

## Technical and Bibliographic Notes / Notes technique et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modifications dans la méthode normale de filmage sont indiqués ci-dessous.

- |  |   |
|--|---|
| <p><input checked="" type="checkbox"/> Coloured covers / Couverture de couleur</p> <p><input type="checkbox"/> Covers damaged / Couverture endommagée</p> <p><input type="checkbox"/> Covers restored and/or laminated / Couverture restaurée et/ou pelliculée</p> <p><input type="checkbox"/> Cover title missing / Le titre de couverture manque</p> <p><input type="checkbox"/> Coloured maps / Cartes géographiques en couleur</p> <p><input checked="" type="checkbox"/> Coloured ink (i.e. other than blue or black) / Encre de couleur (i.e. autre que bleue ou noire)</p> <p><input checked="" type="checkbox"/> Coloured plates and/or illustrations / Planches et/ou illustrations en couleur</p> <p><input type="checkbox"/> Bound with other material / Relié avec d'autres documents</p> <p><input type="checkbox"/> Only edition available / Seule édition disponible</p> <p><input type="checkbox"/> Tight binding may cause shadows or distortion along interior margin / La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure.</p> <p><input type="checkbox"/> Blank leaves added during restorations may appear within the text. Whenever possible, these have been omitted from filming / Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.</p> <p><input type="checkbox"/> Additional comments / Commentaires supplémentaires:</p> | <p><input checked="" type="checkbox"/> Coloured pages / Pages de couleur</p> <p><input type="checkbox"/> Pages damaged / Pages endommagées</p> <p><input type="checkbox"/> Pages restored and/or laminated / Pages restaurées et/ou pelliculées</p> <p><input checked="" type="checkbox"/> Pages discoloured, stained or foxed / Pages décolorées, tachetées ou piquées</p> <p><input type="checkbox"/> Pages detached / Pages détachées</p> <p><input checked="" type="checkbox"/> Showthrough / Transparence</p> <p><input type="checkbox"/> Quality of print varies / Qualité inégale de l'impression</p> <p><input type="checkbox"/> Includes supplementary material / Comprend du matériel supplémentaire</p> <p><input type="checkbox"/> Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image / Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible.</p> <p><input type="checkbox"/> Opposing pages with varying colouration or discolourations are filmed twice to ensure the best possible image / Les pages s'opposant ayant des colorations variables ou des décolorations sont filmées deux fois afin d'obtenir la meilleur image possible.</p> |
|--|---|

This item is filmed at the reduction ratio checked below /  
Ce document est filmé au taux de réduction indiqué ci-dessous.

10x	12x	14x	16x	18x	20x	22x	24x	26x	28x	30x	32x
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

i a  
m-  
bli-  
ite,  
th-

**CIHM  
Microfiche  
Series  
(Monographs)**

**ICMH  
Collection de  
microfiches  
(monographies)**



**Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques**

**© 1995**

The copy filmed here has been reproduced thanks to the generosity of:

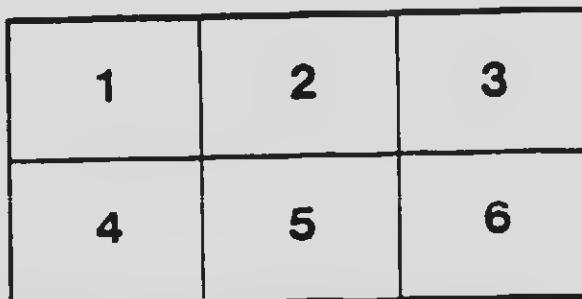
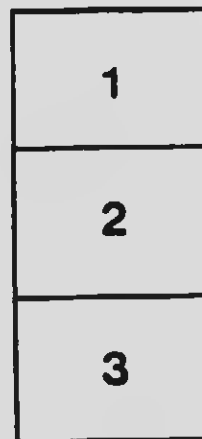
National Library of Canada

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shell contains the symbol  $\rightarrow$  (meaning "CONTINUED"), or the symbol  $\nabla$  (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

Bibliothèque nationale du Canada

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

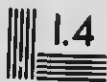
Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaît sur la dernière image de chaque microfiche, selon le cas: le symbole  $\rightarrow$  signifie "A SUIVRE", le symbole  $\nabla$  signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

MICROCOPY RESOLUTION TEST CHART

(ANSI and ISO TEST CHART No. 2)



APPLIED IMAGE Inc

1653 East Main Street  
Rochester, New York 14609 USA  
(716) 482-0300 - Phone  
(716) 288-5989 - Fax

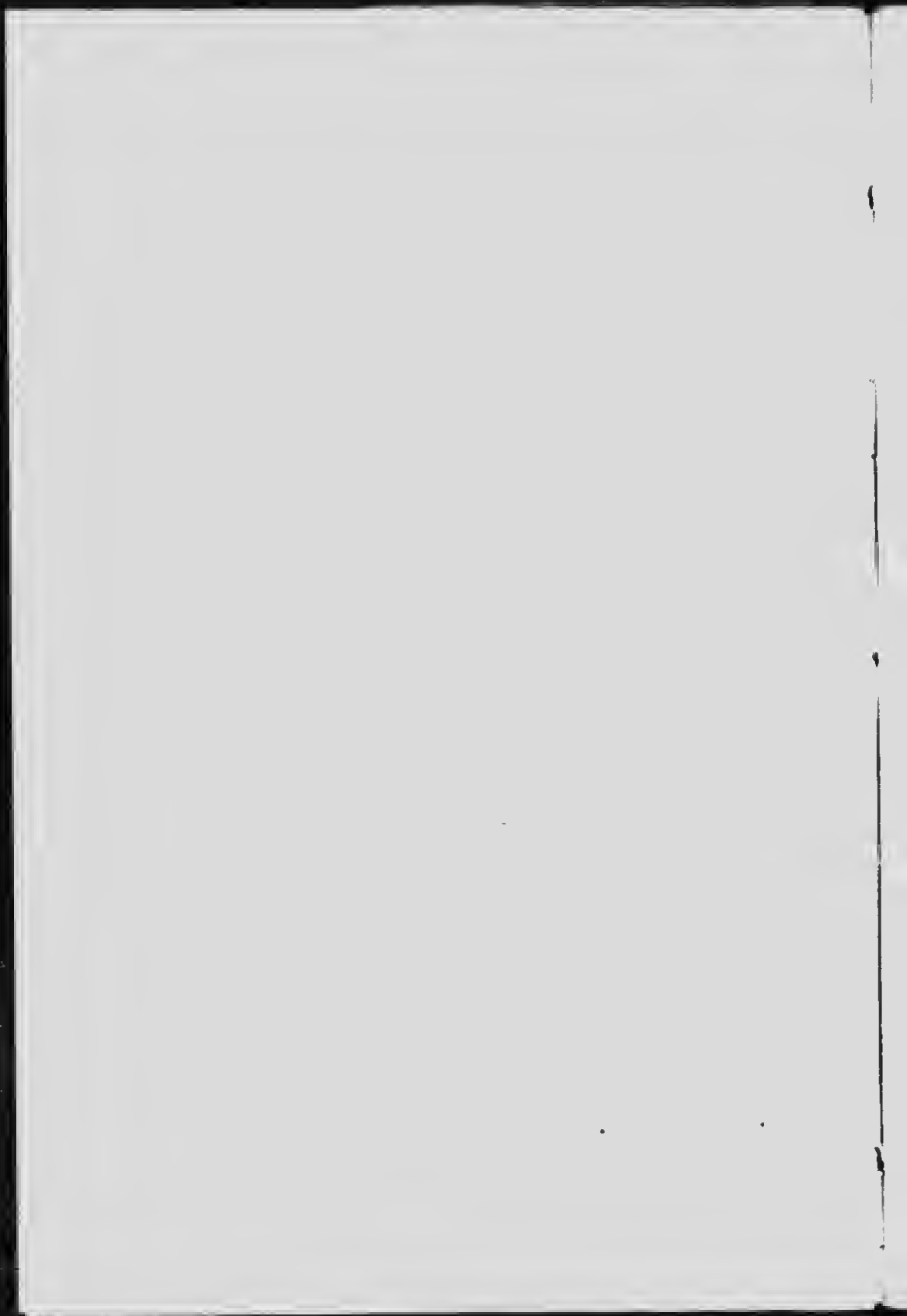


Notes - by - the - Way

The logo for Canadian Government Railways is an oval with a dark, textured background. The words "Canadian", "Government", and "Railways" are stacked vertically in a white, serif font. The word "Railways" has a horizontal line underneath it. Below the oval, there is a stylized white graphic of a mountain range or a jagged line.

Canadian  
Government  
Railways

Lines - Quebec and West



NOTES  
BY THE WAY

LINES QUEBEC  
AND WEST



CANADIAN GOVERNMENT  
RAILWAYS



TOURISTS TO OR THROUGH CANADA  
NO RESTRICTIONS OR PASSPORTS

Tourists and travellers between the United States and Canada do not require passports. The interchange of traffic is governed by the same Immigration Laws of both countries which have been in force for many years past, and due provision has been made to facilitate the entry without restriction of tourist and business travel in or through Canada.

## To the Reader

**D**EALING with a new, vast and only sparsely settled country," notes by the way "of fifteen hundred miles of railway must necessarily be of a general character, though mention is made of the more important industrial and agricultural developments in evidence along the line.

¶ The actual operation of the railway is destined to change the ordinary conception of the great North Country, as it will change the country itself. Broadly speaking, this new territory, half as big as Europe and quite as desirable for habitation, is justly famous for two things—it is the lake country of the world, and it has also the largest standing forests on the face of the globe. There is no similar area on the continent where a railway brings one into such immediate touch with the wild life so sought by sportsmen—primitive Indians, virgin forests, with all that implies to the real hunter and angler. A holiday in such a region cannot fail to be delightful. There, under the clear, hot, dry air of summer, lie thousands of unnamed sheets of water. There the sun shines in the summer time eighteen hours out of the twenty-four.

¶ The hardy pioneer has not only blazed the trail, but has commenced settlement. His courage and patience are meeting with due reward, as will be the case with the thousands who will eventually find homes on the new lands. Only those who have breathed the air of the true north, who have examined its fertile soil, paddled its magnificent rivers and lakes and have noted its immense water powers for the manufacture of "white coal," can begin to appreciate its possibilities.

¶ "Out-of-Door in Northern Quebec, Northern Ontario and Eastern Manitoba," a companion booklet to "Notes by the Way," will be found to contain much useful information to the devotees of gun and rod. It also includes valuable data with regard to canoe trips.

# NOTES BY THE WAY

LINES QUEBEC AND WEST *via*

CANADIAN GOVERNMENT RAILWAYS

## THE PROVINCE OF QUEBEC

*Mission. Area 146,841 square miles. Canada's largest Province.*

*Quebec.*

*Population 2,000,000*

- 0 **Quebec** Alt. 192 The starting point of the Canadian Government Railways' air line to Winnipeg and the West and a city without a peer on the North American continent for beautiful location and rich historic interest. Trains depart from the new Union Palais Station, one of the most artistic and conveniently appointed railway depots in the world, the design of which has been made to harmonize with the quaint, old world architecture of the city.

With the inauguration of a fast express service between Quebec and Cochrane, at which point direct connection is made with the "National" expresses operating between Toronto and Winnipeg, a new chapter has been opened in the history of Canadian railroading. The "Western National," westbound, and the "Atlantic National,"



Palais Station, Quebec

Alls from  
 Quebec

eastbound, between Quebec and Cochrane, have brought East and West closer together. But little over a year ago when the through tri-weekly service between Quebec and Winnipeg was inaugurated it was predicted it would not be long before the equipment then adopted—a buffet sleeping car—would soon outlive its limited accommodation and warrant a more commodious service. That day has arrived and the "Nationals" now carry as part of their regular equipment a through standard electrically heated sleeping and dining car.

The "Nationals" via the shortest route between Quebec and the Prairie City are catering to an ever increasing travel and the future improvements, which make them modern trains in every respect, will no doubt add to their popularity.

The full service is shown in the "Red Fiddle"—a complete time table of trains operated by the Canadian Government Railways.

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

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

### **The Quebec Bridge**

In its general dimensions as well as in the enormous size and weight of the structural members composing it, the Quebec Bridge surpasses any other structure of the kind ever erected. The one bridge structure in the world that approaches it in magnitude is

---



---

Mls. from  
Quebec

the famous Firth of Forth Bridge in Scotland, the main channel span of which is nearly 100 feet shorter than that of the Quebec Bridge. Both structures are of the cantilever type.

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

#### SOME INTERESTING STATISTICS

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

By its completion the rails of the Government Lines on the opposite sides of the St. Lawrence are now connected by a double line of steel, the distance between Halifax and Winnipeg shortened by 200 miles, and the vast paper and pulp mills and pulp forests of Northern Quebec will find this their shortest connection with the markets of the Eastern States.



The Quebec Bridge

# QUEBEC TO WINNIPEG

Mls. from  
Quebec

3 5	<b>Cadorna</b>	Alt.		After leaving Quebec, the railway follows
0	<b>Bridge</b>	"	163 0	the valley of the St. Charles River for several
8 8	<b>Cap Rouge</b>	"	257 0	miles, gradually climbing the slope of the

vast promontory which separates the St. Charles from the St. Lawrence and at the eastern extremity of which the city of Quebec is built. As the train mounts higher and higher, a panorama of rare attractiveness unfolds, the wide fertile valley spreading out in the foreground and beyond stretching the rugged outline of the Laurentian Mountains, with their rich purple colouring.

Passing through some heavy rock cuttings, the track suddenly emerges on the brow of Cap Rouge, with the broad St. Lawrence rolling proudly seaward immediately below. Here a junction is made with the main line of the Government Railways, and if the traveller will look back to the left, he will see the towering cantilevers of the famous Quebec Bridge rising quite close at hand.

15 6	<b>St. Augustin</b>	Alt.	216 0	Just beyond the junction of the
21 2	<b>Neuville</b>	"	238 0	line from the Union Palais Station
26 1	<b>Dombourg</b>	"	264 0	and the line from the Quebec Bridge,
34 2	<b>St. Basile</b>	"	205 0	the railway crosses the Cap Rouge
38 7	<b>Portneuf</b>	"	240 0	Viaduct. This is an immense struc-
46 9	<b>St. Marc</b>	"	144 0	ture, second only in importance
51 3	<b>St. Casimir</b>	"	126 0	to the bridge over the St. Lawrence
60 8	<b>St. Prospere</b>	"	361 0	itself, and from it magnificent views
70 3	<b>St. Adelphe</b>	"	410 0	in both directions are to be had,
79 1	<b>Hervey Jct.</b>	"	583 0	which should by no means be missed
				From this point until the railway
				turns north up the Batiscan Valley



The Cap Rouge Viaduct

Mls. from  
Quebec

at St. Prosper, the line follows the north shore of the St. Lawrence westward, sometimes running in full view of the River and at other times cut off from it by intervening hills. The paper mills at St. Basile have an extensive output of building and roofing paper. In the vicinity of St. Marc are extensive quarries, which are being actively worked and which produce a fine quality of stone in much demand for building purposes. The lime plant produces fifty tons per day. The country right along is well populated, and there are many thriving French-Canadian villages to be seen. Nineteen miles beyond St. Prosper, the Canadian Northern Railway from Montreal is crossed at Hervey Junction, and here connection can be made with trains to and from the Canadian metropolis.

91 3	<b>Gouin</b>	Alt. 768 0	The railway crosses several rivers
97 9	<b>Doheny</b>	" 797 0	beyond Hervey Junction, among
102 2	<b>Milieu</b>	" 713 0	them, Riviere aux Mortis, Milieu,
104 7	<b>Lac Chat</b>	" 684 0	Prochet, Beauce, which have given
108 7	<b>Brochet</b>	" 713 0	the names to the stations here men-
113 2	<b>Bousquet</b>	" 754 0	tioned. Most of them afford the best
119 3	<b>Lac a Beauce</b>	" 697 0	of sport for the angler. They are
120 0	<b>Morency</b>	" 713 0	all tributaries of the St. Maurice River,
			which is here being approached. At
			Lac Chat there are two saw mills.

The St. Maurice is one of the most important rivers in Canada from the industrial standpoint, and in the development of the great basin which it drains the Canadian Government Railway is destined to play a most important part. The River has a length of 350 miles and a watershed of some 17,000 square miles in area. It



La Tuque

# QUEBEC TO WINNIPEG

Mls. from  
Quebec

flows through richly timbered areas, and enormous quantities of lumber are carried down by it annually to the pulp and paper and lumber mills that have been erected on its banks. Its course is broken by a dozen falls and rapids which will be capable of developing 1,000,000 h.p. of electric energy when certain storage works, to which reference will be made later on, are completed. At the present time there are important power developments at Shawinigan Falls, twenty-one miles above the confluence of the St. Maurice and the St. Lawrence at Three Rivers; at Grand Mere, twelve miles above Shawinigan Falls, and at La Tuque, a flourishing town 103 miles from Three Rivers.

129.7 **La Tuque** Alt. 551 0 Population 4,000. A town of rapid growth, lively business centre, with modern stores and many fine residences. The town is well built, with water, sewerage system and electric light. La Tuque has good schools, both French and English, a convent boarding school and a business college. It also has a Catholic church, an Episcopal church and a well equipped hospital.

La Tuque is also an important centre for great lumbering operations. Upwards of six thousand men go into the woods from here for the Winter and are paid off in the Spring. The Brown Corporation are the largest operators, having timber limits of over three thousand square miles. Their pulp mill is one of the largest in the world, with an average output of 130 tons a day. The saw mills cut over ten million feet of lumber annually and the plant covers an area of seven hundred acres. This Corporation has control of the great water power of the St. Maurice River and that of the Bostonais River, which supplies electric power for the mill and electric light for the works and the town. They also operate a mill at St. Casimir, the output for 1918 being between fifteen and twenty thousand cords of pulpwood.

La Tuque being situated in an immense territory of rich forest growth, abounding with moose, bear and smaller game, with an unknown number of lakes, large and small, and being intersected by numerous rivers and streams that teem with fish, is an excellent centre for the sportsman. The territory has been made accessible to the sportsman by the establishment of camps at convenient distances, and guides, who are born woodsmen and know their business thoroughly, can be had at a reasonable rate.

132.8 **Fitzpatrick** Alt. 507 0 Three miles beyond La Tuque is Fitzpatrick, the first division point west of Quebec.

141.5	<b>Stirling</b>	Alt.	...	Leaving Fitzpatrick, the railway crosses
147.5	<b>Cressman</b>	"	728 0	to the left bank of the St. Maurice and for
153.6	<b>Creek des Prairies</b>	"	...	the next seventy miles follows the valley
151.5	<b>Vermillion</b>	"	819 0	of this picturesque watercourse in a north-
160.8	<b>Darey</b>	"	1033 0	westerly direction. The scenery is wild
167.3	<b>Crespel</b>	"	972 0	and impressive in its rugged grandeur.

On either side tower massive rocky hills, compressing the river into a narrow gorge, through which the water pours tumultuously along. The railway skirts the torrent, now running close to its margin on a narrow ledge of rock and again mounting higher and higher on the



Mls. from  
Quebec

breast of the towering hillsides. There are magnificent views to be seen all along this portion of the route, and travellers should be on the lookout for them.

At Cressman, the railway leaves the St. Maurice, which here makes a wide detour to the north, and follows its tributary, the Vermillion River, for some distance. Creek des Prairies is the gateway to a great hunting and fishing district, and near Vermillion Station is the headquarters of a large sporting club. The Laurentide Paper Co. of Grand Mere have extensive lumber operations in the vicinity. The railway now mounts the height of land lying between the Vermillion and the St. Maurice valleys, passes Darcy at the summit and drops back to the main river near Crespel.

171 6	<b>Fiamand</b>	Alt. 901 0	Up to this point there have not been many indications of lumbering operations, but from now until the railway leaves the main river at Manouan, frequent camps are to be seen. At Flamand is located the principal camp of the Wayagamack Pulp and Paper Co. of Three Rivers. At Windigo and Ferguson, the Brown Corporation of La Tuque carry on extensive operations. At Vandry,
175 1	<b>Joybert</b>	" 909 0	
176 4	<b>Windigo</b>	" 999 0	
181 8	<b>Ferguson</b>	" 999 0	
190 7	<b>Vandry</b>	" 1030 0	
200 7	<b>Weymount</b>	" 1154 0	
202 6	<b>Sanmaur</b>	" 1168 0	
203 6	<b>Manoune</b>	" 1171 0	the Belgo Pulp and Paper Co. of Shawinigan Falls, and at Weymount, the Laurentide Pulp and Paper Company of Grand Mere, maintain large camps. In the vicinity of Manouan, at the confluence of the Manouan River with the St. Maurice, is one of the most notable public works of the day in Canada, viz., the great storage reservoir



The St. Maurice

Mls. from  
Quebec

at La Loutre Falls, destined when completed to be the largest dam in the world.

**La Loutre Reservoir**

Owing to the wide variation in the flow of water in the St. Maurice River at different times of the year and the consequent loss of power that results, the Quebec Government, through the Quebec Streams Commission, has undertaken a gigantic project having as its object the regulation of the flow of water. This involves the construction of an immense storage dam, in which water will be conserved during the flood seasons and permitted to flow out during the drier seasons, thus providing the power plants lower down the River with a steady supply.

Fifty-two miles up the River from Manouan and a short distance above La Loutre Falls, this mammoth dam is in process of construction at a cost of nearly two million dollars. It will be 1720 feet in length, 80 feet high, 69 feet wide at the base and 20 feet wide at the crest. The flow of water will be regulated by means of ten gates, each 7.5 feet by 12 feet, capable of discharging 18,000 cubic feet of water per second. When completed, the dam will store 160 billion cubic feet of water or over four times the quantity of water stored in the Assouan Reservoir in Egypt, heretofore the largest work of its kind in the world. There are already a chain of lakes above La Loutre Falls. The level of the water in these will be raised from seven to forty-five feet, while great tracts of surrounding country will be flooded, the whole area affected being about three hundred square miles.

The contract for building the dam was let in May, 1915, to the St. Maurice Construction Co., Limited, of Montreal. They immediately began to concentrate supplies at Manouan as a base and constructed camps farther up the river for the housing of employees and the storing of provisions. From Manouan to Chaudiere Falls, 32 miles upstream, the trip is made by water, while from this point to the site of the dam a railway has been built. It is anticipated that the work will be completed in 1919.

207 3	<b>Cann</b>	Alt. 1187 0	Leaving the St. Maurice River at Man-
217 8	<b>Hilbard</b>	" 1464 0	ouan, the railway now strikes almost
226 5	<b>Casey</b>	" 1376 0	due west to Parent, passing several
237 3	<b>McCarthy</b>	" 1434 0	small lakes on the way. Parent is the
246 6	<b>Wykes</b>	" 1467 0	second division point west of Quebec,
251 8	<b>Parent</b>	" 1401 0	and here are to be found the usual yards, roundhouse, etc., common to such places.

The Gatineau Industrial Co. have extensive lumber operations and mills here and also at Gatico, six miles west.

259 9	<b>Timbrell</b>	Alt. 1410 0	At Oscalanea the St. Maurice River is
267 5	<b>Strachan</b>	" 1454 0	again in view. Lake Oscalanea, after
275 2	<b>Greening</b>	" 1424 0	which the station is named, is one of
284 6	<b>Oscalanea</b>	" 1357 0	the headwaters of the River, and it is possible, starting from here by canoe, to make a trip through a long chain of lakes back to Manouan, a distance of 157 miles. Milledge & Edwardson have a trading post at Oscalanea where hunters and fishermen can be outfitted.

Mls. from  
Quebec

293	5	<b>Clova</b>	Alt.	1347	0	The run from Oscalanea to Doucet, the
299	6	<b>Coquar</b>	"	1478	0	third division point, is through a country
308	1	<b>Monet</b>	"	1454	0	very sparsely settled. There are, how-
317	6	<b>Tarrien</b>	"	1448	0	ever, possibilities for the enjoyment of
325	1	<b>Langlade</b>	"	1421	0	sport, as lakes and rivers are abundant.
334	0	<b>Dix</b>	"	1383	0	Doucet is a little railway settlement, with
342	0	<b>Boiger</b>	"	1314	0	the usual equipment to be found at a
347	8	<b>Forsythe</b>	"	1299	0	division point. Nottaway is important
354	7	<b>Doucet</b>	"	1219	0	because it is the first fair-sized settlement
362	2	<b>Press</b>	"	1202	0	in what may be described as New Que-
368	6	<b>Signal</b>	"	1172	0	bec. Three fisheries ship from this point
374	7	<b>Forget</b>	"	1138	0	to United States markets. From this
381	5	<b>Megiskan</b>	"	1102	0	point to La Sarre, at the boundary
390	1	<b>Nottaway</b>	"	1030	0	between Quebec and Ontario, land is
395	5	<b>Goulet</b>	"	1007	0	being taken up rapidly by settlers from
398	2	<b>Coffee</b>	"	1025	0	the older parts of the province. The
402	7	<b>Uniacke</b>	"	1062	0	story of the migration into this vast
411	4	<b>Natagan</b>	"	1078	0	new district, following the completion
417	4	<b>Fisher</b>	"	1124	0	of the railway, is a modern romance.
426	0	<b>Landrienne</b>	"	1051	0	It is the result largely of the devoted

endeavour of one man, L'Abbe Ivanhoe Caron, Colonization Missionary of Abitibi and Temiskaming, who, since the spring of 1913, has organized and conducted to the district several excursions of settlers from Old Quebec. These people are brought from the same parishes and settled together so that they avoid the hardship of going into a country surrounded by strangers. By 1917 there had been settled in the cantons open to settlement, 635 families, and the population is estimated to be well on to 7,000 souls.



A Northern Quebec Dog Team

Mls. from  
Quebec

The Bell River crosses the railway at Nottaway on its course from Grand Lake Victoria, via a chain of other lakes, to James Bay. From Nottaway to the far north a canoe trip can be made its entire length. Motor boating is possible to the north east arm of Lake Shabogama. It is 345 miles by this route to Rupert's House on James Bay, and the round trip would require a little over a month, including a stop-over of a few days at the Bay. An alternative route returning is via the Natagan River from Taibi Lake south to where the Natagan crosses the line of railway. The Bell River and Shabogama Lake contain pike and pickerel of immense size. By the north east branch of Shabogama Lake, canoe trips can be made to Laurentian Lake through a region which is as yet practically unknown and unmapped. Here are dozens of beautiful clear-water lakes, full of speckled trout that rise hungrily to the fly, even in midsummer fish ranging from quarter pounders to five pounds.

433 4 **Amos** Alt. 1002 0 Amos is one of the most promising towns in the making, along this part of the railway. Not yet four years old it already has a population of 1,500, and many settlers are expected this season. It has already become an important business centre. There are stores here that carry on an extensive trade with the surrounding country, and supply the Indians that reside between here and James Bay with outfits and provisions taking their furs in return. The Indians transport their goods by canoe in the summer and use dog teams in the winter. A busy trading day is a picturesque sight. There is a movement to start a large pulp and paper industry which will give employment to many and insure the permanent prosperity of the town. Amos



Amos

At Amos,  
Quebec

first became known when gold was discovered at Kieniwisk Lake, forty-five miles to the South. Over 3,000 acres of land have been taken up in the vicinity of Amos, and there is any quantity of good land awaiting settlement.

The choice of canoe trips from here is really wonderful. Up to the present these waterways have been known only to Indian traders and a few white men. The Harricana River divides the town of Amos, flowing northwards in an irregular course for 300 miles to James Bay. Going down the river is not practical, however, on account of the many rapids and consequent long portages. From Amos to the south the river is navigable for good sized motor boats, and by this route the sportsman may make connection with various streams and rivers that afford hundreds of miles of canoeing. The Harricana has its birth in the midst of a country abounding in immense lakes, which are all more or less connected by a network of streams and rivers. It is doubtful if any other part of Canada can furnish such splendid opportunities for a summer outing, for it is possible to motor or paddle for days and hunt and fish without restraint.

Two sawmills contribute to the industrial activity of Amos. There is considerable mining also, the most important being the operations at Kewegama Lake, and the Height of Land, where valuable deposits of molybdenite are mined. As the chief use of this metal is for the tempering and toughening of steel its value at the present time is greatly enhanced.

The Canadian Government Railways have issued a special booklet, "Out of Door in Northern Quebec, Northern Ontario and Eastern



Spirit Lake. At one time used as an internment camp, now as an experimental farm

Mls. from  
Quebec

Manitoha," which, as its name implies, contains the latest information relating to sporting possibilities in a country abounding in game and fish.

437 5 **Spirit Lake** Alt. 1051 0 Here the Canadian Government established its first detention camp. At one time some 2,500 Austrian and Bulgarian prisoners were interned here and employed in clearing the land and improving it. It is still being used as an experimental farm with satisfactory results.

445 9	<b>Vilmontel</b>	Alt. 1048 0	O'Brien is a railway division point.
454 1	<b>Launay</b>	" 1073 0	Several settlers have taken up land near here, and the place is becoming quite a lively business centre. It is locally known as Robertson Lake, this being the name of a fine body of water within sight of the station.
461 5	<b>O'Brien</b>	" 1020 0	
470 4	<b>Authier</b>	" 1007 0	
479 8	<b>Makamik</b>	" 951 0	
487 4	<b>La Sarre</b>	" 883 0	
494 4	<b>Dupuy</b>	" 945 0	At La Sarre there is a settled section and the place is a centre for fishing operations, whitefish being taken from the Whitefish River and from Lake Abitibi and shipped to New York. At La Reine station a good deal of land has been cleared, revealing good soil. There is excellent fishing for pike and pickerel in the Okikodok River, the fish being of very large size. Between here and Goodwin the boundary line between Quebec and Ontario is crossed. A sign marks the actual spot
501 7	<b>La Reine</b>	" 910 0	



Field of Oats, Amos

Mile from  
Quebec

## THE PROVINCE OF ONTARIO

Area 26,000 square miles — Population 2,600,000

### The Clay Belt

A vast new land is the "Clay Belt," which, roughly, may be said to extend from the Bell River in Quebec to 400 miles west of the Ontario provincial boundary, varying in depth north and south from 25 to 100 miles. The clay belt proper lies north of the Height of Land and comprises an area of at least 16,000,000 acres of level or undulating ground, with almost an entire absence of stones. The soil is a rich clay or clay loam, and it is a safe statement that from 65 to 75 per cent is good farm land, and this percentage will be considerably increased by comprehensive drainage which the rivers will aid in making easy.

### Northern Ontario

510 8	<b>Goodwin</b>	Alt	944 0	The Government Railway traverses the
514 1	<b>Balkam</b>	"	938 0	districts of Temiskaming, Algoma, Thun-
522 5	<b>Mace</b>	"	883 0	der Bay and Kenora. Of the other four
532 2	<b>Low Bush</b>	"	889 0	districts included in Northern, or what
537 3	<b>Kirke</b>	"	942 0	is more frequently described as New
544 7	<b>Bingle</b>	"	971 0	Ontario, Patricia is to the north, Nipissing,
555 1	<b>Hughes</b>	"	989 0	Sudbury and Rainy River are to the
559 2	<b>Norembega</b>	"	983 0	south of the main line. The area of New
565 2	<b>Brower</b>	"	857 0	Ontario is 330,000 square miles, fully
567 5	<b>Abitibi</b>	"	895 0	four times the size of Old Ontario, and
				far larger than Great Britain or France
	or Germany			Aside from its numerous resources in timber, minerals,



In the Clay Belt

Miles from  
Quebec

water, p. 291, fish, game and scenery. Northern Ontario contains one of the greatest expanses of fertile territory in the world. The enormous areas of spruce and balsam in Northern Ontario, interspersed as they are with navigable rivers and frequent water powers, constitute the basis of a pulp and paper industry that of late has rapidly grown in importance. Along the line of the Government Railway in New Ontario, it is estimated there are about 300,000,000 cords. Every year witnesses some addition to the producing capacity of Ontario's numerous plants, which, in addition to pulp and news paper, are making a varied line of high class book and coated papers. An increasingly large percentage of the former product is finding a market in the United States. With regard to the climate, extending as it does for nearly 800 miles from north to south, it can only be spoken of in general terms, the summers being warm and the winters cold and bracing. The longer hours of sunlight mature the crops more quickly and tend to equalize the time of harvest with the older section of Ontario to the south.

574 1 **Cochrane** Alt. 911 0 One of the chief divisional points on the Transcontinental and the terminus of the Temiskaming & Northern Ontario Railway. This railway starts from North Bay, where it connects with the Grand Trunk Railway. The three railways, Grand Trunk, T. & N. O. and the Government line form what is known as the Transcontinental line, the route of the "National," an express train between Toronto and Winnipeg which affords a service the equal of any train on the continent.

Although only a little over five years old, Cochrane is an incorporated town and had, until the recent conflagration, a population of about 2,500. The town is rapidly rebuilding on a more solid and permanent basis, and it is confidently predicted that a bigger and better Cochrane will shortly be in existence, a prediction which its natural and geographical position, combined with the optimism of its citizens, fully warrants. The farming settlements in this vicinity are being rapidly taken up. The land offered by the Ontario Government for homesteading reaches from here to Hearst, and includes fifteen townships, exclusive of the two townships at Jacksonboro. It is estimated that in this district alone there are about 2,500 settlers who have sought homes in this northern hinterland.

Until the section between Cochrane and Hearst is fairly well settled, the Ontario Government is holding in reserve a vast tract extending westward to Manitoba. Homes await millions here.

580 4	<b>Frederick</b>	Alt. 861 0	There are settlements at Frederick.
582 5	<b>Buskegow</b>	" 883 0	Buskegow, Hunta and Driftwood.
586 0	<b>Hunta</b>	" 881 0	Thirty miles west of Cochrane.
591 4	<b>Driftwood</b>	" 898 0	the Mattagami River is reached.
600 5	<b>Pullen</b>	" 860 0	Here the traveller is in the neighbourhood of one of the most interesting industrial developments in New Ontario. Three and one-half miles north of the big steel bridge which spans this important watercourse are Smooth Rock Falls, a power site capable
605 8	<b>Smooth Rock Falls</b>	"	
607 3	<b>Jacksonboro</b>	" 769 0	
615 1	<b>Tudhope</b>	" 792 0	
623 8	<b>Strickland</b>	" 797 0	
629 9	<b>Fauquier</b>	" 746 0	
637 6	<b>Moonbeam</b>	" 794 0	
	<b>Kitigan</b>	" 780 0	



Mile from  
Quebec

644	1	<b>Macpherson</b>	Alt 714 0	of developing 12,000 horse power
649	5	<b>Secord</b>	" 764 0	of electric energy. The power
656	4	<b>Harty</b>	" 779 0	rights and extensive timber limits
665	3	<b>Opasatika</b>	" 744 0	stretching for many miles on both
672	9	<b>Lowther</b>	" 823 0	sides of the river, have been ac-
680	2	<b>MacBey</b>	" 769 0	quired by a company known as
684	1	<b>Mattice</b>	" 750 0	the Mattagami Pulp and Paper
687	1	<b>Emra</b>	" 778 0	Company, Limited, and this com-
693	7	<b>Omro</b>	" 815 0	pany is now engaged in developing
703	2	<b>Hearst</b>	" 807 0	the power and has completed
709	1	<b>Ryland</b>	" 836 0	and is now operating a pulp mill
715		<b>Holland</b>	" 815 0	with a capacity of 120 tons of
720		<b>Jkova</b>	" 793 0	sulphite pulp per day.
725	6	<b>Kabina</b>	" 797 0	A branch railway, constructed
731	7	<b>Wapiti</b>	" 788 0	by the company, runs from the
738	6	<b>Bertram</b>	" 746 0	main line to Smooth Rock Falls.
746	3	<b>Ameson</b>	" 772 0	Here a wonderful transformation
753	2	<b>Nagogami</b>	" 749 0	has been wrought. In the spring
760	8	<b>Fraser</b>	" 689 0	of 1916 the site of the great power
767	0	<b>Savoff</b>	" 679 0	works was in its primitive condi-
773	7	<b>Teltaka</b>	" 625 0	tion. A wild cataract poured all
781	6	<b>Pagwa</b>	" 617 0	uncurbed over the huge grooved
788	2	<b>Wilgar</b>	" 681 0	hummock of rock that gave its
796	6	<b>Flint</b>	" 719 0	name to the waterfall. Trees
801	9	<b>Ogaming</b>	" 799 0	grew in all their natural luxuriance
807	7	<b>Ogahalla</b>	" 852 0	right down to the edge of the
813	2	<b>Watini</b>	" 893 0	river. To day, a vast clearing
819	8	<b>Jourlin</b>	" 972 0	has been made in the forest,



Jacksonboro, Mattagami River

Mile from  
 Quebec

**828 3 Grant**

At 997 0 dwellings, public schools, churches and excellent hotels have been built and a population of several hundred men, women and children have come to live within sound of the falls.

The power plant is naturally the centre of the development. An immense concrete dam, 380 feet long, has been slung across the river, harnessing the current for the purposes of electric generation. The power house is located below the falls, while on the lofty bank of the river just above rises the big pulp mill. The latter commenced operations during the fall of 1917.

The Mattagami Pulp and Paper Company's enterprise represents an investment of about two million dollars, with prospects of further developments as the industry grows. The company owns 900 square miles of timber limits, which will yield, it is estimated, about three million cords of spruce pulpwood. In addition to the power at Smooth Rock Falls, it has additional power harnessed on the river at Yellow Falls and Island Falls, which will furnish another 12,000 horse power when required.

This development on the Mattagami River is the first big undertaking of the kind west of Cochrane. It is undoubtedly the forerunner of several other important enterprises, for the pulpwood resources of the country, coupled with the splendid water powers and the fine transportation facilities provided by the railway, will not long pass unobserved by capitalists in search of profitable investments.

At Jacksonboro, the New Ontario Colonization Company has two townships that are being rapidly settled. The village has a population of about 250, and there is a good school. The lumbering operations give employment to many. The Mattagami River flows from here to the north, effecting a junction with the Moose River, which flows into James Bay.

At Fauquier is what is locally known as the Ground Hog River settlement and experimental farm. There are evidences of settlement also at Moonbeam and Kitigan.

At Kapuskasing, adjacent to the Kapuskasing and Opasatika rivers, a contract has been awarded for the erection of a large pulp mill, at an estimated cost of one million dollars. It will have a capacity of not less than 100 tons daily. The mill when completed will employ about two hundred men.

The limits to be worked in connection with above plant will cover an area of about 50,000 acres.

Here also is a Government detention camp. Those interned are employed clearing and laying the land in preparation for the establishment of a Government experimental farm of a thousand acres.

As the soil is of the very finest quality, the land gently undulating, with very little swamp, it will be possible to make a thorough test of the capabilities of this section of the country for agricultural purposes. There is excellent fishing to be obtained near here in the Kapuskasing River. Moose are plentiful in the woods and wild duck abundant in the fall.

In the vicinity of Kapuskasing a large area has been set aside for the purpose of establishing the first colony of returned soldiers who are taking advantage of the Ontario Government's Land Settlement Scheme. Lots of 100 acres each will be provided for each settler.

---



---

Mis. from  
Quebec

This area is in the heart of the clay belt country. Returned soldiers who are desirous of going upon the land under this plan will be first sent to the agricultural training depot establishment at Monteith, some 35 miles south of Cochrane, where they will be given instruction in agriculture and particularly in the methods for which the north country is best adapted. As they become proficient they will be transferred to Kapuskasing, where, under the supervision of a competent superintendent, their labours will be directed to clearing an area of ten acres in front of each 109-acre lot. Suitable dwelling quarters will be arranged, and as the colony progresses school accommodation and a hall to serve as a public meeting place will be provided. Roads will be constructed to best serve the needs of the settlement. Other provisions by the Government include a central colony farm in each community with suitable barns, and a stock of horses, cattle, sheep and swine will be kept at all times. In each central establishment will be kept a number of horses and a complete outfit of the heavier farm implements, which will be available to the settlers upon very easy terms. It is expected the adoption of the community system will greatly assist in developing the social side of farm life.

There is quite a good settlement at Mattice and fine fishing can be obtained on the Missinabi River, also the best of hunting. From here is an old established route to Hudson's Bay by canoe and the Hudson's Bay Co. have a trading store here.

Hearst (population 500) is a railway division point, with an English church and public school. Farming is the chief industry, hundreds of acres having been cleared and now under cultivation.



Experimental Farm, Fauquier

---

---

Mls from  
Quebec

There are several good stores in Hearst and quite a large trade is carried on with the surrounding settlements. For the sportsman there are many opportunities, the fishing of the Mattawishkvia River being very fine, and the best of hunting being obtainable in the vicinity. Guides and canoes can be engaged and there is fair hotel accommodation. From Hearst, the Algoma Central Railway runs to Sault Ste. Marie.

West from Hearst the land has not yet been thrown open for settlement, and there are many miles of practically uninhabited country abounding in great lakes and intersected by many rivers, so that there are opportunities everywhere. At Kabina there is the Kabinagama River, and at Ameson the Skunk and White Rivers.

From Ameson the Nagogami River can be followed for many miles in a canoe and a splendid outing enjoyed with the best of fishing. Guides can be obtained at Grant. The Ontario Government has an experimental farm under way along the Nagogami River, and have been very successful in raising corn cabbage, potatoes, wheat, oats, peas and barley, both vegetable and grains giving wonderful productions.

Highwood Falls on Nagogami River, half a mile north of the railway, has wonderful water power awaiting development. The White and Skunk rivers emptying into the Nagogami, a mile below, flow through a virgin forest that will produce millions of cords of pulpwood.

Several gold and silver deposits have been discovered and staked out along the shores of the Nagogami north of the railroad.

Near Savoff station there is splendid trout fishing in the Savoff



A Pioneer Clearing

---

---

Mts. from  
Quebec

River and at Martin Creek. There is no accommodation here of any kind, so parties would need to go properly equipped. The fishing is so near the station that a guide would not be required at all.

Two miles east of Pagwa station flows the Pagwachuan river, north into the Kenogami river, which in turn empties into the Albany, and thence into James Bay at Fort Albany. As a canoe route it has few equals.

By this route the Chalybeate Springs near Hat Island on the Albany river may be visited. For many decades the Indians from far and near sought the medicinal waters as a last cure for their hereditary diseases. For many acres surrounding these springs the trees are blazed and marked with syllabic characters designed and introduced by James Evans, an early Wesleyan Missionary among the Crees, and which practically all the Indians can read and write, telling each other in this manner of the cures, deaths, births, etc., that have taken place at this particular spot.

Written entirely phonetically it is unhampered by irregularities and can be readily acquired by one Indian from another. So general is their knowledge of this sign language that every Indian camping place and every point where canoe routes diverge become local post offices, where letters written on birch bark, often, of course, containing only an account of trivial occurrences, but giving the opportunity to convey news of importance, are left for the information of following parties.

Just below Chipie Island are springs of liquid clay and near the mouth of Henly river is the site of Old Fort Henly, which was built in 1740 to prevent the Indians from communicating with the French



Indians at trading post, Albany River

Mis. from  
Quebec

In size the Albany is comparable with the Ottawa, and at high water can be navigated by powerful river steamers from its mouth to Martin Falls. In two of the stretches known as "The Long Openings" the river is so straight that sitting in a canoe and looking from one end of them the sky and water appear to meet on the horizon.

At the mouth of the Albany river is Fort Albany, built in 1690 by the French, and after many a battle between the French and English in 1693, it was taken by the English and given to the Hudson Bay Company.

At Wilgar there is the Dog River, at Flint is the Flint River and the Moose River, at Ogaming the Black River, and at Ogahalla the Kenogami. These are all fine fishing streams and it is hardly necessary to state that none of them have been spoiled by hog anglers.

Grant is a railway division point. The village has about 500 population, with good stores, neat houses, hotels and a good school. Two miles east of Nakina are the Twin Lakes with the railway practically dividing them. Each about 16 miles in length and studded with numerous well wooded islands, with miles of sand beaches, they are considered one of the many beauty spots of Northern Ontario.

837	1	<b>Opemisha</b>	Alt.	1049	0	Between Grant and Penequani for
844	2	<b>Nakina</b>	"	1021	0	seventy miles the line is through a
851	2	<b>Exton</b>	"	1036	0	territory where gold discoveries
862	2	<b>Titania</b>	"	1078	0	have been made and claims have
871	1	<b>Kowkash</b>	"	1050	0	been staked in every direction. The
877	2	<b>Paska</b>	"	1043	0	most important finds have been at
886	4	<b>Redmond</b>	"	1123	0	Kowkash, and numerous prospectors



Twin Lakes

Mis. from Quebec		Alt	
892 7	<b>Tashota</b>	1065 0	are active in this district. Surface
898 5	<b>Penequani</b>	" 1053 0	mining has been carried on to con-
903 7	<b>Ombabika</b>	" 1035 0	siderable extent, but more serious
911 3	<b>Minataree</b>	" 1093 0	efforts are now being made to work
920 3	<b>Weatherbee</b>	" 1010 0	the more promising localities. New
929 5	<b>Ferland</b>	" 969 0	strikes of great value will not be
935 8	<b>Willet</b>	" 921 0	surprising
941 6	<b>Green</b>	" 975 0	Tashota station lies in the path
949 3	<b>Wagoming</b>	" 1028 0	of a gold mining camp. Many dis-
959 5	<b>Armstrong</b>	" 1121 0	coveries of gold-bearing quartz have
966 9	<b>Onaping</b>	" 1252 0	been made in the district imme-
974 0	<b>Pascopee</b>	" 1259 0	diately surrounding the station and
980 6	<b>Collins</b>	" 1256 0	several working mines have been
987 9	<b>Ogaki</b>	" 1283 0	developed. The district is regarded
998 5	<b>Jacobs</b>	" 1377 0	as an extremely promising one.
1005 6	<b>Kawa</b>	" 1359 0	Prospecting for new discoveries is
1011 7	<b>Cameo</b>	" 1375 0	continually in progress and develop-
1015 4	<b>Allenwater</b>	" 1351 0	ment work on many different claims
1024 9	<b>Harvey</b>	" 1369 0	is expected shortly to place them in
1029 3	<b>Staunton</b>	" 1389 0	the category of mines. A good deal
1038 0	<b>Bucke</b>	" 1424 0	of ore averaging from \$8.00 to
1050 0	<b>Fowler</b>	" 1373 0	\$14.00 per ton in gold values has
1059 8	<b>Ycliff</b>	" 1320 0	been obtained. Some values run
1068 2	<b>Robinson</b>	" 1215 0	as high as \$80.00 to the ton.
1075 5	<b>Smith</b>	" 1227 0	There is fine fishing on the
1080 0	<b>McDougall Mill</b>	" 1201 0	Kowkash River. The whole country
1082 7	<b>Rosnel</b>	" 1201 0	to the north is intersected by
1092 0	<b>Superior Jct.</b>	" 1209 0	streams that afford excellent sport.



One of the wild, picturesque streams flowing into Lake Nipigon

Mls. from  
 Quebec

At Minataree the old post road leading to the trading post of Revillon Freres at Port Hope is crossed. From Willet or from Ferland stations the northern shores of Lake Nipigon are easily reached. Canoes and guides can be obtained at either Grant or Armstrong. There are good trout streams near Armstrong also.

Armstrong is another of the railway division points. The population is about 300. There is fair hotel accommodation and good stores where sportsmen's outfits and supplies can be obtained.

#### Lake Nipigon

Lake Nipigon lies approximately between longitude 87° 35' W. and 89° 10' W., and between latitude 46° 5' N. and 50° 30' N. Its northern boundary is the Canadian Government Railway, whilst the Nipigon Mountain Range lies along its southern coast. Lake Nipigon, 852 feet above sea level, is some seventy miles long and forty miles wide.

The Indians' "Great Bay of the North," Lake Nipigon, has a history dating back to 1671. It is shown on the Jesuits Relations map of that year, but for almost two centuries following the first exploration little additional knowledge of the country north of Lake Superior appears to have been made public. Numerous fur traders must undoubtedly have traversed its streams and portages, but they have left no written records that are accessible. Such knowledge as was gained with respect to the country was the property of private interests and was never made public. Following the occupation of certain districts by French traders from Three Rivers and Montreal, the two great rival corporations, the North West



The king of brook trout pools, White Sand River, Lake Nipigon

---



---



Mile from  
Quebec.

Company and the Hudson's Bay Company, had important trading posts on Lake Nipigon nearly two hundred years ago. It was not until 1860 that any official survey was attempted, and in 1905 the Ontario Government set aside an area of about 7,297 square miles around Lake Nipigon as a forest reserve.

Lake Nipigon is considered one of the most beautiful bodies of water in Ontario with innumerable well wooded islands of varying sizes. Its shores are deeply indented by bays, separated one from another by very long points or promontories, some of them stretching out into the lake for many miles. This makes it possible to paddle from the shelter of one island to another, and to cross most of the bays even in the most unfavourable weather. Its waters are very clear and cold, and around the shores of the lake and the islands are miles of sand and gravel beaches. At the present time there are no permanent settlements of importance along the shores of this body of water. The total Indian population of the district is a little over 500, distributed in a number of reserves located at the mouth of Gull River, at the foot of McIntyre Bay, Sand Point and at Jack Fish Island. On most of the reservations the inhabitants have small gardens in which they cultivate potatoes and a few other vegetables, but their chief source of food supply is the fish from Lake Nipigon, particularly sturgeon, white fish and grey trout.

At Nipigon House near Jack Fish Island, the Hudson's Bay Company has an old established post, with a permanent resident agent in charge. There is also an Anglican mission at the Reserve on McIntyre Bay, and a school at Gull Bay. The Nipigon Reserve is a good hunting country, particularly for moose. As to fish, there is no doubt at all of their being there. They put themselves in



Steam launch for White Sand River

Mls. from  
 Quebec

evidence when they gather at their spawning places. Maskinonge, lake trout (from two to seven pounds), pike, pickerel, and sturgeon abound. The Nipigon River has been so satisfying to sportsmen heretofore that few have taken the trouble to investigate the lake above this river and the vast wilderness around it. With the operation of the Government line sportsmen will be prompted to reach the northern shores of the lake by rail, take a chance at the practically virgin fishing grounds there and reach the river from above.

A mile east of Willet station the Mud River, a deep and navigable stream, flows into Lake Nipigon. This river is also used as a canoe route to the White Sand and Wabinosh rivers. The Kenah, Rapid, Seymour, Roaring, Marten, Camp and Mountain streams, all teeming with speckled trout, empty into the northern end of the lake. A steam launch is being operated from Willet to the White Sand and Wabinosh rivers and can be engaged for a cruise along the shore of Lake Nipigon at a reasonable rate. With numerous ideal sites for camping and for hunting and fishing lodges Lake Nipigon is destined to become one of Canada's foremost playgrounds. It is a place where the essence of the north gets into the blood.

At Ogaki there is a fine view of Sturgeon Lake, and the railway passes through a canyon of wonderful scenic beauty. At Allenwater guides can be obtained, and there is a Hudson's Bay store where supplies and outfits can be procured for either fishing or hunting. Four miles south of Bucke station lies Sturgeon Lake, on which are located the famous St. Anthony gold mines, which have been in operation for a number of years, producing quartz of a very high standard.

1098 2 **Graham** Alt. 1197 0 At Superior Junction the branch line from Fort William connects with the main line. Graham is quite a lively railway centre, with a population of about 500, with substantial houses, good hotels, stores and public school. It is situated at the end of Pelican Lake, which is navigable for twenty miles by motor boat. The fishing for pike and pickerel is excellent here, and also at Abraham and Minitaki Lakes. There is good trout fishing at Vermilion Lake, 12 miles distant.

The scenery around Pelican Lake, and also at Abraham Lake, is delightful, and there are abundant opportunities for excursions by water, as sailing boats as well as motor boats can be engaged. The Indian guides are skilful canoeemen. Arrangements for boats and guides can be made through the station agent. By following the Sturgeon River the Albany River is reached, which can be navigated right to James Bay. Moose are plentiful almost everywhere. With the development of the surrounding country, Graham is likely to become an important business centre.

#### **Fort William and Port Arthur to Graham**

0 **Fort William** Alt. 613 0 Population 18,000. The city of Fort William is situated on the Kaministiquia River, flowing into Thunder Bay, on the western shore of Lake Superior. Dividing into three channels at its mouth, the river has about 26 miles of deep water harbour frontage within the area of the city limits and constitutes one of the finest harbours in the Dominion. Enormous quantities of grain from Manitoba and the Northwest are transhipped here to the lake vessels. To-day Fort William

---



---

MS. from  
Quebec.

contains the bulk of the grain elevators that make the Canadian head-of-the-lakes cities the second largest grain storage district in the world. Buffalo, Montreal, Superior and Duluth have long ago been out-distanced. Chicago's lead may not be for long, for with the additions and new elevators now under construction the Canadian head-of-the-lakes will have a grand total storage capacity of 52,370,000 bushels of grain, exclusive of floating storage at the docks. This storage is available at 32 elevators.

Railway facilities include Canadian Government Railways, Canadian Pacific and the Canadian Northern, the terminals of the two former making a total yard capacity of 175 miles of track.

The water, light, telephone and street car services of the city are municipally owned and controlled, as is also the electric railway. Hydro-electric power has been already developed to the extent of 45,000 horse-power and is capable of very great additional development. Power is generated from Kakabeka Falls. Fort William has many and varied industries.

- 0 **Port Arthur** Aft. 614 5 Population 16,000. The city of Port Arthur is situated on the shore of Thunder Bay, at the head of navigation on Lake Superior, and with its twin port, Fort William, shares in the handling of the commerce of Western Canada. The City is the Canadian terminus of a number of Upper Lake navigation companies' lines of steamers. Much of the merchandise of the east is transferred here from water to rail, while grain from the west is transhipped to vessels of the Lake. The chief industries include lumbering, mining, milling and shipbuilding. The ship yards of Port Arthur have the distinction of



The Terminals—Fort William

Miles from  
Quebec

turning out some of the largest fresh water passenger vessels in the world, as well as some of the largest grain carriers. It is the centre of a large farming area and of the fishing industry on the Canadian side of the lake.

The city owns and operates all public utilities. Built on a hillside rising in three natural terraces to a height of 250 feet, with wide streets permanently paved and electric lighted and with many handsome residences surrounded by well kept lawns and luxuriant foliage, Port Arthur is an attractive city.

<b>Alba</b>	Alt.	750 0	In the neighbourhood of Fort William and
<b>Baird</b>	"	920 0	Port Arthur are rich farm lands where
<b>Crest</b>	"	1034 0	many settlers have located. The On-
<b>Dona</b>	"	1041 0	tario Government are constructing new
<b>Ellis</b>	"	1200 0	roads, which will prove a boon to the
<b>Flett</b>	"	1357 0	farming community. The mineral de-
<b>Griff</b>	"	1445 0	posits in the neighbourhood give promise
<b>Horne</b>	"	1487 0	of developing one of the largest industrial
<b>Ralth</b>	"	1582 0	centres in Canada. It is an area rich
<b>Linko</b>	"	1555 0	in gold, silver, nickel, copper, iron and
<b>James</b>	"	1537 0	iron pyrites.
<b>Kelly</b>	"	1558 0	The line between Fort William and
<b>Larson</b>	"	1567 0	Graham plays an important part in the
<b>Mack</b>	"	1593 0	grain movement from Manitoba and the
<b>Knowlton</b>	"	1617 0	Northwest to the head of the Great Lakes.
<b>Oscar</b>	"	1596 0	On an average from 250 to 300 grain cars
<b>Petry</b>	"	1520 0	were unloaded daily at the Government
<b>Quorn</b>	"	1459 0	elevators at Fort William last season. It



Public Park, Port Arthur

Mls. from  
Quebec

<b>Reba</b>	Alt	1465 0	is also the rail link with the main line of
<b>Sowden</b>	"	1465 0	the Government Railways, for passenger
<b>Tannin</b>	"	1470 0	and freight traffic, which has traversed
<b>Unaka</b>	"	1428 0	the Great Lakes to the Twin Cities, and
<b>Valora</b>	"	1403 0	destined for points in the Northwest and
<b>Watcomb</b>	"	1338 0	Pacific Coast. Being sparsely settled it
<b>Hunt</b>	"	1304 0	is a great hunting country; deer, bear and
<b>Yonde</b>	"	1338 0	foxes are numerous, while there are
<b>Zarn</b>	"	1311 0	plenty of partridge and wild owl in the
<b>Alcona</b>	"	1237 0	fall.

**From Graham to Winnipeg**

1104 5	<b>Pelican</b>	Alt. 1211 0	The railway from Graham to Winni-
1104 8	<b>Pyrites Mines</b>	"	peg traverses another picturesque
1110 9	<b>Hudson</b>	" 1173 0	region. Hudson may be considered
1118 9	<b>Webster</b>	" 1252 0	the station or starting point for the
1126 0	<b>Taggart</b>	" 1309 0	last Great North, "The District of
1130 5	<b>Sunstrum</b>	" 1311 0	Patricia." By canoe or motor boat,
1137 6	<b>Millidge</b>	" 1316 0	across Lost Lake and down the slow
1144 1	<b>Richan</b>	" 1302 0	flowing current of the English River
1149 5	<b>Freda</b>	" 1300 0	Lac Seul is reached.
1156 4	<b>Hunter</b>	" 1346 0	On Lac Seul is a Hudson's Bay
1164 3	<b>Morgan</b>	" 1289 0	Post, the chief distributing point for
1173 5	<b>Quibell</b>	" 1147 0	all the Company's posts through the
1182 0	<b>McIntosh</b>	" 1247 0	District of Patricia. It is not an
1189 0	<b>Canyon</b>	" 1239 0	uncommon sight, when the fur brigade
1197 9	<b>Favel</b>	" 1232 0	brings its harvest of furs in early June
1204 9	<b>Jones</b>	" 1291 0	to this post, to count hundreds of



Minaki Inn and Lodge

Miles from Quebec		Alt	
1212 3	<b>Farlane</b>	1200 0	tepees, pitched along the sandy shores
1217 1	<b>Brinka</b>	1133 0	of the lake with the real aboriginal
1221 9	<b>Redditt</b>	1083 0	Indians, their wives, sons, daughters, husky dogs and brand new babies

A gasoline transport service is operated on this lake by the Com-  
pany, and weekly trips are made to and from Hudson station. The  
Armstrong trading company also operate a boat on this lake in con-  
nection with their fisheries, making their headquarters at Hudson

Lac Seul is some 95 miles in length. The English river flowing  
out of its Northern end near Pine Ridge post affords a most attrac-  
tive and interesting canoe trip to Lake Winnipeg, or to Minaki by  
way of Sand Lake.

Lac Seul has been used as a trading centre for over a century  
and it is predicted that in the near future it will be recognized as  
one of the leading health resorts in Canada. Backed by pine forests,  
and with pure air and pure water it would afford an ideal site for a  
sanitarium for those afflicted with pulmonary diseases.

Quibell within the past three or four years has grown into an im-  
portant farming community. Several hundred acres have been  
cleared. The soil has been found particularly adapted for vegetables  
and garden truck, the produce finding a ready market in Winnipeg

Between McIntosh station and Farlane, Canyon Lake, stretch-  
ing for many miles in seemingly endless panoramas of varied beauty,  
flanked by lofty hills and dotted with verdure-clad isles, is continu-  
ously in sight. This is Nibigami, the country of lakes, and from  
here until the prairie country is reached the eye revels in scenes  
of rare beauty.



Miles of white sand beaches and pine trees, Lac Seul

Mix from  
Quebec

Minaki station is in the heart of this lovely country, and at a site most favourable is the Minaki Inn, a modern and commodious summer hotel.

#### The Minaki Inn

1228 3	<b>Ena</b>	Alt 1090 0	Mrs Naw Kee	Beautiful Country
1236 3	<b>Minaki</b>	" 1067 0		
1242 3	<b>Wade</b>	" 1194 0		The Minaki Inn, a new summer
1251 9	<b>Malachi</b>	" 1102 0		hotel, is operated by the Canada
1257 9	<b>White</b>	" 1136 0		Railway News Co., Limited

The Inn has accommodation for 350 guests, and is situated in a beautiful natural park of fourteen acres. Every room has an outlook of exceptional attraction, a view over a water and woodland vista from every room in the entire structure. The utmost care has been taken to leave undisturbed the natural beauty surrounding the Inn. The many densely wooded knolls and look-out points in the vicinity afford shaded, cool places on warm summer days.

Bathing beaches and bath houses have been prepared on a sheltered bay close to the hotel, and the water of the river and lakes being quite soft and throughout the season at a perfect temperature, the comfort and safety of the guests is assured.

Minaki may be justly termed the home of the maskinonge, but in addition to this species of the funny tribe are to be found the finest varieties of lake trout, pike, white fish and sturgeon. Sturgeon captured by the Indians have been brought in weighing as much as 138 pounds. Guides who are familiar with the adjacent lakes are available and can assure the most exacting fisherman a fine day's sport with the trout, while the novice who



Gon Lake, Minaki

Minaki  
 Quebec

is satisfied with other varieties may fish from the rocks or boats in the immediate vicinity of the hotel. Minaki is also a convenient centre for the big game hunter, for this territory is the home of the moose, bear and deer.

The Lodge is a separate building situated close to the main building of the Inn and resembles it in design and furnishings. During the mid-summer season it is operated as an annex to the Inn but as it is a complete hotel in itself with dining room and kitchen facilities, in addition to its cosy bedrooms, its fire places, lounges and music room it can be operated separately earlier and later in the season than the main building when the full accommodation of the latter is not required.

The numerous bungalows on favoured sites denote Minaki and its environment is rapidly growing in favour as a summer resort for residents of Winnipeg and the prairie provinces.

**THE PROVINCE OF MANITOBA**

*Area 211,837 sq. miles. Population 210,000*

1265 9	<b>Ophir</b>	Alt	1157 0	The boundary line between Ontario
1273 6	<b>Dott</b>	"	1109 0	and Manitoba is just west of White
1280 6	<b>Brereton</b>	"	1048 0	Station.
1285 9	<b>Hocster</b>	"	1011 0	At Anola the railway line clears
1295 8	<b>Eima</b>	"	940 0	the forest and enters upon the prairie,
1302 9	<b>Lewis</b>	"	949 0	passing through a section of the great
1310 4	<b>Hazel</b>	"	902 0	wheat area of this fertile province. The
1320 3	<b>Vivian</b>	"	902 0	change to perfectly level country is
1328 2	<b>Anola</b>	"	843 0	almost startling. As far as the eye can
1336 8	<b>Dugaid</b>	"	799 0	see there is nothing to obstruct the
1344 5	<b>Transcona</b>	"	766 0	vision, and villages far distant loom up



White Dog Falls, Minaki



Mls. from  
Quebec

with remarkable clearness. The Government Railways Repair Shops are located at Transcona, and a Government Railway elevator has recently been constructed with a capacity for 1,000,000 bushels of grain. While capable of extensive storage, its principal function is to serve as a transfer point for grain enroute east over the Canadian Government Railways. The grain is graded and weighed as it passes through the elevator, and under a Government certificate of quality it is reloaded and shipped east.

- 1350 6 **Winnipeg** Alt. 775.0 Population 200,000. Capital of the Province of Manitoba. Situated at the confluence of the Red and Assiniboine Rivers, it commands the trade of the great and ever growing West, is the gateway through which flows so large a proportion of the commerce of the Canadian Dominion, and is the greatest grain market in the British Empire. Winnipeg is one of the most thriving and substantial cities in Canada, and equal to the best on the Continent in respect to its maintenance and public services. It has beautiful public buildings, palatial stores, fine churches, splendid residences, finely kept streets and parks, great flouring mills, grain elevators, huge abattoirs. In every respect a modern city, one where the spirit of business is most active; a city where mighty results are attained. The Union Station, where the trains of the Canadian Government Railways arrive and depart, is a massive and beautiful structure of stone. Here the trains of the Canadian Government Railways connect with the trains of the Grand Trunk Pacific and Canadian Northern, thus giving a continuous rail connection from the Atlantic coast to the Pacific.



Winnipeg Union Station

WRITE FOR PUBLICATIONS

issued by the

Canadian Government Railways

ABLEGWAIT (Prince Edward Island).

LA BAIE DE CHALEUR

BRAS D'OR LAKES

STORIED HALIFAX

OUT-OF-DOOR in Quebec and the Maritime Provinces

OUT-OF-DOOR in Northern Quebec, Northern Ontario and  
Eastern Manitoba

NOTES BY THE WAY (Lines Montreal and East)

SUMMER TOURIST FARES

THE MUSQUODOBOITS - THE ST. JOHN RIVER VALLEY

C. A. Hayes

Gen. Manager, Eastern Lines,  
Moncton, N.B.

F. P. Brady

Gen. Manager, Western Lines,  
Winnipeg, Man.

H. H. Melanson,

Pass. Traffic Manager,  
Moncton, N.B.

R. J. MacLaud

Asst. Gen. Pass. Agent,  
Moncton, N.B.

W. P. Hinton,

Western Traffic Manager,  
Winnipeg, Man.

W. E. Duperow,

Gen. Pass. Agent,  
Winnipeg, Man.

J. E. LeBlanc,

District Pass. Agent,  
Montreal, Que.

H. C. MacFarlane,

District Pass. Agent,  
Halifax, N.S.

W. J. Quinlan,

District Pass. Agent,  
Winnipeg, Man.

E. B. Robb,

District Pass. Agent,  
Cochrane, Ont.

J. E. LePage,

District Pass. Agent,  
Quebec, Que.

W. T. Huggan,

District Pass. Agent,  
Charlottetown, P.E.I.

C. K. Howard

General Agent, Traffic Dept.  
294 Washington St.,  
Boston, Mass.

C. G. Orttenger,

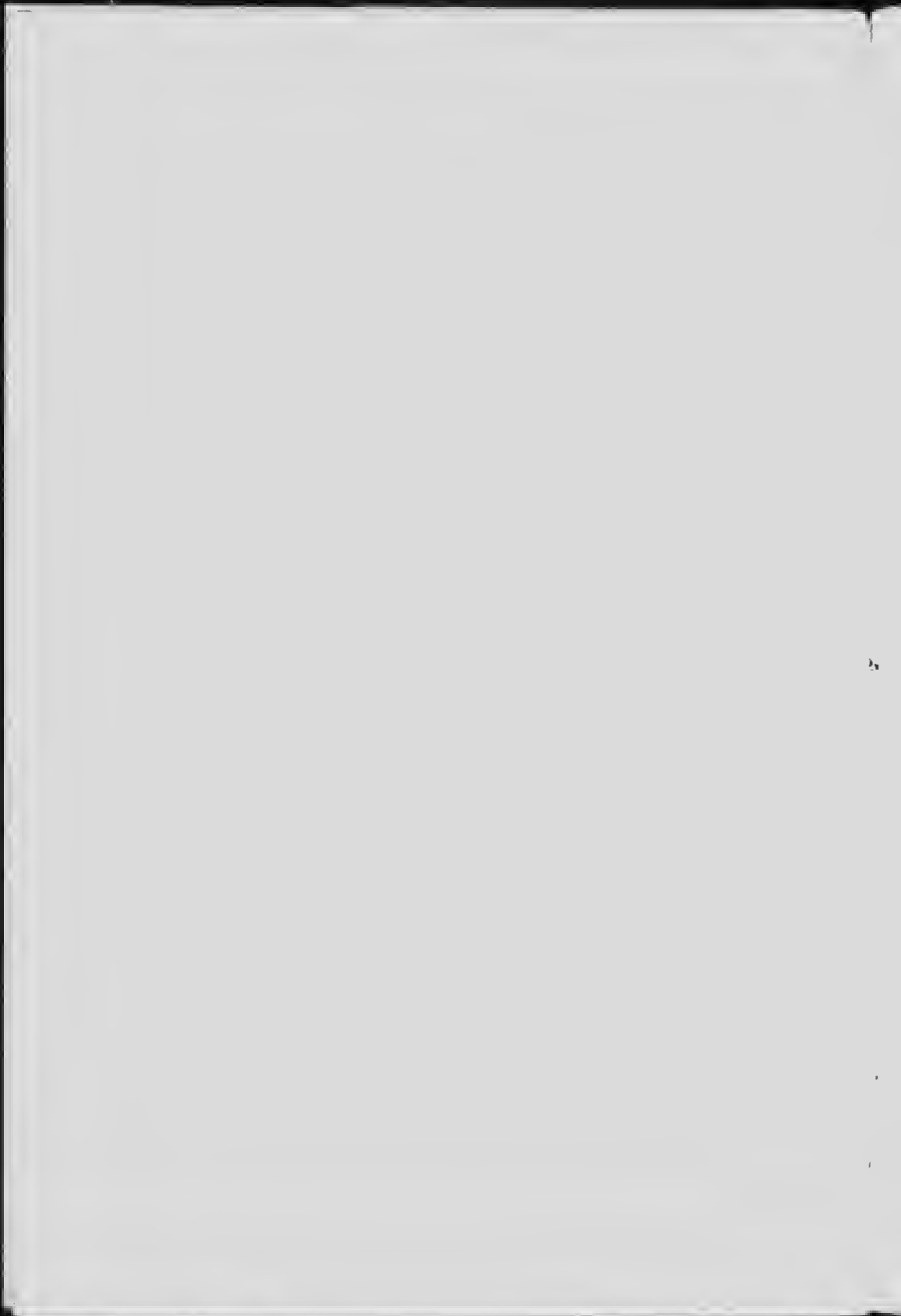
301 Clarke Street,  
cor. Jackson Blvd.,  
Chicago, Ill.

G. E. Marsters,

1246 Broadway, between  
31st and 32nd Sts.,  
New York, N.Y.

E. Tiffin,

General Western Agent,  
Toronto, Ont.

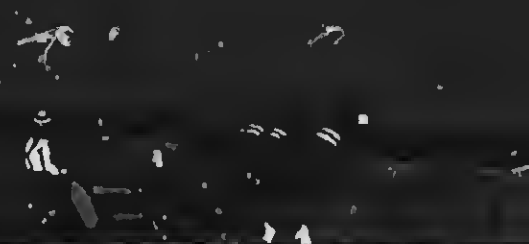






---

Canoeing



---

Clay-Belt Farm



---

Grain Elevators  
*( Ft. William. )*

