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La Baie de Chaleur



Canadian Government Railways
INTERCOLONIAL RAILWAY
PRINCE EDWARD ISLAND RAILWAY

ASSOCIATED with the early history and discovery of Canada the name of Jacques Cartier will ever hold a commanding and unique position. It was he, who, nearly five hundred years ago, or to be exact July 10, 1534, sailed into this magnificent haven. An exceptionally hot day inspired the name, and it has borne that name ever since, La Baie de Chaleur—the bay of heat. Ninety miles long and from fifteen to twenty-five miles wide, this arm of the Gulf of St. Lawrence divides the Gaspé Peninsula from the Province of New Brunswick, and the depth is sufficient to ensure a safe passage for the largest ships afloat. As the bay narrows into the estuary of the Restigouche, the scenery becomes bolder and more majestic, presenting one of the most superb and fascinating panoramic views in America. The whole region is mountainous, and almost precipitous enough to be Alpine; but its grandeur is derived less from cliffs, chasms and peaks, than from far-reaching sweeps of outline, and continually rising domes that mingle with the clouds. On the Gaspé side, precipitous cliffs of brick-red sandstone flank the shore, so lofty that they seem to cast their gloomy shadows half-way across the bay, and yawn with rifts and gullies, through which fretful torrents tumble into the sea. Behind them the mountains rise and fall in long undulations of ultra-marine, and towering above them all is the famous peak of Tracadigache flashing in the sunlight like a pale blue amethyst.

Around the shores of La Baie de Chaleur the land is settled for many miles and the picturesque hamlets and green pastures add to the beauty of the scene. The swell from



Campbellton

the ocean breaks rhythmically upon smooth sandy beaches that tempt the bather. There are many coves and harbours where the boating is alluring and shorn of its risks. Sheltered at its mouth by the islands of Miscou and Shippegan, and restless as may be the sea beyond, the yachtsman may guide his craft over the whitecaps when a stiff breeze is blowing, while there are often summer days when the bay is so placid that the small motor boat may be safely ventured into the open. The New Brunswick shore is followed by the line of the Intercolonial Railway from Campbellton to Bathurst and for a number of miles is in full view of the broad and beautiful expanse of water with the lofty and imposing mountains of Gaspé beyond.

La Baie de Chaleur receives the flood of many rivers and streams. These water courses are the natural spawning places for salmon and sea trout, which make their way from the bay into the mouths of the rivers, and ascend to the head waters, where gravelly beds and swift shallows appeal to their natural instincts of propagation. The bay is the home of innumerable cod and the wealth of its waters is beyond estimate.

is an important railway and shipping point Campbellton at the head of deep water navigation, the Restigouche here being a mile in width. Its situation is most romantic. On every side rise noble forest-clad hills, with far-reaching glens and valleys, winding into the distance—like the mountains of Wales. The town lies at the foot of the Sugar Loaf, a mountain 950 feet high, and from its summit there is a magnificent view of the surrounding country. Completely destroyed by fire a few years ago, Campbellton has been rebuilt on a larger scale. It is the centre of a great lumbering industry and, at the wharves, steamers of the largest size take cargoes of sawn timber to the British and American markets. From

Campbellton the International Railway runs to St. Leonard, where connection is made with the National Transcontinental Railway. Both of these railways are now operated by the Canadian Government Railways, and have opened up a rich territory for the lumberman and sportsman.

is one of the fairest spots on this Dalhousie part of the seashore, where a summer vacation can be most pleasantly spent, and boating, bathing and fishing thoroughly enjoyed. Not far from the town a large summer hotel, situated on a knoll overlooking the bay, is every season filled with guests from Quebec and Ontario. The scenery is sublime. Far down the coast line on the Quebec side the mountains and hills of Gaspé are well defined in the wonderfully clear atmosphere. Nearer at hand the varying shades of the summer foliage blend with the red sandstone of the cliffs. To the east and south the bay widens to the open sea, and as far as the eye can follow the shore is dotted with the white houses and tapering spires of distant hamlets. Dalhousie has an extensive export trade in lumber and pulpwood.

The village is beautifully situated overlooking the Charlo broad bay. At the foot of the shore cliffs there are stretches of smooth sand beaches, ideal for bathing. Comfortable hotel accommodation is available, and there are several pretty bungalows occupied each summer by people from Campbellton. No finer site could be chosen for a summer home, and those desiring to build should have little difficulty in finding a suitable location. Mention should be made of the drive from Dalhousie to Charlo along the shore road.



Fishing Camp on the Nephiguit



Beach, La Baie de Chaleur

has many attractions for the summer visitor, for its situation is ideal. There is very good accommodation in the town, while at the shore there are cottages in a grove of pine and spruce known as "Youghall" or Bathurst Beach. These cottages may be rented for the summer, and in connection there is a large dining hall where excellent meals are served, and also a spacious hall for amusement purposes. There are tennis courts, and golf links are being constructed. Bathurst is one of New Brunswick's best centres for the sportsman. Many competent hunting guides live here, and it is an easy journey to the haunts of big game. For anglers there is trout fishing in the Caraquet, Pokemouche, Tracadie and Bartibog Rivers, and salmon fishing can be obtained. Bathurst is a great lumbering centre, and a large pulp and paper mill is now in course of erection, which will add greatly to the industrial life of the place. The Tetagouche Falls supply the town with electric power and light.

From Bathurst the Caraquet & Gulf Shore Railway runs easterly to Caraquet, Shippegan and Tracadie. Along this shore fishing is the principal industry and most of the toilers of the sea are of Acadian French descent. Shippegan has a good harbour and any amount of deep sea fishing. Shippegan Island is about a mile distant. At the northern end is Miscou, and from here a boat trip can be made to Miscou Island. In the fall there is the best of wild bird shooting among the shores of both islands, duck, geese and brant being remarkably abundant. Looking beyond, the waters of the Gulf stretch in boundless expanse to the shores of Anticosti and Newfoundland, and merge into the wide Atlantic.



Among the Birches

The Gaspé Peninsula

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

places the land is being cleared and tilled, while lumbering is being carried on with increased vigour. The railway offers convenient access to the settled portions of Gaspé, although some of the villages by the shore are some distance from the nearest station.

Leaving Matapedia the route lies through a mountain gorge, affording a splendid view of the Restigouche. At Cross Point is an Indian Reserve. The line then crosses the Escumicam, a famous salmon river. Another famous salmon river is the Bonaventure. Further along is Nouvelle, with the lovely village near the shore surrounded by lofty hills. The bungalows here are regularly occupied each season by the owners. Carleton is one of the fairest spots along the bay and has good hotel accommodation. At Caspédia village the railway crosses the well known salmon streams, the Grand and Little Caspédia. These are rivers of royal reputation, leased and jealously guarded by the owners. New Richmond on the coast has some private summer houses. New Carlisle is a place with many attractions. The smooth sandy beach makes the bathing most enjoyable, and there is plenty of good fishing. Here the Quebec Oriental Railway connects with the line of the Atlantic, Quebec and Western Railway for Gaspé. Three miles from New Carlisle is Paspébiac, the headquarters for the great fishing houses of Robin Jones & Whitman, and Le Boutillier Bros., who export immense quantities of dried and cured fish. Port Daniel has a fine harbour which is a haven for a large fleet of fishing boats. Newport is also a centre for the fishing industry.

Chandler, a town which has sprung into being within the past few years, owes its existence to the St. Lawrence Pulp & Lumber Corporation. Their timber areas extend



Bathurst Beach



Among the Pines, Bathurst Beach



Percé Village

over 640 square miles, and upwards of 1,000 employees are on the pay rolls of the company.

Percé and the Rock over the mountains, a distance of seven miles through a region of magnificent scenery. From the next station, Corner of the Beach, many go to Percé in gasoline boats, a very enjoyable trip in fine weather. The railway here runs close to the shore and there is an excellent view of the cliffs to Percé and the famous Rock.

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

The great diversity of the scenery and the peculiarity of its geological formation make Percé a place of great interest to many summer visitors, and for years it has been the objective point of scientists, literary men and artists. In the wonderful atmosphere of this part of the Gulf, the distinctness with which objects are presented to the view is surprising. In the case of the "Pierced Rock," it is almost startling. Seen from the cliff or Mont Joli, and but a seeming stone's throw away, this singular monument

stands out against the sea and sky as sharply defined as if cut by the chisel of some Titanic sculptor. The bed of the sea is easily discernible through the opalescent waters. From this rock Percé derives its name. It is an island block of reddish conglomerate and sandstone 1,500 feet long and 300 feet in width, and rising out of the sea with perpendicular cliffs 286 feet high. Near the outer end is another smaller rock rising just as abruptly and to almost as great a height with a clear channel separating the two. This is merely the outer pillar of what was once a natural arch mentioned in the narratives of the early explorers, who described the rock as having three arches. Only one remains, and at high water it is possible to pass through it in a good sized boat with full sail set. Thousands of gulls and cormorants nest on the rocks and make a lively commotion during the day, with only a slight diminution during the night. This noise, however, serves a good purpose for no friendly beacon could be more welcome to the mariner than the warning cries of the birds that out of the darkness, fog and mist proclaim the whereabouts of the rock and the dangerous reefs that encircle it. The gulls are also great scavengers, and this is important where the fish industry is so vigorously prosecuted without any regard for the by products.

Guarding the Percé shore against the winds and waves of the Gulf is Bonaventure Island, some two and a half miles distant. Bonaventure is one of the fourteen places in the world where gannets breed. Four are in Iceland, eight in the British Isles and two in the Gulf of St. Lawrence—Bird Rock and Bonaventure—and of these two it is estimated the latter is the nesting place of at least three-quarters of the ten thousand who nest in this part of the globe. An effort is being made to make



The Rotpouche



The Rock, Percé, Pierced Rock

Bonaventure an absolute sanctuary for this most magnificent of sea birds.

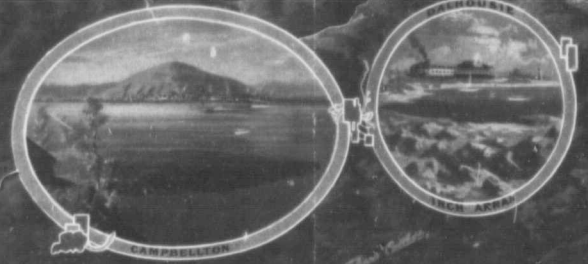
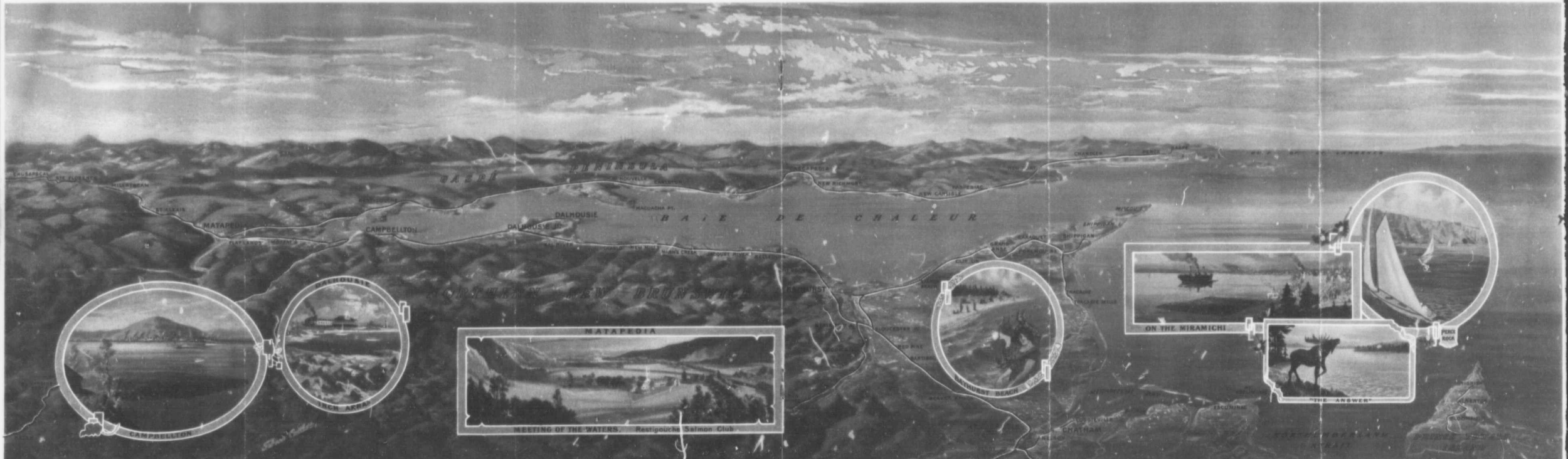
It is possible to go from Percé to Gaspé by Gaspe Bay water, even by motor boats in fine weather, and Basin. By rail from Cape Cove, or the "Corner of the Beach," the line passes Barrachois and Douglastown. Arriving at Gaspe station the Basin has to be crossed before reaching the village, and the crossing is accomplished by means of a small gasoline ferry, which when required, tows a scow that can carry teams and baggage.

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

Gaspe village is gloriously situated on the lofty hills overlooking the Basin, and is a place of manifold attractions for the summer visitor who loves recreation and quiet where there is plenty of boating, deep sea fishing and bathing, with pure and tonic air. The hotel accommodation is excellent, and each season brings a host of strangers from the larger centres to enjoy the rare charm of a Gaspesian summer. Some excellent salmon and trout fishing on the St. John River is controlled by the proprietor of Baker's Hotel, who can thus provide guests with some good sport, and furnish them with guides and canoes. The hunting season in this part of Quebec is from September 1st to January 1st. Moose, caribou, deer and bear are plentiful, and the country back of the Gaspe hills is their natural abode.

Here, too, is historic ground, for on the sandy point at the entrance is the spot where, in 1534, Jacques Cartier took

La Baie de Chaleur.



MEETING OF THE WATERS, Restigouche Salmon Club

ON THE MIRAMICHI

"THE ANSWER"



Gaspé Village

formal possession of the land in the name of his king, Francis the First.

In 1711 the Basin was the scene of the only triumph of Sir Hovenden Walker, who started with a fleet to capture Quebec, but never got further than Egg Island. Still later a call here was made by some of the ships of Wolfe's fleet on their way to lay siege to Quebec in 1759. Gaspé will also have a place in the greatest war of history, for it was off its shores in October, 1914, that the thirty-one transports with over thirty-two thousand Canadian troops were assembled, awaiting the arrival of twenty battleships for convoy across the Atlantic to the mother country—the largest fleet of war vessels since the Spanish Armada.

Mention has been made of the rail route through this fascinating country. There is also a highway starting from Cross Point, opposite Campbellton, and all around the Gaspé county to the St. Lawrence. The settlement is practically continuous, resembling a long village street, and tour by auto or carriage may be enjoyed. On the one hand is the sea, with an ever changing panorama in which all kinds of craft, from the tiny boat to the stately ship and ocean steamer, have their place, and on the other rise the eternal hills, mountains overtopping mountains, clad in the darker hues of ancient forest growth. There are places where the mountains have but a narrow strip between their base and the sea, while again they are so far off that the sunshine on their foliage blends it with the rocky cliffs that stand out here and there against the sky. Truly Gaspé has a fascination all its own.

The Matapedia

While La Baie de Chaleur is the theme of this brochure it is fitting that some mention be made of the adjacent Matapedia and Miramichi districts. Through a beautiful valley the Matapedia winds in graceful curves, singing the music of the waters as it runs. In the miles of its course, followed by the Intercolonial Railway, it has hundreds of rapids, great and small, now swift and deep, now gently rippling over beds of shining gravel and golden sand. Here and there are the deeper pools in which lurk salmon of astounding size, for this is one of the salmon streams of which every fisherman has heard. For mile after mile the traveller watches the course of the river, so strangely pent in by the mountains on either hand, rising in every shape which mountains can assume. In some places in the Matapedia the river, the highway, and the railway crowd each other for a passage, so narrow is the valley. All kinds of foliage and all shades of Nature's colors are upon the hillsides; and in the autumn when the grand transformation of hues takes place the effect is magnificent beyond description. Switzerland lives in miniature amid the mountains, while England and Scotland are around the lakes, streams and springy heather.

At the junction of the Matapedia River with the Restigouche is Matapedia station and village. Close at hand is the house of the Restigouche Salmon Club, the members of which are men to whom money is no object in the carrying out of their ideas. The club is composed to a large extent of wealthy residents of New York and other cities of the United States, who are willing to pay well for the sport of kings.

This part of the Matapedia is a place of singular beauty and the charm of the scenery, of mountain, valley and



Matapedia Valley

winding river never fails to awaken a responsive chord in those who love the artistic.

The Restigouche is a part of the northern boundary of New Brunswick. Its occasional rapids are not dangerous, and a canoe voyage over the broad and beautiful stream is an experience which must be long and pleasantly remembered. It is no idle boast to say that the Restigouche is the finest salmon river in the world. The head waters of the river lie near Lake Metis in one direction and the tributaries of the St. John in another, and for much of its length it flows through a dense wilderness as yet undescrated by man.

The Miramichi

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

is beautifully situated on the north shore of the river, which here is practically an arm of the sea, though thirty miles from the open gulf. Above Newcastle the northwest and southwest branches unite, forming a mighty stream, which is nearly a mile wide at the mouth. Vessels from all quarters of the seas may be seen loading lumber at the wharves of the saw mills along the shores in this vicinity and for miles below. From the railway bridges, indeed, as far as Loggieville, five miles below Chatham, are no less than half



Meeting of the Waters, Matapedia and Restigouche

La Baie de Chaleur

La Baie de Chaleur

La Baie de Chaleur

a dozen lumber centres, so that the total population of this district is at least three times as large as that of Newcastle town itself. The fish business is another live industry in this country. From Newcastle the Intercolonial has a line of railway to Fredericton, the capital of New Brunswick.

About six miles below Chatham Newcastle by water is a busy port, from which large shipments of fish, lumber and other products of the country are made. It was at Chatham that the first steam saw mill was built. Here also is a very extensive pulp mill.

The river trip between Newcastle and Chatham is a delightful one, and there is a good steamer service at regular hours. Numerous excursions may be made to points below Chatham and outside into the bay. A very enjoyable one is that to Baie du Vin, twenty-five miles from Chatham, and which regular steamer trips are made. Yachting is a favorite recreation around Miramichi, and each season sees keen contests between boats which are models of their class.

The sportsman in search of wild fowl will find one of the best localities in the country at Point Escuminac, which rivals even the famed Misou as a resort of ducks and geese.

The Miramichi River is 225 miles long, its head waters lying within easy reach of the St. John and its tributaries. The northwest branch begins near the head waters of the Nepisiquit, and the two branches unite a short distance above Newcastle. Both are fed by numerous large streams, and the river drains over 6,000 square miles of country,



The Miramichi

an area equal to about a quarter of the Province. It is navigable for large vessels to the bridges above Newcastle, and for canoes for many hundred miles. The vast country which it drains has never been thoroughly explored; and its resources for the hunter are practically without limit. Moose, caribou, deer, bears, wolves, foxes, racoons, loup-cerviers and all the smaller animals range these forests, while fish leap from every lake and stream.

How to Reach La Baie de Chaleur

Montreal is the Canadian Metropolitan Gateway through which travel naturally finds its way to the Maritime Provinces. From the Bonaventure Union Depot the Canadian Government Railways operate two trains, the Maritime Express, taking care of passengers arriving in Montreal in the morning and desiring a through connection, and the Ocean Limited in the evening, after arrival of the day expresses from the West. The route traversed is across the Victoria Jubilee Bridge to Levis, opposite Quebec, and thence by the southern shore of the broad St. Lawrence. It is but a night's run from Montreal to Campbellton, and the time table of the Ocean Limited permits a day-light view of the Matapedia Valley and La Baie de Chaleur. Mention has been made of the connection at Matapedia with the Quebec Oriental Railway for the Gaspé shore points.

For passengers from the New England States there is a fast express from Boston daily, with through sleeping cars to St. John and Moncton, where connection is made with the Ocean Limited for Quebec and Montreal. The Ocean Limited stops at Newcastle, Bathurst, Dalhousie Junction for Dalhousie, Campbellton and Matapedia. Fredericton is also a gateway for this district.

The Ocean Limited and Maritime Express trains have a sleeping and dining car service which enjoys a high reputation for quality.



Salmon Fishing

Hotels, Summer Cottages, Etc.

Name of Hotel	Proprietor	Rooms	per day	per week
Su.			Rate	Rate
BATHURST				
Robertson House	Bald & Tubor	40	2.00	Agreement
White House	Henry White	35	5.00	Agreement
BATHURST BEACH				
Loughall Cottages	A. E. Ferguson, Gowan Brae Farm, Bathurst Village			20 cottages, varying in size from 6 to 13 rooms. Board and room, \$8.00 to \$12.00 per week for adults. \$4.00 to \$6.00 per week for children 12 years and under. Board only, \$3.00 per week for adults. \$3.00 to \$4.00 for children 10 years and under.
CAMPBELLTON				
Traveler		40	2.00	Agreement
St. Louis	J. A. Bourdoin	50	5.00-7.50	"
Intercolonial	H. Courcier	30	1.50-2.00	"
CARLETON, Q.				
Wylford	F. L. Cullen	20	2.00	10.00-12.00
St. Louis	P. C. Cullen	20	2.00	10.00
CHARLOTTETOWN				
Big Store House	D. McF. Henderson	12	1.50	7.00-10.00
CHATHAM				
Tourist	J. D. Johnson	50	5.00	Agreement
Home House	H. Fanning	11	1.50-2.00	"
Adams' House	J. C. White	30	1.50-2.00	"
DALHOUSIE				
York Hotel	John E. Bean	130	2.50-3.00	7.00-15.00
Barber House	E. B. Gaudet	75	2.50	10.00
Royal Hotel	A. Francey	70	2.00	Agreement
FREDERICTON				
Queen's Hotel	J. V. Manahan	150	2.50-3.00	Special
Queen's Hotel	J. H. McCaffrey	120	2.00-2.00	Special
Windsor Hall	Wm. Thurett	600	2.00	Special
GASPE, Q.				
Baker's Head	John Baker	125	2.00-3.00	10.00-12.00
Stranmillis	J. P. Gaudin	100	1.50	10.00-10.00
NEWCASTLE				
Stranmillis	E. LeRoy Willis	64	2.00-2.50	Agree'm't
NEW RICHMOND Q.				
Caspelle House	J. H. Robertson	12	2.00	9.00
Gaulther House	J. P. Gaudin	12	2.00	12.00
PERCE, Q.				
South Beach	Chas. Lamb	22	2.00-3.00	17.50
Pever Rock House	A. Bisson	20	2.00-2.00	10.00-12.00

Passenger fare, time table, or any further information can be obtained on application to the following:—

C. A. HAYES, General Traffic Manager, Moncton, N. B.	H. H. MELANSON, General Passenger Agent, Moncton, N. B.
D. M. CONDON, District Passenger Agent, Sullivan, N. S.	D. McDONALD, District Passenger Agent, Transportation Building, Moncton, N. B.
R. W. CHIPMAN, New England Agent, 254 Washington St., Boston, Mass.	W. T. HUGGAN, District Passenger Agent, Charlottetown, P.E.I.
C. G. ORTENDRUBER, 202 Clarke St., cor. Jackson Bld., Chicago, Ill.	G. MAISTERS, 1228 Broadway, New York, N.Y. (Between 11th and 12nd Sts.)
E. TIFFIN, General Western Agent, Toronto, Ont.	

CANADIAN TICKET AGENCIES.

Amherst, N.S.	J. Edgar Rodger
Charlottetown, P.E.I.	W. K. Rogers
Fredericton, N.B.	F. H. Kilmorie
Halifax, N.S., 107-109 Hollis Street	J. J. Leydon
Montreal P.Q., Transportation Bldg., 122 St. James Street	S. J. Saylor
Quebec, Que., 7 DuFort St., 23 Dalhousie St.	S. J. Saylor
St. John's, Nfld.	W. C. Currier
St. John, N.B., Royal Hotel Bldg., 49 King Street	W. C. Currier
Toronto, Ont., 41 King St. E., King Edward Hotel Bldg.	H. M. McGinnis
Winnipeg, Man., 61 Main Street	H. M. McGinnis