24.

St. John's, Bay of Islands, St. John's.....\$24.40

ROUTE— Via All-Rail.....To Bay of Islands.
RETURN— Same Route.

For description of scenery and other particulars along this route,
see pages 13 to 56 inclusive.

TIME—4 days, if continuous.

TOUR No. 25.

St. John's, Port-aux-Basques, St. John's.....\$25.00

ROUTE— Via All-Rail.....To Port-aux-Basques.
RETURN— Same Route, or via
 *S. S. Glencoe and Placentia.

*Ticket includes meals.

For description of scenery and other particulars along this route,
see pages 13 to 56 inclusive.

TIME—4 days, if continuous.

TOUR No. 26.

St. John's, Placentia, St. John's.....\$ 4.95

ROUTE— Via Rail.....To Placentia.
RETURN— Same Route.

For description of scenery and other particulars along this route,
see pages 13 to 56 inclusive.

TIME—1 day, if continuous.

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TOUR No. 27.

St. John's, Lewisport, St. John's.....\$15.25

ROUTE— Via Rail.....To Lewisport.

RETURN— Same Route.

For description of scenery and other particulars along this route, see pages 13 to 56 inclusive.

TIME—2 days, if continuous.

TOUR No. 28.

St. John's, Placentia, Grand Bank, Placentia, St. John's.....\$11.00

ROUTE— Via Rail.....To Placentia.

*S. S. Glencoe....." Grand Bank.

RETURN— Same Route.

*Ticket includes meals.

For description of scenery and other particulars along this route, see pages 13 to 56 inclusive.

TIME—7 days, if continuous.

TOUR No. 29.

St. John's, Placentia, Fortune, Placentia, St. John's \$11.00

ROUTE— Via Rail.....To Placentia.

*S. S. Glencoe....." Fortune.

RETURN— Same Route.

*Ticket includes meals.

For description of scenery and other particulars along this route, see pages 13 to 56 inclusive.

TIME—7 days, if continuous.

TOUR No. 30.

St. John's, Bay of Islands, Bonne Bay, Bay of Islands, St. Johns.....\$27.20

ROUTE— Via All-Rail.....To Bay of Islands.

*S. S. Home....." Bonne Bay.

RETURN— Same Route.

*Ticket includes meals.

For description of scenery and other particulars along this route, see pages 13 to 56 inclusive.

TIME—9 days, if continuous.

TOUR No. 31.

St. John's, Lewisport, Fogo, Lewisport, St. John's...\$15.40

ROUTE— Via Rail.....To Lewisport.

S. S. Clyde....." Fogo.

RETURN— Same Route.

For description of scenery and other particulars along this route, see pages 13 to 56 inclusive.

TIME—4 days, if continuous.

TOUR No. 32.

St. John's, Lewisport, Tilt Cove, Lewisport, St. John's.....\$15.40

ROUTE— Via Rail.....To Lewisport.
S. S. Clyde.....“ Tilt Cove.

RETURN— Same Route.

For description of scenery and other particulars along this route, see pages 13 to 56 inclusive.

TIME—4 days, if continuous.

Combination Trips on any of the Bays, or from one Bay to another, may be made at the option of the tourist. The following trip, however, will be given for those desirous of taking it; time occupied, about six weeks.

ROUTE—

S. S. Bruce North Sydney to Port-aux-Basques.
(South Coast) . . . S. S. Glencoe Port - aux - Basques to Placentia.
(Placentia Bay) . . . S. S. Argyle Round Trip.
(3 days).
Via Rail Placentia to St. John's.
(Trinity Bay) S. S. Ethie St. John's to Carbonear.
(2 days).
Via Rail Carbonear to Clarenville.
(Bonavista Bay) . . . S. S. Dundee Round Trip.
(3 days).
Via Rail Clarenville to Port Blandford.
(Notre Dame Bay) S. S. Clyde Both sides of Bay.
(5 days).
(Labrador) S. S. Invermore . . Tilt Cove to Nain and return to St. John's direct, thence all-rail to North Sydney; or Nain to Battle Harbor, and S. S. Home, Battle Harbor to Bay of Islands, and rail to North Sydney.

Ticket includes meals on the S. S. Glencoe, S. S. Invermore and S. S. Home.....\$100.00

Few opportunities of Newfoundland by great moderate all of which enjoy the past beautiful attractive will immerse. Perhaps attractive West Coast through the north to the coast it is, as it surrounds. At the harbor for motor what is way of the summer ensuring said, by superior escarpment fashion there are in the sea in the future can be Bay and fish lordly or canoe is probably estuary fish food sections birds and gun pleasure imum of could reach, a From coast line beautiful anomalies au-Port Roundin numerous which be anchora

FIORD YACHTING IN NEWFOUNDLAND.

Few sections of the North Atlantic seaboard afford such splendid opportunities for the enjoyment of fiord yachting as does the coast of Newfoundland. A glance at the map will show that it is indented by great bays which run twenty to forty miles inland, and are but moderately wide, while in these, in their turn, are minor inlets, all of which during the summer months are ideal places for the enjoyment of this sport. In addition to the pleasure derived from the pastime itself, there is the further fact that all these bays possess beautiful scenery, and that the weather at this season is most attractive. The salubrious climate and invigorating atmosphere will immensely enhance the satisfaction of those who visit there.

Perhaps the best known of all the Newfoundland inlets which attract yachtsmen from abroad is Bay of Islands, midway up the West Coast of the island, to which access from the south is obtained through Cabot Strait into the Gulf of St. Lawrence, and from the north by Belle Isle Strait, which also serves as an entrance to the vast Laurentian Gulf. Bay of Islands stretches back into the country some twenty-five miles from the outer coast line while it is, as its name implies, filled with islets, which with the picturesque surroundings of the coast itself, make the region one of rare beauty. At the head of Bay of Islands, the Humber River, which is navigable for motor boats and such crafts for some thirty miles, opens up what is unquestionably the most richly dowered by nature, in the way of scenic beauty, of any portion of Newfoundland. During the summer months it would be difficult to imagine any locality ensuring more perfect enjoyment to the visitor. The scenery is said, by those who have sojourned in both countries, to be far superior to that of Norway, and while the towering cliffs and rugged escarpments are not to be found, the daintier features of Nature's fashioning are much more apparent. Besides the main inlets, there are two arms of lesser size and depth accessible and enjoyable in the same way, making a trio of cruising grounds, where anything in the form of a yachting craft, however small, or however large, can be properly tested.

Bay of Islands also gives access to some of the best shooting and fishing areas of the island. Vast barrens, the home of the lordly caribou, are to be found within a few hours' travel by rail or canoe. The salmon fishing in the tributaries of the Humber is probably the finest in the island. Seals can be shot in the estuary where they make their way in quest of salmon and other fish food. Grouse shooting is also an attractive sport in these sections and wild ducks, geese, curlew and plover and other game birds exist in abundance. A yachting party equipped with rod and gun can add to the enjoyment of their special pastime all the pleasures of a game-seeking trip in this vicinity, for with the maximum of enjoyment there is minimum of discomfort, as their yacht could take them to most of the localities they would require to reach, and their boats would serve to reach others.

From Bay of Islands southward to Cape Ray is a stretch of coast line diversified in its outlines and possessing many strikingly beautiful scenes. The inlet of St. George is among the scenic anomalies of the island with its flat sandy stretches; and the Port-au-Port peninsula offers natural attractions rarely surpassed. Rounding Cape Race and cruising eastward along the South Coast, numerous creeks and harbors are to be found, nearly every one of which boasts a salmon river or a trout stream, thus offering safe anchorage and appetizing variety to the daily menu. Along this

coast to Fortune Bay are to be found some of the most daring cod-fishers in the island, whose skill in handling their tiny smacks will be a revelation to even the most expert yachtsman who visits these waters.

Fortune Bay possesses many fine streams where ideal angling can be pursued and is also the centre of a region where many caribou are found, while black bears are sometimes killed there also, and lesser forms of sport can be enjoyed on all occasions. From there it is but a brief board across the Burin Strait to St. Pierre, the capital of the midget Miquelon archipelago, the last remnant of France's once mighty empire in the New World. No more picturesque spot exists in North America to-day than this little fishing town, which is a veritable replica of a Breton fishing port, with its people using the dress, language, and customs of the Breton fisherfolk and its harbor filled with fishing vessels from the Grand Banks. On the South Coast, Placentia Bay is another inlet some forty miles deep by twenty to ten wide, with its outer stretches devoid of any islands, reefs or other obstacles to the freest navigation of the waters, and its inner reaches including many splendid harbors. The chief town of the Bay, Placentia, is the old French capital of Newfoundland, where there are many relics yet remaining of the days when the French controlled the whole territory, so that the place is not without its antiquarian as well as its sporting interest. The waters in close proximity to Placentia are among the favorite fishing resorts of the sportsmen of St. John's, who can reach there by rail in a few hours. Salmon, sea trout, and brook trout are fished, and two tidal arms which run further inward from Placentia Harbor and are capable of containing large liners, are the chief fishing centers. Comfortable inns are found at the heads of these arms and the fishing records achieved there would amaze the visitor, unaware of the fact that trout are often secured in this colony almost by the boat load, so readily will they take the fly.

The section of seaboard from Placentia town to Cape St. Mary's and known as the Cape Shore, is a favorite grouse shooting region where splendid bags are made with dog and gun during the open season. Eastward from Placentia Bay are St. Mary's and Trepassey bays, lesser fiords with good sailing grounds, and rounding Cape Race, the visitor can take this craft along a straight run of coast line for some sixty miles until he reaches St. John's, the capital, the fishing metropolis of the world and the centre of the Island's chief industry, which has an offing where local boats are sailed. A few miles further North and Conception Bay is entered, a noble body of water, forty miles deep and presenting many panoramas of rare beauty. Here the yachtsman can give splendid rein to his imagination and take the greatest liberty with his vessel's pace—making propensities undeterred by fear of submarine dangers, as it is possible to navigate the whole inlet and enter almost every harbor on both sides of the Bay without a pilot. In the centre of Conception Bay is Bell Island, the site of the famous Wabana mines, which supply the ore for the smelters of the Dominion Steel Company at Sydney, Nova Scotia, and on the north shore of the Bay are Carbonar, Harbor Grace, and Cupids, or Cupar's Cove, with historical associations connected with the first settlement of this country and the heroic defense thereof by some scores of fishermen against a French expedition nearly three centuries ago. A railway line runs right around this Bay and at almost any point one can reach, within an hour or so, trout streams that will amply compensate for the trouble of landing and a four-mile walk.

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North of this fiord, and of about the same dimensions, is Trinity Bay, whose depth of water and freedom from reefs or obstructions cause it to be chosen as the landing place for the first submarine cable across the Atlantic. In the noble inlet of Heart's Content the cables reach the shore, and here is located the largest cable station in the world. In the "bottom" of the Bay, as it is locally termed, are many equally good harbors, and the same is true of its north side, where, in addition, are the inlets of Random Sound and Smith Sound, peculiarly adapted for the movement of a small yachting craft, picturesque scenery enhancing the attractiveness of these sections to the visitor. Trinity Harbor, on the North Coast, is famous as possessing some of the finest natural scenery in Newfoundland, besides which, it is historically one of the oldest portions of the Island, and the romance of its settlement and its progress will be gladly told by its inhabitants. Proceeding northward again one passes Cape Bonavista, locally regarded as the landfall of Cabot, the discoverer of the northern portion of this continent four years after Columbus crossed from Palos to the West Indies. Tradition is that he sighted this land and called it Buena Vista, or Happy Sight; that he entered a harbor near by which he called King's Cove in honor of the British Sovereign; and that the next inlet where he pitched his vessel he called Keels, because they first took the ground there. Bonavista Bay is a third mighty expanse of water with different configuration and a greater number of delightful cruising grounds for the marine visitor, and every variety of scenic attraction that could augment a sailor's pleasure. The numerous minor fiords which indent the seaboard afford splendid opportunities for perfectly safe yachting.

Still greater opportunities for yachting are to be enjoyed in the inner sections of Notre Dame Bay, locally called Green Bay, and among the islands which are numerous on its seaboard. The arms of the Exploits River can probably not be surpassed anywhere in the natural beauty they display and in the opportunities which are to be found in them for steam or sail yachts to manoeuvre amid delightful surroundings. In this Bay are scores of islands, which give as great a variety in their appearance and beauty as any of the most favoured sections of the world, and as each new panorama unfolds itself to the dazzled eye of the beholder, his feeling of pleasure becomes more profound. In all the channels separating the islands and locally known as "Tickles" or "Sounds" the enterprising yachtsman will find abundant material to keep his eye and hand employed, as he follows the indentations of cruisers joyously upon an inlet many miles in length and wide enough to make "tacks" not too laborious.

If the yachtsman is ambitious to circumnavigate the island, having gone thus far, he can cruise northward along the eastern coast of the St. Barbe peninsula, make his way in through Belle Isle Strait, and come down on the western shore to Bonne Bay, which is a locality as closely approaching the typical scenery of Norway as there exists in Newfoundland. As he voyages leisurely along he can stop at points where there is excellent salmon and trout fishing, some of the best, perhaps, in the country, because this portion of the seaboard, being the most remote, has naturally been the least fished and therefore yields the greater sport. From Bonne Bay, which, too, has a river at the bottom, and has often yielded a boat load of salmon and trout to anglers for an afternoon's pastime, the yacht may continue on her way to Bay of Islands, and then having completed the circuit of the coast, make for home with the knowledge that an enjoyable summer has been spent.

Woods Ranger and Fire Warden.

The Government has appointed a Chief Woods Ranger and Fire Wardens for the better protection of the game forests. His duties are, in part:—

(1) To periodically travel over all woodlands, whether belonging to the Crown or private owners under lease from the Crown.

(2) To trace the origin of every woods fire and fully report same to the Government.

(3) To act in the capacity of an officer for the enforcement of the game laws of the Colony.

(4) To see that the following notice is conspicuously displayed: "Camp-fires must be totally extinguished before breaking camp, under penalty of not to exceed twelve months' imprisonment or \$400 fine, as provided by law."

Anglo-Newfoundland Development Company's Lands.

The Government of Newfoundland having leased to the above-named Company certain land and water areas situate in the districts adjoining Red Indian and Victoria Lakes, tourists and sportsmen will please note that, before entering upon the lands of the Anglo-Newfoundland Development Company—whose lands extend along the line of railway from Grand Falls to Gaff Topsails (Summit), inclusive—it will be necessary to first take out a permit, which can be obtained by applying to the Company's headquarters at Grand Falls. It is also required by the terms of the contract arranged with the Government, that "Every tourist or party of tourists shall be required to employ one at least of guides or fire wardens employed by the Anglo-Newfoundland Development Company, as guide at the usual fees when entering on the lands of the said Company."

CUSTOMS REGULATIONS.

When Tourists, Anglers and Sportsmen arriving in this Colony bring with them Cameras, Bicycles, Angler's Outfits, Trout-ing Gear, Fire-arms and Ammunition, Tents, Canoes and Imple-ments, they shall be admitted under the following conditions:—

A deposit equal to the duty shall be taken on such articles as Cameras, Bicycles, Trout-ing Poles, Fire-arms, Tents, Canoes, and Tent equipage. A receipt (No. 1) according to the form attached shall be given for the deposit and the particulars of the articles shall be noted in the receipt as well as in the marginal cheques. Receipt No. 2 if taken at an outport office shall be mailed at once directed to the Assistant Collector, St. John's, if taken in St. John's the Receipt No. 2 shall be sent to the Landing Surveyor.

Upon the departure from the Colony of the Tourist, Angler or Sportsman, he may obtain a refund of the deposit by present-ing the articles at the Port of Exit and having them compared with the receipt. The Examining Officer shall initial on the receipt the result of his examination and upon its correctness being ascertained the refund may be made.

No groceries, canned goods, wines, spirits or provisions of any kind will be admitted free and no deposit for a refund may be taken upon such articles.

THE GAME LAWS

of Newfoundland.

CARIBOU OR DEER.

SEC. 3. No person shall hunt, kill or pursue with intent to kill, any moose or elk within this Colony, at any time before the first day of January, 1912. Maximum penalty, \$200.00 or three months' imprisonment.

6. No person shall hunt, kill or pursue with intent to kill, any caribou from the 1st day of February to the 31st day of July in any year, both days inclusive, or from the first day of October to the twentieth day of October in any year, both days inclusive.

7. No person other than a licensee under this act shall, during the time by this Act allowed for killing caribou, kill or take more than two stag and one doe caribou in any one year.

10. No person not actually domiciled in this Colony shall hunt, kill or pursue with intent to kill, in any season any caribou without having first procured a license for the season, nor shall more than one license be granted in any one year to any one person.

11. Such licenses to hunt caribou shall only be issued by a Stipendiary Magistrate, a Justice of the Peace, or the Department of Marine and Fisheries. A fee of one dollar for each license shall be paid to the person issuing same.

13. Any person not domiciled in this Colony shall be entitled to hunt, kill and pursue with intent to kill, caribou, on taking out a license, for which a fee of fifty dollars shall be paid, and such license shall entitle the holder thereof to kill not more than three stag caribou. Licenses may be issued to officers of His Majesty's ships of war employed on this station for the fisheries protection without payment of any fee upon application to the Minister of Marine and Fisheries.

14. Licenses shall be issued to all guides by any of the persons named in section 11, but the fee of one dollar in the said section mentioned shall not be charged. Every non-domiciled guide shall pay for such license a fee of \$50. Every applicant for such license shall make oath or affirmation that he will use his best endeavors to have the provisions of this Act carried out, and that whenever any breach thereof may occur, he shall forthwith report the same to the nearest Magistrate, Justice of the Peace or Warden with a view of prosecuting the offender to conviction.

15. No person holding a license to hunt, kill or pursue caribou shall employ as a guide, valet or personal servant, laborer or bearer in a hunting expedition any person who has not obtained a license under the next preceding section.

16. Any person obtaining a license to hunt, kill or pursue caribou shall make oath or affirmation before the person granting the said license, that he will not violate or permit the violation of any portion of this Act.

17. No person holding a license to hunt caribou shall kill or take more stag caribou than the number indicated by his license, and no member of a hunting expedition, whether a guide, bearer or laborer, or otherwise in the employ of the holder of such license, shall kill any caribou other than under the said license, and as part of a number indicated therein.

18. It shall be the duty of the holder of a license to hunt, kill or pursue caribou, to return his license at the expiration thereof to the Magistrate or other person authorized to issue the same with a statement thereon in writing under oath or affirmation specifying the number of caribou killed by him and his party under the said license.

19. Save as provided in this Act no person shall export the antlers, heads, or skins of any caribou, nor shall the owner, master, officers or crew of any vessel permit the exportation therein of any such antlers, head or skin, or any part thereof, save as provided and under a permit of a customs officer. Penalty, \$500.00 or six months' imprisonment.

20. If any master, owner or officer, or any one of the crew of any vessel shall be convicted of a violation of the last preceding section, he shall, upon such conviction, be liable for every such offense to a penalty of five hundred dollars or six months' imprisonment, and such penalty shall constitute a claim against the said vessel, and become a lien thereon and may be collected and enforced by the seizure, confiscation and sale of the said vessel despite any change of registry or ownership between the date of the offense and the seizure of the vessel.

21. Any person holding a license to hunt, kill or pursue caribou under this Act, may export the carcasses, antlers, head or any part of any caribou killed under the said license, upon entering the same at the Custom House for exportation and receiving a permit therefor. Such person shall make oath or affirmation, specifying the articles which he intends to export, and that the same are portions of caribou killed under license held by him, and stating the name of the person from whom he obtained the said license, and the date thereof, and that the articles about to be exported are not being exported as articles of commerce, and he shall thereupon pay a fee of fifty cents to the officer of customs before whom such export entry is made, which fee the said officer is hereby authorized to retain. Such affidavit or affirmation shall be forwarded to the Department of Marine and Fisheries.

22. No person holding a license to hunt, kill or pursue caribou under this Act shall export from this Colony the carcasses, heads or antlers, of more than three stag caribou.

23. Any person not holding a license to hunt, kill or pursue caribou, but who is domiciled in this Colony, may export the antlers, heads or skins of caribou upon entering the same for exportation at a customs house in the Colony, and receiving a special permit therefor. Such permit shall not be granted except upon an affidavit made before the customs officer to whom application for a permit is made, stating the name of the owner of the articles to be exported, their destination, and the person from

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whom and place where obtained, and that the same are not being exported as an article of commerce. Such affidavit shall be transmitted by the officer of customs to the Department of Marine and Fisheries.

24. Any person who shall put up the flesh of caribou in cans or tins or other packages shall be liable to a penalty not exceeding two hundred dollars, or, in default thereof, to imprisonment for any period not exceeding three months.

25. Any flesh of caribou found put up in cans, tins or other packages may be seized, and may be destroyed by the order of a Justice of the Peace.

26. It shall not be lawful for any person to purchase, or to receive in exchange, from any other person, any venison or any portion of the flesh of caribou, at any time between the first day of January and the thirty-first day of July in any year, and any person offending against the provisions of this section shall be liable to a penalty not exceeding two hundred dollars, or, in default, to imprisonment for any period not exceeding three months.

27. If any customs officer is informed or becomes aware that any antlers, heads or skins of caribou are being exported except by a person who has complied with the provisions of this Act in all respects, it shall be the duty of such officer to seize the said antlers, heads or skins, or any portion thereof, and to make complaint before a Stipendiary Magistrate or Justice of the Peace that a violation of this Act has been committed.

28-29. All persons are prohibited from setting any snare, trap or pit for the destruction or capture of, or killing or pursuing with intent to kill, any caribou—

(a) With dogs; or

(b) With hatchet, tomahawk, spear, machine, contrivance or weapon, other than firearms loaded with ball or bullet; or

(c) While swimming or crossing any pond, lake, stream, river or watercourse.

No person is allowed to hunt or kill caribou within the area as hereafter described (*see diagram*), that is to say:—

Commencing one and a half miles south of Grand Lake Station, on the shores of the lake, to a point at the same distance from the railway at Howley; thence to Goose Brook, one and a half miles from the railway line; thence east to the railway line near Kitty's Brook Falls; thence northwardly six and a half miles; thence to a point at Junction Brook, three miles north of Grand Lake Station, and thence southwardly along the course of the brook and shore of the lake to the place of commencement.

All fines and penalties under this Act shall be sued for and recovered in a summary manner on information or complaint before a Justice of the Peace by any person who shall inform and sue for the same; and one-half of all fines and forfeitures imposed shall be awarded to such complainant who shall prosecute the offender to conviction.

Any person who shall violate any section of this Act for which no penalty is herein provided shall be liable to a fine not exceeding two hundred dollars, and in default of payment to imprisonment for any period not exceeding six months.

BIRDS AND WILD RABBIT OR HARE.

No person shall hunt, kill, purchase or have in his possession any ptarmigan or willow-grouse, commonly called partridge, or the eggs of any such birds within this Colony between the 15th day of December and the 20th day of September in any year under a penalty of not exceeding one hundred dollars, or imprisonment not exceeding three months. Provided it shall not be held unlawful to sell, etc., or have possession of such birds where the party shall prove that the said birds were killed between the 20th day of September and the 15th day of December in any year.

It shall be unlawful for any person to export from this Colony for sale as an article of commerce, any willow or other grouse or partridge, under a penalty of five dollars for each bird so exported.

No person shall hunt, etc., sell, purchase or have in his possession any curlew, plover, snipe or other wild or migratory birds (except wild geese) or eggs of any such birds within the Colony between the 15th day of December and the 20th day of September in each year, under a penalty of not less than \$25.00 nor exceeding \$100.00, or in default of payment, of imprisonment not exceeding three months.

No person shall trap or snare any wild Rabbit or Hare between the 1st day of March and the 20th day of September in any year under a penalty of not less than \$25 and not exceeding \$100, or imprisonment not exceeding 3 months.

Any person except a traveler on a journey found on Sunday carrying firearms shall be subject to a fine not exceeding forty dollars, and in default of payment, to imprisonment for a period not exceeding one month.

Any person, except a traveller on a journey, found on the shooting grounds carrying firearms with or without dogs between the fifteenth day of December and the first day of October, where such game is known to frequent shall be subject to a fine not exceeding fifty dollars, and in default of payment, to imprisonment for a period not exceeding one month.

No person shall hunt, kill, wound, take, sell, barter, purchase, receive or give away, or have in his possession, any Capercailzie or Black Game, or the eggs of any such birds within this Colony, at any time from the 12th day of October, 1907, to the 12th day of October, 1917, under a penalty not exceeding one hundred dollars and costs, and in default of payment, to imprisonment not exceeding two months.

The following description of the birds is published for general information: The Capercailzie Cock is a large bird weighing from seven to twelve pounds, of dark blue plumage, but white from the crown downwards and with white spots on the upper wing coverts. The Black Cock which is larger than the Partridge, is also of dark blue plumage, with white feathers under the tail and wings. The hens of both species are colour of the local Partridge in early summer—a light brown.

Nothing contained in these Rules and Regulations shall extend to any poor settler who shall kill any birds (except those prohibited for a term of years from being killed) for his immediate consumption or that of his family.

OTTERS, BEAVERS AND FOXES.

No person shall hunt beavers or export beaver skins till October 1st, 1913.

No person shall, in any year, take, kill, wound or destroy any otter or beaver between the first day of April and the first day of October, under a penalty of twenty-five dollars or imprisonment not exceeding one month.

No person shall hunt foxes from March 15th to October 15th in any year.

TROUT AND SALMON.

No person shall catch, kill, capture or take any salmon, trout or inland water fishes in any river, stream, brook, pond, lake or

estuary in Newfoundland by any other means except rod, hook and line.

No person shall, by spearing, sweeping or hauling with any net or seine, take or attempt to take any salmon, trout or inland water fish, and the use of lime, explosives or other deleterious compounds for killing or catching fish of any description is prohibited.

In every mill dam, rack or framework erected or built across any pond, lake, river, brook or stream where salmon and trout have been known to enter, there shall be put a proper passway or fish-ladder not less than four feet in width, capable of allowing salmon or trout of any size to enter the waters above. Any logs or timber of any description which may be so placed as to impede the passage of salmon or trout in a river or stream shall be instantly removed, and no sawdust or mill rubbish of any kind shall be cast into any pond, lake, river, brook, stream or watercourse.

No person shall catch, kill or take any salmon or trout in any river, brook, stream, pond or lake in this Colony between the 15th of September and the 15th of January next following in any year.

No person shall buy or sell or have in possession any salmon or trout which have been taken contrary to these rules, and every salmon or trout so taken may be forfeited to the complainant by any Justice.

No person not being a resident of this Colony or its dependencies, or not having a fixed place of domicile therein, will take or fish for any salmon, sea trout, ouananiche or charr, or any fish inhabiting or resorting to the inland waters or estuaries of this Island or its dependencies, unless such person shall first have taken out and obtained an Inland Fishery License, for which he shall pay to the board or outside agent the sum of \$10 as a fee for said license.

NEWFOUNDLAND EXPRESS CO.

Money orders are issued at all Express Offices, and by Branch Agencies in all principal towns and cities, convenient to every business and residence district, at following rates, payable in *Newfoundland, Canada, United States and Europe*:

RATES FOR ORDERS.

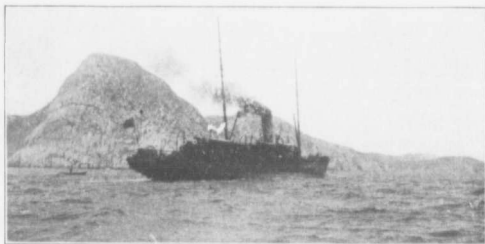
Payable in Newfoundland.

\$3.00 and under	3 cents
Over \$3.00 to \$5.00	4 cents
Over 5.00 to 10.00	5 cents
Over 10.00 to 20.00	10 cents
Over 20.00 to 30.00	15 cents
Over 30.00 to 40.00	18 cents
Over 40.00 to 50.00	20 cents

Payable in Canada, United States and Europe.

\$10.00 and under	5 cents
Over \$10.00 to \$20.00 . . .	10 cents
Over 20.00 to 30.00	15 cents
Over 30.00 to 40.00	20 cents
Over 40.00 to 50.00	25 cents

Over \$50.00 use same rate.



LABRADOR SERVICE.

The S. S. Invermore leaves St. John's early in June, and fortnightly thereafter until the end of the season. Steamer, if possible, will connect at St. John's with the train from Sydney, due to arrive at St. John's Thursday mornings.

NOTE.—The time of sailing of this steamer is not guaranteed, but it is hoped to follow schedule; but those intending to take this

trip, by telegraphing or writing to the General Passenger Agent, will be advised as to positive dates of sailing, and reservations of staterooms and berths, etc., made on application.

LICENSED GUIDES.

Walter B. Shears.....	St. George's.....	Bay St. George
Chas. Gilliam.....	Robinson's Head.....	"
Chas. M. Benoit.....	Stephenville.....	"
Reuben King.....	Bank Head.....	"
Francis King.....	".....	"
Joseph Young.....	".....	"
William H. Gilliam.....	Robinson's Head.....	"
Thos. Webb.....	Flat Bay.....	"
William Young.....	".....	"
James Young.....	".....	"
Robert Shears.....	Robinson's Head.....	"
Thos. A. Shears.....	".....	"
Jas. A. Shears.....	".....	"
Geo. Shears.....	".....	"
John P. John.....	Flat Bay.....	"
John Bourgeois.....	".....	"
Walter Perrior.....	".....	"
Chas. Hines.....	Port au Port.....	"
Thomas Legge.....	Robinson's Head.....	"
James W. Legge.....	".....	"
Richard Gill.....	".....	"
Maxim Young.....	Bank Head.....	"
Allan McIsaac.....	Highlands.....	"
John Ed. Parsons.....	Sandy Point.....	"
Peter Benoit.....	Barachoix Brook.....	"
Wm. Webb.....	Main River.....	"
Frederick Webb.....	Flat Bay.....	"
Wm. Allan.....	Curling.....	Bay of Islands
John A. Pennell.....	".....	"
William Messervey.....	".....	"
Ambrose Wells.....	".....	"
Wm. J. LeMoine.....	".....	"
Dennis Callahan.....	Corner Brook.....	"
John Gillett.....	".....	"
John Arnold.....	".....	"
Edward P. Brake.....	Humbermouth.....	"
Wm. P. Brake.....	".....	"
George Snooks.....	".....	"
William Pennell.....	".....	Grand Lake
William Joy.....	Halls Bay.....	Notre Dame Bay
Henry Whitehorn.....	Springdale.....	"
George Gillard.....	Hall's Bay.....	"
James Ludnow.....	Norris' Arm.....	"
Alfred Beaton.....	".....	"
George Beaton.....	".....	"
William Oke.....	".....	"
Jenkins Price.....	Gambo.....	Bonavista Bay
John Wells.....	Alexander Bay.....	"
Ronald Ralph.....	Troytown.....	"
Robert Saunders.....	Glovertown.....	"
R. B. Stroud.....	".....	"
Alexander Butt.....	".....	"
John Dowy.....	".....	"
Robert Brooking.....	".....	"
Ezekiah Ralph.....	".....	"
Daniel Burton.....	".....	"
Walter LeDrew.....	".....	"
Frank Strickland.....	LaPoile.....	"
Joseph Jeddore.....	Bay D'Espoir.....	"
Nicholas Jeddore.....	".....	"
Neel Jeddore.....	".....	"
Matthew Burke.....	".....	"
Bernard John.....	".....	"

Stephen Bernard.....	Long Harbour.....	Fortune Bay
John D. Jeddore.....	"	"
Stephen Joe.....	"	"
George Kelly.....	S. E. Arm.....	Placentia
Michael Walsh.....	Salmonier.....	St. Mary's Bay
Patrick Hurley.....	"	"

HOTEL ACCOMMODATION.

The hotel accommodation in St. John's has been enlarged considerably the past few years. The Crosbie, Balsam, Cochrane, Osborne, and Royal hotels are catering for all classes of visitors. These hotels are situated in different parts of the city, are easily reached by means of the street cars, and provide for those who contemplate different rates of payment. Accommodation can also be found at other hotels and at boarding houses at moderate rates, with appetizing food and congenial surroundings. At Harbour Grace, Carbonear, Placentia, Salmonier, Holyrood, Bay of Islands, Port Blandford, Lewisport, Norris' Arm, Grand Falls, and other leading tourist sections, the hotels will be found convenient and comfortable, moderately priced, and making a specialty of catering for tourist traffic. The people at various other points have added to the accommodations afforded to transient visitors, and the Bungalows and Log Cabins have increased in the interior, while at the coast harbors and towns the hostelrys meet the demands of the summer visitors.

SLEEPING CAR FARES.

To make "Berth Rates" between local points on the Reid Newfoundland Company's System for which no fixed fare is given, charge according to the following mileage schedule:

For 100 miles or under.....	\$1.00 per berth
Over 100 miles to 150 miles	1.50 " "
" 150 " to 200 "	2.00 " "
" 200 " to 300 "	2.50 " "
" 300 " to 400 "	2.75 " "
" 400 " to 550 "	3.00 " "

But do not exceed the fixed berth fare between any two stations that include two stations for which there is no fixed fare.

St. John's to Port Blandford (inclusive).....	\$1.50 per berth
" to Benton	2.00 " "
" to Notre Dame Jct	2.50 " "
" to Millertown Jct.	2.75 " "
" to Bay of Islands	3.00 " "
" to Port-aux-Basques	3.00 " "
Port-aux-Basques to Bay of Islands (inclusive)	1.50 " "
" to Grand Lake	2.00 " "
" to Millertown Jct	2.50 " "
" to Notre Dame Jct.	2.75 " "
" to Clarenville	3.00 " "
" to St. John's	3.00 " "

To make double berth rates add one-third ($\frac{1}{3}$) to above rates.

Sections.—For section, charge two berth fare.

SLEEPING CAR DRAWING-ROOM FARES.

Where berth fare is \$1.00	Charge for Drawing-Room	\$4.00
" " " " 1.50	" " " "	6.00
" " " " 2.00	" " " "	7.00
" " " " 2.50	" " " "	9.00
" " " " 2.75	" " " "	10.00
" " " " 3.00	" " " "	10.00

The Drawing-Room in Sleeping Cars, when sold on a day run, is to be the price of six seat fares for same distance, but in no case shall the price charged for it on a day run exceed amount charged at night.

Seat Fares for day run—half ($\frac{1}{2}$) cent per mile, adding sufficient to make the amount terminate in 0 or 5; minimum charge—fifty (50) cents.

Sleeping Car Tickets are issued by the agent at St. John's, North Sydney and Port-aux-Basques, and by the Sleeping Car porters. Agents at all other stations, when requested to reserve Sleeping Car space, will write or wire the General Passenger Agent, stating name of party and what space required.

The Undeveloped Resources of Newfoundland.

AGRICULTURAL LANDS.

There are extensive areas of good land in the valley bottoms of the principal river systems of the Island, particularly so in the case of the Humber, where there are about 70,000 acres of the finest intervale soil. The Codroy Valley, in which are extensive areas of rich grass lands, is admirably adapted to the raising of cattle and dairy farming generally.

THE FISHERIES.

Out of a population of 240,000, about 70,000 are engaged in catching and curing fish. The average annual value of the codfishery during the last four years has been \$8,000,000; of the seal fishery, \$600,000; of the herring and salmon fisheries, \$400,000; of the lobster fishery, \$420,000. Total value of all fishery products for 1909, \$9,798,000.

In addition to the results already obtained, there are great possibilities in the extension and improvement of the fisheries. The cold storage system about to be introduced into the Colony will secure the exportation of fresh fish to Great Britain, the United States and Canada, and will enhance the value of the codfishery as well as the minor fisheries.

FOREST RESOURCES.

Very large areas are forest covered, the principal varieties of timber being white pine, white and black spruce, fir, tamarack, yellow and white birch.

Great development has taken place in the lumber industry during the past few years, principally owing to the operation of several American concerns, and the export of forest products is valued at \$500,000 a year.

THE PULP INDUSTRY.

Newfoundland presents unrivaled facilities for the prosecution of pulp and paper manufacture. There are immense areas covered with spruce and fir, easily accessible and generally well watered. The spruce timber of Newfoundland is said to yield more pulp per cord than the Canadian spruce.

Owing to the physical features of the country, the large rainfall and small evaporation, the minimum flow of the streams is much larger in Newfoundland than in Northern New England. Many water powers ranging from 1,000 to 40,000 horsepower are at present lying idle.

An enterprise on which it is designed to expend \$5,000,000, has been set on foot at Grand Falls, in the interior by Messrs. Harmsworth of London for the manufacture of pulp and paper. They have secured 2,000 square miles of territory and have laid out a town on the most modern lines, while the construction of the works is now completed. A few miles distant, at Bishop Falls, the Albert Reed Company, an English Corporation, is es-

tablishing a similar plant. inland from Bay D'Espoir on the South Coast, a large area has been bonded by Mr. W. R. Hearst, the newspaper proprietor of New York, and an equally comprehensive undertaking is contemplated there. At Grand Lake and on the Gander River the Reid Newfoundland Company possess properties considered to be the most valuable in the island for pulp and paper purposes and there are other areas which will probably be developed in the near future.

COPPER.

Copper ore to the value of \$20,000,000 has been exported from Newfoundland from the inception of mining in 1864, to the present time. The principal producer has been Tilt Cove in Notre Dame Bay, which exported 54,067 tons in 1908.

In Notre Dame Bay, copper has been found in many localities; noticeably in Bett's Cove, Little Bay, Rabbit's Arm, Sunday Cove Island, Hall's Bay and New Bay. The copper bearing deposits are widely distributed, and many are not yet prospected. They are almost entirely confined to the Serpentine rocks, which have a development of over 5,000 square miles throughout the Island.

On the north side of Bay of Islands, native copper occurs in several places, disseminated through an amygdaloidal trap which forms the coast range of hills. At Oderin Island and several other places in Placentia Bay, deposits of native copper have been located. Promising discoveries of copper have recently been made at points in White Bay and the northeast coast.

IRON ORE.

At Bell Island, Conception Bay, a most valuable iron mine has now been opened for some time, by the Nova Scotia Steel Co. and the Dominion Iron & Steel Co. The ore lies in two beds, the lower one averaging about 6½ feet thick; the upper one, the property of the Nova Scotia Steel Co., averaging about 5½ feet.

These bands dip at a low angle seaward, and it has been estimated that 40,000,000 tons are in sight, with an unknown quantity in the extension of the beds under the waters of Conception Bay. At the annual meeting of the "Dominion" company, in June, 1909, the President stated that this ore could be sold at a profit of \$1.00 a ton. Hematite has been found at River Exploits, Fortune Harbor, New Bay, and other points in Notre Dame Bay. Very rich bessemer ores have been found in White Bay. Extensive deposits of magnetic ore have been discovered at Cairn Mountain, Stephenville, and other points among the Upper Laurentian rocks of the west coast. Beds of clay ironstone are interstratified in the coal measures, while at Grand Lake are deposits of bog iron ore. During the last ten years, iron pyrites containing 51 per cent of sulphur, have been exported to the value of one million and a half dollars from Pilley's Island Mine in Notre Dame Bay. This mineral also occurs at many points in the Northern Bays; also at Middle Arm, Bay of Islands, and is also found near York Harbor Copper Mine.

OTHER MINERALS.

Chrome iron has been found in many localities, particularly at Buff Head Mine, and Chrome Point, on the west coast. This mineral is also known to exist at the following places: Blomidon, North Arm, 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 occurs at Rogue Harbor and at Bonne Bay on the west coast. Zinc has been obtained in many localities, and a lode of antimony at Moreton's Harbor.

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 Sops Arm and Ming's Bight, on the northeast 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 Bonavista 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 ore is also proved to contain coal fields. The largest of these is in the region around Bay St. George. At Crabb's Brook, on the south side of that Bay, there is a fine seam of excellent cannel 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. Boring operations have been in progress here for the past few years and it is expected that they will result in the discovery of workable coal measures.

A FINAL WORD.

Any railway office or tourist agency in the United States, Canada and Great Britain can give information on "How to Reach Newfoundland." North Sydney, Cape Breton, is the connecting point in Canada. There the palatial steamship Bruce—especially built for this service—awaits the arrival of the last express every Tuesday, Thursday and Saturday, and after a run of ninety miles across the Cabot Strait, which is accomplished in seven hours, the passenger steps on board the express train at Port-aux-Basques, can take a Pullman sleeping car and remain in it till his chosen point is reached. The Reid Newfoundland Company makes no boast about its train service: it quietly seeks to accommodate the public by furnishing what the public wants—that is, to insure the comfort, safety and convenience of those who travel by it. The roadbed has received systematic care and is remarkably smooth; it is equipped with heavy rails, and, as every one knows, runs through a varied, picturesque and, at all points, interesting country. The sleeping cars have all modern conveniences. The dining cars are conducted not so much as a source of revenue, but for the delectation of patrons, and so far as cuisine, napery and general service are concerned, they are run in accordance with the standard of larger and much more pretentious railway systems.

The Reid Newfoundland Company will gladly undertake to procure guides for hunting or fishing parties, and will, if requested, to do so, plan trips for any number of parties, whether health-seekers, artists, tourists or sportsmen.

It is the aim of the Company to make the sojourn of visitors to the Colony pleasant and successful, and any information desired, will be cheerfully furnished by communicating with the General Passenger Agent, St. John's, Newfoundland.

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NEWFOUNDLAND AND LABRADOR



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GUIDE
FOR THE SPORTSMAN, TOURIST
AND HEALTH SEEKER.



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