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Pacific to Atlantic

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UNIVERSITY OF BRITISH COLUMBIA

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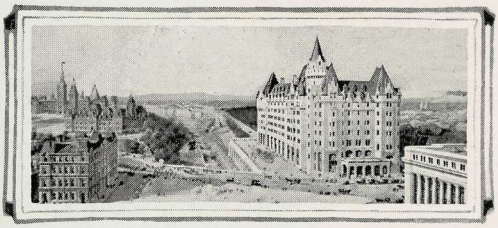

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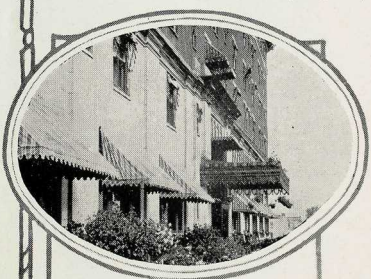

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CANADA

PACIFIC
TO
ATLANTIC

"THE NATIONAL WAY"

CANADIAN NATIONAL—GRAND TRUNK

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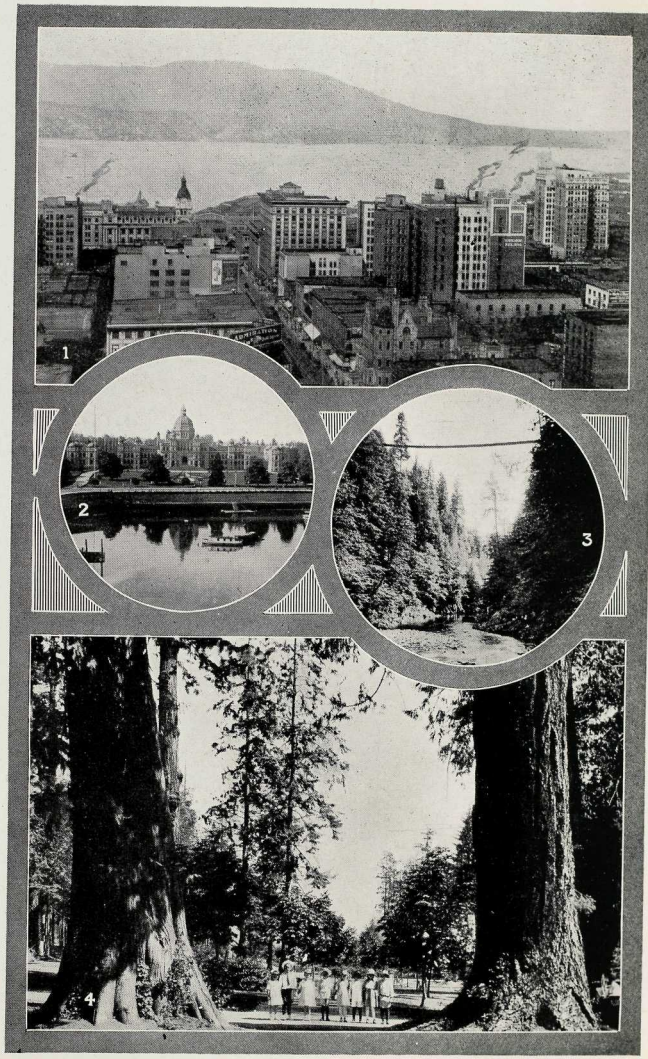


1—Vancouver, B.C. 2—Parliament Bldgs., Victoria, B.C. 3—Capilano Canon and 4—Stanley Park, Vancouver, B.C.

PACIFIC to ATLANTIC

"The National Way"

CANADIAN NATIONAL RAILWAYS

CANADA—ITS ATTRACTIONS AND RESOURCES

CANADA is rich in attractions to tourists of all sorts and conditions. Among the countries of the world none are richer either in variety or extent. Nature evidently so determined.

For its geographical features Canada is noted. On the east the famous Appalachian mountains form the Gaspé peninsula and the Maritime Provinces. Around Hudson Bay is a V-shaped plateau constituting the Laurentian Highlands and extending from Labrador down to the St. Lawrence River and thence northward to the Atlantic Ocean. On the west, and dipping into the Pacific Ocean, are the Rocky, Selkirk and other mountain ranges, having a width from east to west of approximately six hundred miles. North of British Columbia lies the Yukon Territory, famous for its rivers and valleys as well as for its gold. Between these extremes are the low lands of Southern Quebec and Ontario and the Great Lakes, while in the centre of the country is that vast prairie land, stretching from the Great Lakes to the foothills of the Rockies and from the United States boundary line to the Arctic, and constituting the world's greatest potential agricultural area.

Salubrious Climatic Conditions.

Having an area of 3,729,665 square miles, or nearly 703,000 larger than that of the United States, it naturally follows that Canada possesses variety in climatic conditions. But while there is variety in all its parts the summer climate from the Atlantic to the Pacific is salubrious, the temperature night and day being regulated by ocean, lake, river and prairie breezes.

Canada is a land of bright days, the normal annual hours of sunshine averaging over 2,200 in the interior provinces to close to 2,000 in those fronting on the Atlantic and the Pacific.

Waterways of Canada.

The waterways of Canada constitute one of the most remarkable of its geographical features. Exclusive of Hudson Bay, the Bay of Fundy, the Gulf of St. Lawrence and nearly all other tidal waters, the Dominion has a water area of 125,755 square miles, or rather in excess of the combined area of the States of New York, New Jersey and South Carolina. On the east the shores of the Dominion are washed by the Atlantic, on the west by the Pacific, and on the north

by the Arctic Ocean and Hudson Bay, into all of which mighty rivers flow, while the interior is thickly dotted with lakes, several of them almost oceans in extent, and rivers and streams ad infinitum.

The World's Greatest Fisheries.

Possessing as it does such vast waterways, it naturally follows that the Dominion is rich in fishery resources—richer, in fact, than any other country under the sun. For the followers of Isaak Walton there are sporting fish of various kinds and descriptions, such, for example, as the giant tuna, which are to be found in the territorial waters of the ocean; salmon in rivers tributary to salt water; trout of various kinds, and maskinonge, bass, pike, pickerel, etc., in the inland fresh water lakes and rivers, the natural supply of which is augmented by the efforts of the Government hatcheries. The summer tourist who loves to cast a line or troll a spoon can find in all parts of the Dominion waters which will furnish him an enjoyable pastime. And in addition to the fish the waters will yield to his prowess, the climate will impart increased vigour to mind and body.

Sport for the Hunter.

If it is hunting the sportsman wants, the forests and plains of the Dominion will, in the Fall, afford him abundant opportunity for sport. Some conception of the attraction Canada affords the sportsman may be gathered from the fact that within its borders are still over half a billion acres of forest lands in which such wild game as moose, elk, caribou, deer, mountain goat, mountain sheep, and bear are to be found. Moose, elk, caribou and deer are even more numerous than they were a few years ago, thanks to the Government forest reserves, aggregating some 153,000,000 acres, where wild animals can reproduce without molestation.

Historical and Scenic Canada.

In points of historical interest and in the beauty and magnificence of scenic effects Canada affords much that is interesting and striking to tourists who possess appreciation for such things.

Canada cannot show the tourist ivy-covered ruins of ancient construction or points of interest that a millennium ago were famous for historical events. But she is by no means destitute in historical attractions, and particularly in the Maritime Provinces, in old Quebec, and in Ontario, where many battles were fought which had an important bearing on the future of the North American Continent as well as that of Canada itself.

In glorious scenic beauty effects no country is richer. There is the unique and soft beauty of the Maritime Provinces; the rugged and picturesque beauty of Quebec, with its mighty St. Lawrence, mountain scenery, and quiet and quaint pastoral lands; the quiet and peaceful Ontario; the vast and wonderful distances of the Prairie Provinces; the awe-inspiring Rockies of the Pacific coast province of British Columbia.

Canada as a Nation.

Canada is the largest of the British dominions beyond the seas both in respect to area and white population. Although an integral

part of the British Empire, Canada is to all intents and purposes an autonomous nation. The central authority is the Federal Government at Ottawa, while each of the nine provinces comprising the Dominion has its own legislature and government with powers akin to those of the States comprising the American Union. True, there is a Governor-General residing in Canada as the representative of His Majesty; but he does not rule, his conduct in the affairs of State being dictated by the Federal Government. He possesses no powers corresponding to those of the President of the United States. For powers akin to the latter we must look to the Federal Premier, who is really the head of the Government. As a former British Premier once remarked: "Canada's autonomy is 'absolute, unfettered and complete'." Of the 600,000 Canadians who enlisted in the Great War not one crossed the Atlantic at the behest of the British Government. The painter that ties Canada to the Mother Country is practically that of sentiment. And there is no disposition to cut even this.

Resources of the Dominion.

The natural resources of the Dominion, both in extent and variety are remarkable. Although during the past few years their development has been expanded to an enormous extent they have as yet been little more than scratched, only about fifteen to twenty per cent. of the available agricultural lands of the country having so far been brought under cultivation. But from this relatively small proportion new wealth (in field crops, fruits, vegetables, live stock and dairy products) in excess of two billion dollars is annualy produced. Of surveyed available land awaiting cultivation there is estimated to be 440,000,000 acres.

The mineral resources of the Dominion are enormous, and although the greater portion of the potential mineral-bearing sections of the country are awaiting development, the output for the three years ending 1921 had an annual average value of nearly $192,500,000. Among the gold producing countries Canada ranks forth, and in silver third, while in nickel and asbestos she occupies the premier position, supplying of each approximately 85 to 90 per cent. of the world's requirements. Its coal reserves are 16.4 per cent. of the world's total.

Canada's fisheries are the most extensive in the world. On the Atlantic, including her coast line, the Bay of Fundy, the Gulf of St. Lawrence, and other ocean waters, there are approximately 200,000 square miles of fishing grounds. On the Pacific she has 7,000 miles of coast line providing excellent shelter for fishermen. in Hudson Bay she has 6,000 miles of shore line, while in the Great Lakes she has 220,000 square miles. The average annual value of the commercial fish caught and marketed is about $55,250,000.

The expansion in the manufacturing industry during the last twenty years has been remarkable. According to the latest available statistics the annual product has a value of $3,520,724,000, or more than double that of five years ago, and an increase of over three billions since 1900.

Nearly Six Billions of Products.

Taking all branches of industry into account the annual productive value of the Dominion, based on official figures and estimates, is approximately five-and-a-half billion dollars, as may be gathered from the following table:

Field crops	$1,000,000,000
Live stock sold and slaughtered	355,000,000
Dairy products	260,000,000
Poultry and eggs	50,000,000
Fruits and vegetables	75,000,000
Wool	3,000,000
Manufactures	3,520,724,000
Minerals	172,500,000
Fisheries	50,000,000
*Forest Production (logs, poles, ties, etc.)	116,000,000
Fur pelts	11,250,000
Total	$5,612,474,000

*Mill products—lumber, shingles, lath—with an annual value of nearly $196,000,000, are included under general manufactures.

Resources in Water Powers.

Canada is fortunate in her endowment with water powers for the development of hydro-electric energy. The known available water powers aggregate about 20,000,000 horsepower, while the amount so far developed is approximately 2,800,000 horsepower. Works already underway will materially increase in then ear future the total electric energy under development.

Railway Facilities.

Total single track railway mileage in operation is 39,384, an increase in ten years of about 3,500 miles and in twenty years of over 20,000 miles. Per capita Canada has mileage larger than any other country in the world.

Of the total mileage 22,350 miles are operated by the Canadian National Railways, making it the largest railway system in the world. The system serves all the capitals of the nine provinces and Ottawa, the Federal capital, and reaches all the industrial centres in the Dominion. It also reaches all the big seaports (the only one doing so) in Canada, namely, Halifax, the Sydneys, Charlottetown, St. John, Quebec, Montreal, Vancouver, and Prince Rupert.

Ocean Steamship Service.

There is also operated under the direction of the National Railways System the ocean-going fleet of the Canadian Government Merchant Marine, having an agrregate tonnage of 400,000 tons. Sixty-five of

these steamers were in operation in 1921, and with advantageous traffic arrangements with other companies, carried Canadian merchandise to all parts of the world.

Trade routes so far established, and on which regular sailings are maintained, are: From Atlantic ports to Liverpool, London, Glasgow, Cardiff, Swansea, Barbados, Trinidad, Demerara, Nassau, Kingston (Jamaica), Belize, B.H., Havana, Bahia, Pernambuco, Santos, Rio de Janeiro, Buenos Ayres, Charlottetown, St. John's (Newfoundland), British India (via. Suez Canal), calling at Karachi, Bombay, Rangoon, Colombo, Madras, Batavia, Surabaya and Singapore. Tri-weekly passenger, freight and mail service to the Bahamas, Jamaica and British Honduras is maintained. Assigned to this service are the SS. "Canadian Fisher" and "Canadian Forester", each of which has accommodation for thirty first-class passengers. There is also maintained from Atlantic ports, via Panama Canal, a freight service to Australia and New Zealand.

From Pacific ports the Government Merchant Marine is operating a service to Australia and New Zealand. In addition a service is in operation from Vancouver to India and the Far East and joint service to principal ports in Japan, China and the Phillipines under arrangement with the Blue Funnel Line.

THE PROVINCE OF BRITISH COLUMBIA.

A man prominent in the political life of Canada a generation ago sarcastically termed British Columbia a "Sea of Mountains". His sarcasm was born of the fact that he was opposed to building a transcontinental railway to the Pacific. Today every Canadian is proud of that "Sea of Mountains", because it is recognized as the most marvellous in the world in its geological formation and for the grandeur of its scenic effects. But British Columbia is much more than a "Sea of Mountains". Within its mountains are rich storehouses of coal and other minerals and within its valleys vast stretches of fertile soil, some of which are particularly adapted for the production of fruits in wide variety, while the rivers and streams of the province abound in game and commercial fish. Situated as it is on the Pacific, it plays an important part in the trade and commerce of the Dominion. The name the Province bears was the selection of Queen Victoria in 1858, when the government of the mainland was taken from the Hudson's Bay Company.

British Columbia, which entered the Canadian Confederation in 1871, has an area of 355,855 square miles, large enough to include France, Italy, Belgium and Holland. Vancouver Island, a part of provincial territory, has an area of 16,000 square miles. Population of the Province, according to the census of 1921, is 523,369.

The outstanding industry of the province is in connection with its fisheries, which are the most valuable in the Dominion, the marketable value of its average annual catch being approximately $25,000,000. Practically all the salmon canned in the Dominion is the product of the British Columbia canneries, the average annual value of which

exceeds $14,000,000. The fact that the province has on the Pacific a coast line of 7,000 miles naturally accounts for its prominence in respect to the fishing industry.

In the production of minerals British Columbia occupies a position only second to that of Ontario among the Canadian provinces, 1921 output having an aggregate value of $34,776,894. Coal, its most important product, has an annual average output of about 3,000,000 tons, while the reserves are estimated at 76,034,942,000 tons. Its most extensive coal fields are within the Rockies and on Vancouver Island. In the production of copper, it leads all the other provinces, the output of 1921 being 40,432,130 pounds valued at $5,641,690. Two of its copper mines are the largest in the British Empire. British Columbia is the centre of the zinc refining industry, the Trail smelters producing 52,988,000 pounds, out of a total of 53,095,600 for the Dominion. It ranks second in production of gold, the output in 1921 being worth $3,446,862.

British Columbia is noted for its forest area, the total being estimated at 180,000,000 acres which has led to the establishing of some large pulp and paper mills within the province, the output of which in 1920 had an aggregate value of over $27,000,000. The most famous of its timber is the Douglas fir, a tree of enormous girth and in many instances reaching a height of three hundred feet. All timber products in 1921 had a value estimated at $92,000,000.

As a manufacturing centre British Columbia has expanded considerably during the past decade, the census figures for 1919 giving the annual factory product a value of $243,060,276, compared with $65,204,000 in 1910. In value of manufactured product it ranks third among the provinces.

Field crops in 1921 had a value of $20,447,000, while the value of all agricultural products is estimated at $64,000,000. The census of 1921 gave a value of $18,638,000 to the cattle, sheep and swine of the province. The fruit growing industry is making rapid headway, and particularly in apples, the value of which in 1921 was estimated at about $8,000,000. Walnut cultivation is becoming a promising industry.

The winter climate of British Columbia is more moderate than that of any other Canadian province. There is a two-fold cause for this. The one is the influence of the Japanese warm current of the Pacific, and the other is the protection the mountain ranges afford the chilling winds of the north.

ACROSS CANADA.

Victoria and Vancouver to Geikie.

Altitude

36.0 **Victoria** The capital of British Columbia, was founded in 1846, and is the chief city on Vancouver Island. Canadian National Railways has branch lines on Vancouver Island, tapping the best lumber and agricultural districts. The Parliament Building, overlooking James Bay, is one of

Altitude

the finest examples of architecture in America. It contains fine collections of natural history, mineral, agricultural and horticultural specimens, and is a centre of great interest to visitors. Population, according to the census of 1921, is 38,775 and with suburbs over 60,000. The city strongly resembles places in the Old World, beautiful gardens surrounding most of the homes.

Victoria has an excellent harbor, with a depth of thirty feet at low water. The Canadian National Railways operates a regular line of steamships from here to Seattle, Vancouver, Prince Rupert, Stewart, Anjox and points on Puget Sound. Steamers also run from here to Australia and the Orient. Ocean-going steamers alone to the number of over three thousand, with an aggregate tonnage of nearly four million tons enter and clear from the harbor annually, making it one of the leading ports in Canada. There are over 150 industries in the city, the principal products of which are canned fish, biscuits, furniture, machinery, lumber, carriages, soaps and tents, the aggregate annual value of which is nearly $24,000,000. The neighborhood supplies fish, timber, coal and copper.

Three miles from Victoria is the excellent harbor of Esquimalt and defended by modern fortifications. It also has a fine drydock, and the Dominion Government is shortly to construct a still larger and more modern one there.

16.0 **Vancouver** The city is named after the great navigator, Captain George Vancouver, and is delightfully situated on Burrard Inlet. The scenery in its vicinity is magnificent. To the north rise the Cascade Mountains, to the South Mount Baker, and across the water to the west are to be seen the mountains of Vancouver Island. It is the largest city in the Province, having a population of nearly 117,000, while that of "Greater Vancouver" (including as well North and South Vancouver, Point Grey, and other suburbs) is 225,000.

Vancouver is most substantially built. Its public buildings and offices are remarkably fine specimens of architecture, being in many cases of granite. It has finely-paved streets and splendid motor roads and bridle paths. It has an ample supply of pure water, brought through a conduit laid under the inlet, from a mountain stream nearby. Its sewerage and sanitary arrangements are second to none on the continent, and its lighting is both by gas and electricity. Coal, brought from Vancouver Island, is of excellent quality. An area of waste land, known as False Creek, formerly flooded by the sea, has been reclaimed, and a fine city terminal for the Canadian National Railways occupies the site.

Altitude

Stanley Park, reserved by the British Government for purposes of fortification, and now the property of the Dominion of Canada, is a piece of virgin forest, with magnificent "great trees" of Douglas fir and cedar, and is one of the sights of Canada. There are splendid opportunities for sport in the immediate vicinity of Vancouver. Mountain goat, bear and deer are to be had in the hills along the inlet, and splendid trout fishing in a number of streams at no great distance. A number of sportsmen are attracted to the city every year on this account. Capilano Canyon, a few miles across the narrows, is one of the most interesting and beautiful spots on the coast.

Vancouver is Canada's main Pacific port. During 1921, besides irregular tramp steamers and sailing ships, thirty-four regular ocean steamship lines ran from and into the port to and from various parts of the world, while during the fiscal year 1921 a total of 788 ocean-going vessels entered and 1,283 left the port. Wheat, in ever increasing volume from Alberta, is now finding its way through the port to the United Kingdom via the Panama Canal and across the Pacific to markets in the Orient. Extensive harbor improvements are under way and a drydock is to be constructed.

There are several important industries in Vancouver, among them being lumber and shingle mills, shipyards, fish and vegetable canneries, and a sugar refinery, its 675 factories having in 1921 an estimated output of $87,786,041.

A Pacific Coast Steamship service is maintained by the Canadian National Railways from Seattle to Vancouver, Victoria, Prince Rupert, Anyox, and Stewart via the "Inside Passage," a sail amidst magnificent surroundings aptly described as the "Norway of America." It is this route (about 500 miles) that travellers take when beginning their rail journey at Prince Rupert for points in Eastern Canada.

34 **New Westminster** The city is situated on the Fraser River seventeen miles from the Gulf of Georgia, and has a population of 14,500. It has a splendid harbor, which is unique in being the only fresh water one west of the Great Lakes, salt water being twelve miles distant. There are good wharfage sites, with 30 to 40 feet of water on both sides of the river to the Gulf of Georgia. New Westminster is an important industrial and commercial centre. The output of its factories have a yearly value of nearly $12,000,000. Salmon, fruit and vegetable canning and lumbering are among its most outstanding industries. Considerable lumber is exported. In the early days of British Columbia it was the capital of the province, having been so designated by Queen Victoria. The city is 12 miles from Vancouver, the intervening distance being covered by an electric railway.

Altitude

Leaving New Westminster, the railway crosses the Fraser River to Port Mann, and follows the southern shore to Lytton. This waterway, discovered and explored by Simon Fraser in 1808, is the largest river in British Columbia, whose basin lies entirely within the boundaries of the province. It has a length of 790 miles, and drains an area of 91,700 square miles. Rising near the Yellowhead Pass, it flows westward to beyond Tete Jaune Cache, thence northward in the great structural valley known as the Rocky Mountain Trench, until it reaches latitude 54 degrees 15 minutes—near Prince George —when it bends and runs directly south.

34 **Fraser River Jct.**
13 **Port Mann**
13 **Tynehead**
24 **Port Kells**

Leaving Port Mann, situated on the southern shore of the Fraser, the railway traverses a part of the country that is noted for its adaptability for the cultivation of fruits and garden seeds. The land being largely made up of alluvial deposits, is rich and fertile, while the Fraser River as far as Hope was once, according to Dr. Dawson, the bed of an ancient arm of the sea.

22 **Langley**

Historically, Langely is one of the most interesting spots in British Columbia. It was near here in 1827 the Cadboro, the first trading vessel to enter the Fraser, landed a body of men and a number of guns for the purpose of constructing that which subsequently became known as Fort Langley. It was the first fortified trading post of the Hudson's Bay Company on the British Columbia coast, and was designed for the purpose of controlling the activities of the Boston traders who were trespassing on the preserves of the company. Fort Langley may also be denominated the birthplace of British Columbia, for it was here in 1858 that the ceremony was performed of transferring the government of the mainland from the Hudson's Bay Company to the British Colonial Office and giving the province the name it now bears in place of New Caledonia formerly obtaining. Being the only habitation of the white man in that part of the country at the time, Fort Langley was the Mecca of the many thousand men who were lured to the Fraser by the placer gold discoveries on its bars in 1858.

22 **Glen Valley**
29 **Mount Lehman**
22 **Matsqui**
34 **Sumas**
31 **Cannor**
33 **Arnold**
34 **Chilliwack**

Chilliwack, situated on the Fraser River, is one of the progressive towns of British Columbia, with a population of 3,000. Its public utilities are in keeping with the progressive spirit of the town. Chilliwack has sawmills, planing mills, factories, machine shops, creameries and cheese factory and a population of 1,800. A large cement plant utilizes

Altitude

the clay deposits in the vicinity. There are large areas of first-class timber land tributary to the railway, where there are opportunities for the establishment of lumber and shingle mills. The sportsman and the angler will find exceptional opportunities in the vicinity of the line. Bear, mountain goat, and deer are successfully hunted, and there is some of the best fishing in the province. In the vicinity of the town are good roads and excellent scenery.

50 **Rosedale**
78 **Popkum**
78 **Cheam View**
99 **Laidlaw**
94 **St. Elmo**
117 **Floods**

This is the richest part of the valley of the lower Fraser, where ideal conditions prevail for fruit growing and market gardening. The advent of the railway has made a wonderful difference in the agricultural activities of the district, by providing a ready means of marketing its products. Much of the land is particularly well suited to dairying and mixed farming, and there is no doubt that the country will become a heavy producer, judging by the rapid development that is proceeding.

154.0 **Hope**
160.0 **Trafalgar**

The railway passes through the village of Hope, the site of Fort Hope of the Hudson's Bay Company. It is still a trading post and mining town. From it there are a number of trails over the mountains to the interior. There is a fine motor road from Hope to Silver Lake, which is becoming a very popular resort, and where fishing can be had, Dolly Varden and Rainbow trout being numerous, gamey, and of good size. Coquihalla Lake is also a very attractive sheet of water that affords very good fishing. At Hope Peaks there is a large body of silver ore. Work has commenced upon its development, and there is considerable activity in the mining region as a result.

184.0 **Squeah**
218.0 **Yale**
279.0 **Stout**
353.0 **Chapman Bar**
450.0 **Boston Bar**

Fort Yale was founded by the Hudson's Bay Company in 1848, and Fort Hope a short time later. This became the main route to the interior, which started from Langley to Fort Hope by water, thence by trail across the defile of the Coquihalla River to the Thompson. After a time Yale, being at the head of navigation, became an outfitting point for miners and ranchmen. The town, as it stands to-day, occupies a bench on the river-side, surrounded by mountains. It is one of the most picturesque spots in the Fraser Valley. The line here passes through a tunnel 2,015 feet in length. Near Hell's Gate, in the Black Canyon, there is a tunnel 1,320 feet long. From the delta below Hope to Lytton the river is closely hemmed in by the mountains of the Cascade Range on the east and the

Coast Range on the west. These two mountain systems overlap each other for about a hundred miles, and the Fraser forces itself between the two until it emerges at
517.0 **Boothroyd** the head of the delta to pass around the south-
565.0 **Inkitsaph** ern end of the Coast Range. This is properly the Canyon, though it has become customary, when speaking of the Fraser Canyon, to refer to the Great Gorge, which commences at Yale and ends near Boston Bar. The latter, however, is matchless in its rugged grandeur, where the river, forced back upon itself by huge rocky projections, swirls from one side of the chasm to the other, and, split by huge boulders and jagged masses of displaced rock in the channels, the mighty torrent roars in tempestuous fury.

603.0 **Falls Creek**
602.0 **Cisco** At Cisco the railway crosses to the north shore of the river on a lofty steel structure, from which a splendid view is obtained of the surging stream below. Near Cisco a portion of the old Cariboo Road which follows along the Fraser and Thompson valleys, and built by the Government during the mining rush of the sixties, can be seen clinging to the cliffs, in some cases a thousand feet above the river, and at Jackass Mount the trail climbs 1,500 feet.

Between the railway track and the river, just after passing the western mile board for Lytton, a small Indian graveyard may be seen perched on a small gravel plateau. This plateau was created by the gold miners in the "fifties" washing the gravel from all sides of the little "God's acre." Miners offered the Indian tribe $80,000 for the site occupied by the graveyard, but the sacredness of the place out-weighed money value, and the offer was rejected.

566.0 **Lytton** The name the town bears was given to it in honor of Bulwer Lytton, the English novelist, who was British Colonial Secretary when the gold-mining boom started in 1858. Here the Thompson Canyon suddenly widens and admits the turbid torrent of the Fraser. Crossing the Thompson river, noted for its salmon, the railway enters the Thompson Canyon, running along the side of the mountain, whose rugged rocks close right in on the foaming, struggling waters, amidst a scene of magnificent tumult. From Lytton Mountain, which rises 6,000 feet above the town, the Cascade Mountains in Washington Territory may be seen, and other rugged Alpine summits in the Coast Range, supporting glaciers and icefields. Some of the finest apples produced in British Columbia are shipped from Lytton. Molybdenum is found in the vicinity of the town.

Altitude

624.0 **Gosset**
699.0 **Seddell**
724.0 **Skoonka**

At Gosset are the Gladwin Bluffs, cliffs of the most brilliant colour, rust red and grey, variegated yellows and weathered rock, which give them a most wierd and peculiar appearance. The Nicomen River comes in from the south, tumbling over a waterfall as it enters the Thompson. A small mining camp can be seen here where gold was first discovered in British Columbia in 1857. Near the mouth of Bontanie Creek is a gigantic ridge of peculiar formation called "The Crag", about which the Indians hold strange traditions. Very striking scenery is to be seen in the vicinity of Skoonka.

738.0 **Spence's Bridge**

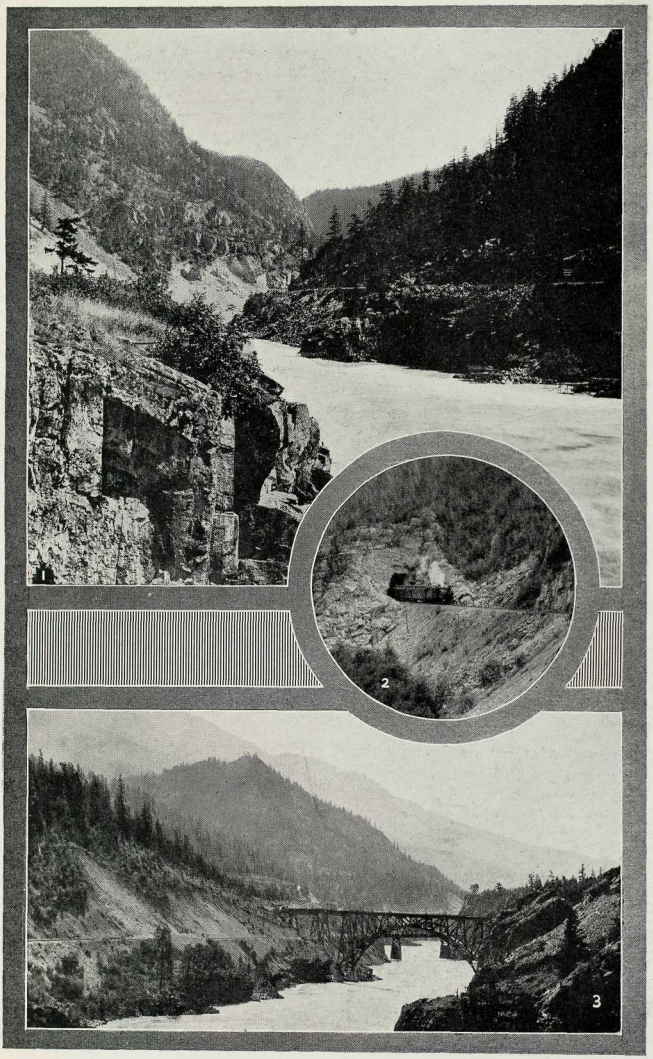
Spence's Bridge is picturesquely situated in the valley at the base of Arthur's Seat Mountain, which rises abruptly to an altitude of 5,800 feet. At the base of the mountain may be seen silt escarpments from which the huge slide occurred on August 13th, 1905, damming the Thompson River and causing the destruction of an Indian village on the far bank. The old wagon road to the Caribou gold fields runs from the town, which is the distributing centre for a great mining and ranching country back in the hills. The country round here is known as the Dry Belt, and the arid hillsides are covered with a greyish-green sage brush; yet with irrigation most remarkable crops of all kinds are raised in the district.

923.0 **Basque**
851.0 **Minnabarriet**

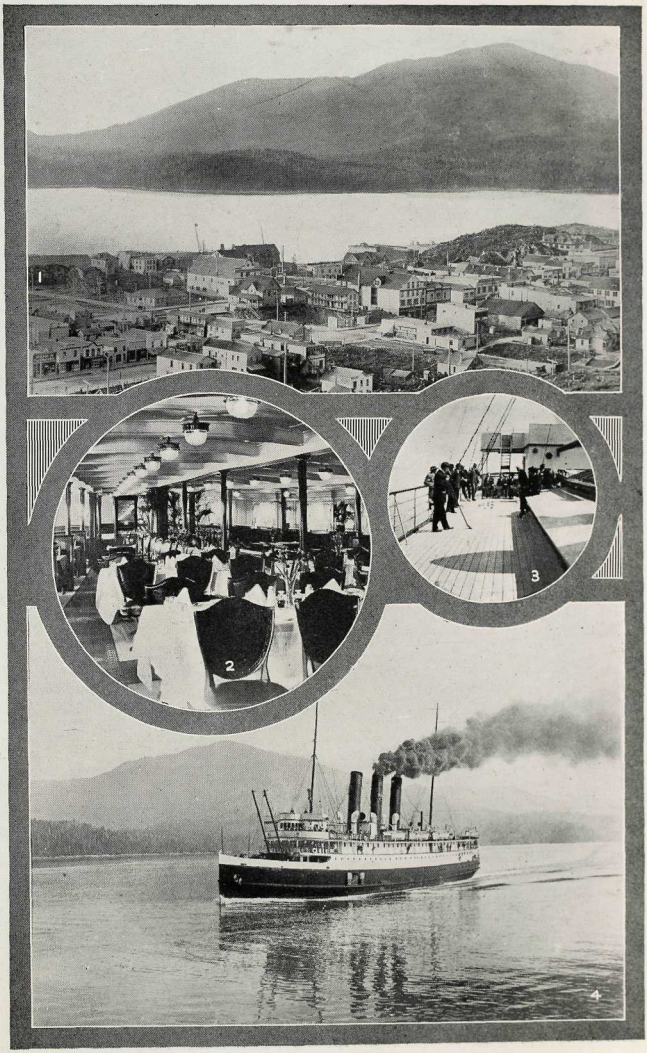
At Basque there are immense deposits of almost pure Epsom salts, which are being mined and shipped direct to market. Between Minnabarriet and Basque gypsum and china clay may be seen in crumbling outcrops of red, yellow and white, a wonderful combination of colour, in contrast with the foliage of the trees above and the reflected light in the swirling water below.

993 **Ashcroft**

Ashcroft is situated on the Thompson River, which the railway crosses both entering and leaving the town. It is the gateway to and the distributing centre for the Caribou country and the Thompson Valley. The latter is noted for the large areas which are being irrigated for fruit raising. Within the former are located the Caribou mines, amongst the most famous of the country's gold fields, with a romantic history. These have been worked on and off since the early sixties, when as high as six hundred dollars a pan was recorded. North of the town are deposits of chromite and magnesium-sulphite. Ashcroft is the centre of a rancher's country, in which large numbers of horses and cattle are raised. Three miles below the town the line enters the gloomy, winding Black Canyon, where the stream has cut through the shale and sandstone for a depth of over two hundred feet to its present bed.



1—Thompson River Canon, B.C. 3—Cisco Bridge, on the Thompson River, B.C.



1—Prince Rupert, B.C. 2 and 3—Dining Saloon and Deck Games on S.S. "Prince Rupert". 4—S.S. "Prince Rupert" in the "Inside Passage", B.C. Coast.

Altitude		
1029	MacAbee	At Anglesey the line crosses to the south side
1075	Anglesey	of the river, and at Walhachin, returns to
1084	Walhachin	the north side. Here are some fine
1171	Savona	fruit orchards which can be seen from the
1159	Copper Creek	train, water for their irrigation being flumed
1168	Frederick	from Deadman's River. The glacially steep-
1180	Tranquille	ened walls of this stream may be seen extend-
....	Mytton	ing more than ten miles northwards. At Sav-

ona is the lower end of Kamloops Lake, a beautiful body of water, which is really an enlargement of the Thompson River.

1154 **Kamloops** This, the principal town in the valley is situated at the junction of the north and south branches of the Thompson River, and has a population of 5,500. It has several industries and is a centre of supply for a large mining and grazing district in the famous dry belt. The town owns its electric light and water systems. Kamloops has a fine climate, and in the vicinity good fishing and shooting are to be had. Skiing is one of the town's favorite winter pastimes, and in Revelstoke Park there is a jumping site which exceeds the famous Blumendal hill in Norway. The climate of the district is healthy, invigorating and suitable for people suffering from pulmonary trouble. The Provincial Government maintains a well-equipped sanitorium at Tranquille, and afflicted people come here from all parts of the continent, many being restored to health.

Kamloops was established as a fur trading post in 1813 by the Northwest Company (not by the Hudson's Bay Company, as often asserted). This was the year in which communication was established between the Columbia and the Fraser. The first report of gold in British Columbia came from Kamloops. According to a report, gold dust had been seen in the possession of Indians as early as 1852, but no suspicion was awakened at the time of the wealth of the district; the first intimation of this was in 1855, when a servant of the Company, idly washing a pannikin of gravel, found some nuggets of gold. Later on, the fame of the Thompson and Fraser spread from Puget Sound to San Francisco, and in less than a year 20,000 miners rushed into the district and staked claims in all directions. From the golden sands of these rivers millions of dollars' worth of the precious metal was washed annually for many succeeding years. A Canadian National branch line is now under construction to Kelowna, which will develop an important fruit district, and will afford additional transportation facilities for the famous Okanagan Valley.

Altitude

The Thompson valley at Kamloops is very beautiful. Fruit growing by irrigation is carried on most successfully, and many cattle and horses are raised in the district.

1154.0 **Kamloops Junction** At Kamloops Junction the Canadian National Railways has established a terminal with a spur into the town. The line here crosses the North Thompson on a fine steel structure, and turning north, follows the east shore of that river.

From Kamloops to Louis Creek, general agriculture and fruit culture is conducted on a large scale, and some of the finest fruits and vegetables in British Columbia are being raised where the land is irrigated.

1169 **Rayleigh**
1182 **Heffley**
1192 **Vinsulla**
1185 **McLure**
1229 **Louis Creek**

More settlers are coming to this district every season, and farming is being carried on most successfully. In the upper part of Louis Creek valley there is a flat that runs for some miles which is well adapted to farming, and the neighboring hillsides afford excellent grazing for stock. This part of the country appears to be in a very prosperous condition. Good crops of vegetables are being raised, and a number of small apple orchards have been planted and are doing well. Considerable clearing will have to be done on the undeveloped land before it can be be used for agricultural purposes, but judging from what can be seen of the quality of this land, it will be very productive. There is some good timber in the vincinity, including fir, yellow pine, cottonwood, and a little birch. This creek is said to contain gold in paying quantities, and placer mining operations are being carried on at the lower end. The Kamloops wagon road runs through the country, giving settlers access to points along the north Thompson.

..... **Barriere**

During construction of the railway this was an important centre, as the work going on was of a very heavy character. Unlike most of such towns, it is not only holding its population, but is growing as the centre of a healthy settlement. Important coal properties are in the vicinity. There is an hotel and some good stores. This is also in the midst of a good farming country,

1253 **Chinook Cove**
1277.0 **Chu Chua**

where there are extensive flats in the valley well suited for farming and stock-raising. There is also good land on the benches above these flats and grazing land on the hills. There is some good timber, chiefly fir. The climate is mild and good crops are being raised without any irrigation, but on the higher benches some of the land would be very much benefitted by it.

Altitude		
....	**Mount Olie**	Near where the waters of the Thompson and
1286	**Boulder**	Clearwater rivers join, the line turns eastward.
1307	**Black Pool**	Clearwater River is noted for its good fishing.
1392	**Birch Island**	The scenery on the upper waters of the Clear-
1541	**Vavenby**	water is magnificent, while on the Miette river,
1636	**Irvine**	a branch entering from the east, are falls over
1789	**McMurphy**	470 feet high. Dolly Varden and Rainbow
1896	**Wire Cache**	trout are found here, and when salmon are running they can be seen coming from the Thompson up this stream, followed by trout. From Vavenby to Cottonwood Flats there is very little agricultural land.

1900	**Avola**	These flats, because of the slowness with
1957	**Cottonwood Flats**	which the water runs, are also known as Stillwater Flats. The valley here averages about half a mile in width, while the flats are about fourteen miles long. Considerable land has been placed under cultivation and taken up by settlers. One advantage possessed by this settlement is a good wagon road, which runs from the south end of the flats through Kamloops.

2078	**Messiter**	Near Messiter, Salmon Creek runs in from a
2175	**Wolfenden**	valley—the scene of a comparatively recent
2243	**Blue River**	mining rush. From Cottonwood Flats to Blue River the only arable land of any value is covered with timber limits. It is a small area on the west side of the river.

Blue River is a divisional point of the Canadian National Railways, where roundhouses and other terminal facilities are provided. The land is flat, and there are some excellent hay meadows. Settlers have taken up the best land, though with irrigation from the Blue River, it is possible that the gravel flats might be made to produce crops. A short distance from the station is a very picturesque lake almost surrounded with snow-capped mountains, and between them at the upper end are two larger glaciers. The silt from the glacial streams gives the water a cloudy appearance, and on this account the lake has been given the unfortunate name of "Mud Lake". At the upper end, about four miles away, there is some fine land with large hay meadows; these are to some extent the result of beaver construction.

From the Blue River to Clemina there is practically no agricultural land open for settlement. The little there is, is held under timber license and consists of stony benches timbered with hemlock. It is probable that a saw mill will be established at Blue River to cut the timber from this district, as it is not feasible to drive it further down the stream on account of the Canyon.

Altitude

2263 **Thunder River**
2312 **Pyramid**
2445 **Lempiere**
2753 **Clemina**

Clemina was formerly known as Thompson Crossing. The Albreda River here flows into the North Thompson. During the construction of the railway this place was quite as celebrated as the well-known "Mile 49", near Tete Jaune Cache. Thompson Crossing was the next stage south for the packers. On account of the turbulent nature of the stream they had to swim their horses here and convey their load over on punts or rafts, and a regular wide open construction town grew up, with all the usual accompaniments. There are about 200 acres of land here fit for agriculture on a pretty flat at the junction of the rivers, wooded with fine large trees; a picturesque spot viewed from the railway.

Through the Rocky Mountains.

2863.0 **Albreda** This place takes its name from Albreda Lake and Albreda Mountain. A splendid view is obtained of the latter which is 9,000 feet above sea level, and has large glaciers on its north side.

2721.0 **Canoe River** There is a great deal of good agricultural land in this part of the country, The Sellwyn Range looms up to the north, and Canoe Mountain on the east. The latter, with patches of ice near the summit, forms a picture of great beauty. Following the narrow mountain-flanked valley of Camp Creek, the railway, from the east side of the summit, crosses near Albreda Lake to the west side of Camp Creek. The valley of the latter is beautifully timbered, particularly on the west side, with cedar, fir and spruce. There are some good hay meadows along this creek. Beyond the timber belt, and on the summit, is a willow bottom which extends to Albreda Lake, which is of beaver construction. Near the summit several settlers have taken up land, and appear to have quite a quantity of stock, as well as success in raising good crops of grain and vegetables. At the foot of the Canyon through which the Canoe River emerges from the mountain range the railway crosses the river and swings in a northeasterly direction. After crossing Canoe River, in ascending to the Summit, a distance of twelve miles, the train runs on long tangents for considerable stretches at a time.

The scenery in the valley of the Canoe River is magnificent. In this connection, the following might be quoted from the report of Mr. A. W. Johnson, the Government Land Surveyor:

"In a country where scenery is a drug on the market, it may seem foolish to say anything about it, but I know of no grander views than may be obtained in the valley of the

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Canoe throughout its entire length. It rises in stupendous glaciers among the Mica Mountains, winds like a tortured snake across the wide flats at Cranberry Lake, and then flows for seventy miles between enormous rocky peaks and glaciers that are quite as fine as anything at Rogers Pass or Field. The Albreda Valley is almost as grand, and the Canadian National offers an unsurpassed scenic route.

"To the sportsman the district offers everything from grizzly bear to willow grouse. It is pre-eminently a caribou country. While there are plenty of goat, sheep occur only on the main ridge of the Rockies east of the Canoe. Black bear are fairly common, and used to disturb our lunch-sack when left on the line overnight. The country has been trapped for some years with unusual success, but there is a large field left in the many side creeks and rivers, which are practically unexplored. Late in the season large bull trout were caught in the Albreda and Canoe Rivers."

2611.0 **Swift Creek** On the divide between the McLennan and Canoe Rivers, is Cranberry Lake and the Cranberry Lake Flats, where a number of settlers have taken up land. Cranberry Lake is about 700 acres in all, and is apparently of beaver construction. The benches in the vicinity of the lake are of clay loam, and will make first class farms when cleared of the timber, which is much denser than on the flats. The floor of the valley is sandy, though the subsoil is clay, and will hold water better than it indicates. In the opinion of the Government Land Surveyors, irrigation will be necessary before successful farming operations can be conducted along these benches, but as there is an abundance of water, this does not appear to present any difficulty. There are four creeks between Tete Jaune Cache and Cranberry Lake, the largest of these and most accessible to the greatest area of land being Swift Creek, about one mile north of the lake.

2823.0 **Jackman** On the far side the Mica Mountain Range rises in all its grandeur. As the name indicates, these mountains contain quantities of mica, upon which development is proceeding, and prospectors are at work on a number of claims. The McLennan Valley, which is three to five miles wide, is traversed, the line hugging the foothills and passing east of Cranberry Lake. Proceeding, the railway gradually turns northward. Passed in rapid succession are a number of pretty waterfalls as the line crosses Cougar Creek, Bear Creek, Cliff Creek and several other glacier streams that flow into the Fraser River. On the opposite side is the Sellwyn Range, rising sheer from the line. Resplendent

3059.0 **Morey** (altitude 11,178), Whitehorn (altitude 11,100), Little Grizzly, Langstaff (altitude 10,530), and other moun-

Altitude

tains of the Rainbow Range are to be seen, while in the foreground, as the line swings round a bend in the valley, Mount Robson comes into view.

3277.0 **Mt. Robson** Mount Robson is the highest peak in the Canadian Rockies, being 13,068 feet above sea-level, and is the dominating feature of Mount Robson Park, a provincial forest and game reserve of 840 square miles. Although the view presented to the traveller from the railway observation platform, where a stop of ten minutes is made, is nothing short of awe-inspiring, it is not until the traveller "hits the trail" for the glaciers and lakes on the northeast side of the great massif, seventeen miles from the railway, that the full glory of this district is revealed. By pack or saddle horse the trip is begun from a point near Mount Robson station. The trail, dropping steadily downward for two hundred feet or more, crosses the Fraser at a point where it rushes through a narrow canyon. Here a magnificent cycloramic view of snow-capped mountains and glistening glaciers greets the eye, and at Grand Fork River the traveller obtains the finest view of Mount Robson that is to be had from any other point of vantage. Within half a mile from this point the famous peak rises sheer two miles in the air, a phenomenon that is held not to have its replica in any other of the world's great mountains. Following the east side of Grand Fork River, the trail threads its way through giant cedars, some of which are thirty feet in circumference. Fording glacier streams and skirting the southeast end of Lake Helena, whose glacier waters mirror Mount Whitehorn, "The Valley of a Thousand Falls" is ultimately reached. In this valley there are waterfalls of two thousand feet or more. At the end of the valley, through the existence of flying trestles bolted to sheer cliffs, the traveller is enabled to make a climb, either on foot or on horseback, of a thousand feet. When the last switch-back is made Berg Lake is reached, whence the Emperor Falls, leaping over a sheer precipice of 142 feet into the valley below, can be both seen and heard—for mighty is their roar. Proceeding, talus heaps (masses of fallen fragments collected at the base of cliffs) make it imperative to use the shallow bed of Grand Fort River for a trail. Skirting the north shore of Berg Lake, the traveller may during the process witness blocks of ice several thousand tons in weight detaching themselves from the great Tumbling Glacier and fall into the lake, creating an enormous splash and a thunder-like roar. Reaching the Pass opposite Robson Glacier, the custom is for the cavalcade to make camp for the time being.

Words convey little idea of the magnificence of Mount Robson. Perhaps the best description is that of Milton and

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Cheadle in their search for the "Northwest Passage by Land", as they saw it from the Fraser River:

"On every side the snowy heads of mighty hills crowded around, whilst immediately behind us, a giant of giants and immeasurably supreme, rose Robson's Peak. This magnificent mountain is of conical form, glacial clothed and rugged. When we first caught sight of it a shroud of mist partially enveloped the summit, but this presently rolled away, and we saw its upper portion dimmed by a necklace of light, feathery clouds, beyond which its pointed apex of ice glittering in the morning sun shot up far into the blue heaven above to a height of probably 10,000 or 15,000 feet."

For magnificent scenery, the panorama of the Fraser and Grand Forks for some miles from the line of the Canadian National, 500 feet above the valley floor, surpasses anything to be seen on any other railway in America. Huge cliffs and mountains rise to an enormous height almost perpendicular from the railway. Mount Robson is in full view for about 9 miles, the huge mass towering above us and appearing to rise higher and higher as you proceed along the valley. In all directions are snow-capped peaks, many of them over 10,000 feet.

3418.0 **Resplendent** Proceeding, the railway follows the south side of the valley of the Fraser River, running along the base of the mountains of the Sellwyn Range, high above the river. While the mountain which gives Resplendent its name is not in sight, the traveller obtains some beautiful views of the valley, including the Razor Peak, Mount Khan and unnamed mountains of lesser altitude. Beyond Resplendent, and at the foot of Moose Lake, the train again crosses the Fraser River.

3394.0 **Red Pass Junction** This is the point at which the division of the Canadian National Railways running from Prince Rupert, on the famous "Inside Passage" of the Pacific Coast, makes connection with the main line of the Canadian National system.

Prince Rupert to Red Pass Junction

9 **Prince Rupert** The city is situated on Kaien Island, and fronts on a fine natural harbor fourteen miles long, with deep water and good anchorage devoid of strong tidal currents. It is the chief shipping port of the North Pacific coast fisheries, and possesses one of the largest cold storage plants in the world. Immense catches of halibut black cod and other fish are delivered at its wharves, and these reach the eastern markets by way of the Canadian Na-

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tional Railways, thus saving the fishing fleet a 500-mile sail down to the railheads at the more southerly ports. Lumbering and mining are growing industries of the neighborhood. Prince Rupert is the gateway to Alaska, being within forty miles of the Alaskan boundary. It is also a day and a half's sail nearer the Orient than any other North American seaport. One of the features of the waterfront is a 20,000 ton floating drydock owned and operated by the Canadian National Railways. The railway also owns and operates a large shipyard. Aggregate wharfage on the harbor front is 4,790 feet. Canadian National steamers, in addition to other lines, make regular sailings from Prince Rupert to various points along the famous inside passage. Naturally, deep sea fishing is to be had in the vicinity of the port. Population of the city is nearly 6,500.

Leaving Prince Rupert for the east, the train passes to the mainland over a great steel bridge, Kaien being the first station encountered. From the latter point to Hazleton, a distance of 170 miles the railway closely follows the north shore of the Skeena River, of which the traveler obtains a magnificent view en route. The Skeena, next to the Fraser, is the most important river in British Columbia, having a length of 335 miles. Its course is tortuous and marked by rugged canyons and fierce rapids. It is, however, navigable as far as Hazleton, and before the advent of the railway was an important highway for travellers bound for the Omineca and the other interior districts.

9	**Kaien**	The Skeena River is one of British Columbia's
9	**Phelan**	great salmon canning centres, many evi-
9	**Sockeye**	dences of it being seen by the traveler as the
9	**Haysport**	train carries him up-stream. Interest altern-
9	**Tyee**	ates rapidly along the Skeena between the
9	**Skeena City**	river scenes, the great mountains rising on
9	**Kiwinitsa**	either hand, and the various human side of
30	**Salvus**	things. One of the great mountain peaks
66	**Exstew**	that comes within the traveler's range of vision is Mount Sir Robert, named in honor of Sir Robert Borden, while a little over a mile wide on the flank of this mountain is Borden Glacier.

96	**Shames**	Terrace is a growing and thriving settlement.
143	**Amsbury**	Fruit-growing and truck farming are carried on
216	**Terrace**	successfully and are rapidly expanding. The ex-
232	**Vanarsdol**	cellence of the fruit, especially the strawberries, is
286	**Usk**	such that it is in keen demand both on the coast
337	**Pitman**	and in the interior. There are several saw mills
367	**Pacific**	and a brick yard in the district, and gold, silver
404	**Dorreen**	and copper mining enterprises are developing. A

Altitude

450 **Ritchie**
494 **Cedarvale**

short distance from Terrace, on Lake Lakelse, and reached by a good motor road, there are remarkable hot springs, which are already quite famous for their curative virtues. Plans are now being perfected for the erection of a hotel for the accommodation of patients and tourists, whose numbers are steadily increasing.

533 **Woodcock**
577 **Kitwanga**
653 **Andimaul**
737 **Nash**
780 **Skeena Crossing**
845 **Carnaby**

The springs are situated in the midst of beautiful Alpine surroundings. Lake Lakelse lies in the foreground and a 300-acre natural park at the back, with stretches of sand beaches between, encircling peaks of the coast range em bracing all. There is good big game hunting and fishing, the former including mountain sheep and grizzly bears. This locality enjoys a long summer of long days and a short, mild winter. Kitsalas Canyon is encountered about 107 miles east of Prince Rupert. At this picturesque spot many boats were wrecked in the days before the railway was completed. The channel is very treacherous and it was necessary to use a cable attached to the shore in working the supply boats up and down the canyon. At the Indian village of Kitwanga the train stops to allow the traveller to visit the wonderful collection of totem poles and quaint Indian graves. Sometimes the natives are to be seen tossing the salmon nets from their dug-outs into the Skeena if the fish are running.

959 **Hazleton**

Situated on the Skeena where the Kispyox River on the north and the Bulkley on the south join the first-named, Hazleton was in pre-railway days the starting point for prospecting parties bound for the mineral regions of Northern British Columbia and for miners heading for the Igenica placer fields in the northeastern part of the province. It was as far as Hazleton that in 1866 the wires of the Western Union Telegraph Company reached which it was proposed to stretch across Behring Straits and in Siberia connect with the Russian system, and thus give the American continent telegraphic connection with Europe. But the plan was nipped in the bud by the successful laying of an Atlantic cable.

1022 **New Hazleton**
1098 **Bulkley Canyon**
1206 **Beament**
1280 **Seaton**
1332 **Moricetown**
1440 **Doughty**
1550 **Evelyn**
1643 **Lake Kathlyn**

Leaving at Hazleton the Skeena, the railway, striking a southeasterly direction, follows for several miles the Bulkley River, the latter lying to the traveler's left. In the meantime the altitude steadily increases. While traversing the Bulkley Valley the eye of traveler is met by signs of ranching developments. Now the interest, leaving out the scenic effects,

Altitude

centres in mining and Indian life. Rocker Deboule Mountain, near Hazleton, has been aptly termed the "Mountain of Minerals". All the ores found in Hudson Bay Mountain exist here, and in some instances are being mined. Carloads of copper are shipped from here to Prince Rupert, thence to Anyox, on Granby Bay, to be smelted. Bulkley Canyon and Bulkley Gate are features that will arrest the attention of the traveler. The latter was formed by a dyke which crossed the valley before the Bulkley River came into existence, but which in course of a long period of time gave way before the wearing power of the waters. Bulkley Lake is the source of Bulkley river.

Lake Kathlyn, along which the railway runs, is noted for its cut-throat or black-spotted trout. Hudson Bay Mountain, 9,000 feet above sea-level, is situated so near Lake Kathlyn that its image is mirrored in its waters. Deposits of native silver, silver lead, copper and anthracite coal have been discoverd in this mountain. Four miles from the railway is Hudson Bay Glacier; quite visible from the train, it can be reached by horse over a bridle path winding through glorious sylvan scenery, with glimpses of cascading waters roaring down the mountain side.

1616	**Smithers**	Smithers, situated on the Bulkley River, is a
1599	**Tatlow**	divisional point about midway between Prince
1657	**Telkwa**	George and Prince Rupert, and has a popula-
1676	**Hubert**	tion of about 600. It is the centre of a good
1726	**Quick**	dairy, fruit and grain-growing country. There
1795	**Walcott**	are many lakes in the vicinity which afford ex-
1862	**Barrett**	cellent fishing. Large and small game are plen-
1941	**Houston**	tiful. It is estimated that over 100,000 horse-
1966	**Knockbolt**	power could be developed on the Bulkley River
2093	**Perow**	near Smithers, which already has its own
2187	**Topley**	hydro-electric plant for local purposes.
2293	**Forestdale**	Between Barrett and Houston the rail-
2359	**Rose Lake**	way crosses the Morice River. North and
2311	**Palling**	south of the point where the Bulkley and the
2323	**Decker Lake**	Telkwa rivers make a junction lie the Babine
2303	**Burns Lake**	and Telkwa ranges respectively, in which many
2303	**Tintagel**	discoveries of valuable mineral deposits, in-
2281	**Sheraton**	cluding copper, silver, lead and coal, have been
2270	**Priestly**	made. Telkwa, at the junction of the Bulkley
2251	**Savoy**	and Telkwa rivers, is a prosperous little town
		in the heart of a good mixed farming country.

North of Forestdale and two or three other stations further east is Babine Lake, a narrow body of water with a southeast inclination. At Rose Lake the railway crosses the height of

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land. Decker Lake, lying on the south, is a long narrow body of water, which the railway skirts until beyond Priestly.

2237	**Endako**	Endako is a divisional point on the Canadian
2200	**Fraser Lake**	National Railways. Lying north between the
2198	**Encombe**	railway and Stuart Lake and the river of the
2241	**Fort Fraser**	same name is what is known as the "Great
2345	**Marten Lake**	Fertile Belt," while approximately paralleling
2308	**Engen**	it south of the railway are extensive fruit and
2189	**McCall**	farm lands. Fraser Lake is skirted closely
2089	**Vanderhoof**	by the railway. Fort Fraser, situated at the
2091	**Tsinkut**	foot of this lake, is noted as the site of the
2085	**Hulatt**	first trading post established west of the
2088	**Stuart**	Rockies by the Northwest Company, subse-
2144	**Wedgewood**	quently absorbed by the Hudson's Bay Com-
2080	**Hutchison**	pany. A short distance beyond Fraser Lake
2094	**Isle Pierre**	station the railway crossess the Nechako
2036	**Nichol**	River, the south shore of which it follows to
2009	**Bednesti**	Prince George. The valley of this river is
1978	**Chillako**	characterized by its wealth of plateau and
2008	**Miworth**	valley lands suitable for agricultural pur-
1947	**Otway**	poses, fine crops of fall wheat, oats and barley being produced therein, and along its course are many gems of sylvan scenery. A great number of immigrants are coming in along the line of the railway west of Prince George, taking up homesteads. From Prince George to the western end of Francois Lake is navigated by steamboats. During the construction of the railway steamboats carried material and supplies up the Nechako River for more than one hundred miles. Lying south of the railway as it traverses the valley of this river are a number of small lakes, among them being the Tachik and the Klukuls.

1862	**Prince George**	Prince George is a divisional point, and is
1922	**Shelley**	situated at the confluence of the Fraser
1912	**Willow River**	and Nechako Rivers, and steamboat navi-
1955	**Giscome**	gation is possible for over 1,100 miles of
1961	**Newlands**	waterway. It is a growing railway town of
1998	**Aleza Lake**	3,000, and in its vicinity, besides forest re-
1999	**Hansard**	sources and agricultural lands, are to be
2005	**Dewey**	found gold copper, galena and coal. The
2040	**Hutton**	town has an electric light and power plant.
2175	**Longworth**	Among its industries are saw mills, a sash
2181	**Lindup**	and door factory, and arrangements are
2073	**Penny**	being completed for the establishment of a
2127	**Guilford**	$5,000,000 pulp and paper mill. The Pro-
2080	**Bend**	vincial Government is constructing a rail-
2118	**Kidd**	way from Prince George to Vancouver. The
2116	**Urling**	town has three hotels. Quite a number of

Altitude		
2152	**Loos**	farmers and stock men are locating in the
2191	**Rooney**	district. The Caribou mining district and
2230	**Rider**	other southern interior points can be reach-
2306	**Legrand**	ed from Prince George. In 1807 the North-
2360	**McBride**	west Trading Company established a base
2355	**Eddy**	here and named it Fort George. Alexander
2445	**Raush Valley**	MacKenzie passed this point in 1793 on his
2559	**Dunster**	voyage of discovery to the Pacific coast, and
2518	**Croyden**	it was from here that Simon Fraser in 1808
2411	**Shere**	explored the Fraser to its mouth.

Leaving Prince George, the train crosses the Fraser River on a steel combined railway and general traffic bridge. Here the river takes a sharp turn to the south while flowing towards its outlet on the coast near Vancouver.

2518 **Croyden**
2411 **Shere**

Striking eastward, the train, a few miles beyond Prince George, croses the Willow River, which takes its source in the once-famous gold-diggings country of Barkerville. Rich discoveries were made away back in 1861, and on the Diller claim two men washed out $52,000 worth of the yellow metal in twenty-four hours, while $300,000 was secured during its life-time. A few miles further, and the Bear River is crossed, while near Aleza Lake the line turns southeast, but still following the Fraser. In the vicinity of lakes Aleza, Hansard and Eaglet lumbering operations are carried on. At Hutton the traveller may see a genuine saw-mill town, the company operating here having most up-to-date equipment, including railway locomotives and logging cars. Near Longworth promising samples of copper and gold have been discovered. Shortly after leaving Bend the railway crosses to the south side of the line, there are vast resources of spruce, fir and cedar. Near Loos the railway again takes to the northern shore of the Fraser, and just beyond Rooney crosses Goat River, at the headwaters of which gold nuggets have been found in placer gravel. Many of the mountains seen from the railway are over 8,000 feet high. These, with the dark green forests in the foreground and the picturesque Fraser near at hand, create a picture whose charm and beauty, once seen, is never forgotten. No continuous trails having ever been cut along the rugged shores of the historic Fraser, the only means of transportation until the advent of the railway being such as the canoe afforded. During the construction of the railway all material was transported by scows. Some fourteen hundred of these were built at Tete Juane, nearly all of which successfully reached Fort George, notwithstanding that a water journey of about three hundred miles was entailed.

Opposite Rider are to be seen Mount Sir Rider and Haggard Glacier, all three of which were named in honor of the famous English novelist, who visited the site while en route from Vancouver to Winnipeg in 1916, and who discovered in outline the figure of a lion couchant on the face of the mountain. A remarkable feature in connection with Mount Sir Rider is that when viewed from the observation car of westbound trains its height apparently increases rapidly as the intervening space is lengthened, and at a point fully fifty miles beyond appears at its best directly in the centre of the track to the rear of the train. No other mountain on the line can be seen for so great a distance, with possibly the exception of Roche Miette, which guards the eastern entrance of Jasper Park, and which may be seen many miles east and from the park itself on the west.

McBride, a divisional point, is situated where the valley of the Fraser is broad and level, and in the vicinity of the town small farms are being brought under cultivation. Valuable timber is also to be found near the river, while north of the town iron ore has been discovered, but so far it is only in the prospecting stage. Leaving McBride, Holmes River, Nevin, Eddy and Castle creeks, and Shuswap River are in turn crossed. In the vicinity of Raush Valley Dunster, Croyden and Shere mixed farming is carried on, while lumber mills are to be seen at various points. Big game—moose, caribou, mountain goat, black and grizzly bear—are to be found in this territory, and in the rivers and streams Rainbow and Dolly Varden trout are to be had. Although this great, vast interior of British Columbia was traversed by canoe a hundred years ago by men engaged in the fur trade, relatively little has yet been done in prospecting its natural resources.

Through Mount Robson Park.

Altitude		
2395	**Tete Jaune**	In the early days Tete Jaune (Yellow-
2640	**Rearguard**	head) was a trading post at the head of
2823	**Swiftwater**	navigation on the Fraser River, and situ-
3097	**Mount Robson**	ated on the north bank of the latter. Its
3396	**Resplendent**	name is believed to have had its origin in
3394	**Red Pass Junction**	the physical characteristics of James

Hawes, a clerk presumably in the employ of the Northwest Trading Company and who was in charge of Jasper House, which he is said to have constructed. This man was big of frame, but that which particularly characterized him was a shock of reddish hair. French being commonly spoken at the time by the fur traders in that part of the country, he was dubbed with the cognomen "Tete Jaune" (Yellow Head). Thus we have Jasper House Yellowhead Pass and Tete Jaune Cache, all originating from the same source. At the last-named place Jasper Hawes is said

Altitude

to have in 1800 cached supplies. In the vicinity of Tete Jaune mica is found in varying quantities and size, some measuring 16 by 28 inches. The soil is mostly sand and gravel out on the flat, but improves somewhat near the base of the mountains.

2823 **Swiftwater** Across the Fraser Valley from Swiftwater Station a break in the Little Grizzly Range may be observed. Through this gap, Swift-Current Creek, a torrential stream plunges on its way to join the Fraser. The valley from which it comes is to be named Revelation Valley owing to its scenic wonders. For description of Mount Robson and the trail to Berg Lake, see pages 22 to 23.

At Red Pass Junction connection is made with the main line of the Canadian National Railways.

Eastward on the Main Line.

3394 **Rainbow** Leaving Red Pass Junction, eastward-bound on the main line, the railway skirts the northern shore of Moose Lake, a beautiful body of water, eight miles long and from half a mile to a mile and a half wide. At Rainbow Station, a beautiful cascade can be seen across the lake, coming from the glaciers of mountains concealed from view in the Sellwyn Range, which falls about 1,000 feet down the mountain side and into the lake.

3455.0 **Grantbrook** The line crosses the Fraser twice, and follows the river to Grantbrook, over which a fine steel bridge has been built about half a mile west of the station. This stream, in which there is very good trout fishing, rises near the Alberta boundary, flows down the valley west of Mount Mowat and enters the Fraser.

Moose River is reached, and the swift water of this turbulent stream is crossed at the foot of Rainbow Canyon, up which there are three large cascades. Only a few hundred yards from the railway is Rainbow Falls, a beautiful cataract which rushes down between precipitous walls of over 150 feet just before it reaches the outlet of the Canyon. The sides of the Canyon are beautifully wooded, and the trail, which gives a number of opportunities to see the Whirlpool and the falls, is one of the greatest attractions of the district. There is a trail from here to Mount Robson.

3650 **Lucerne** With the grade gradually ascending, the traveller reaches Lucerne, which is noted as occupying the highest altitude of any station on the Canadian National system and as the last station encountered in British Columbia on the route eastward. From a point about one mile west of the town a magnificent view is obtained of Mount Fitzwilliam, one of the most distinguished mountains in the

Rockies, rearing its spire-like peaks to a height of 9,600 feet, and lying southeast of Lucerne. Directly opposite the town, to the north of the lake, is Yellowhead Mountain, which appears to guard the Pass with its forbidding, saw-tooth crest. Lucerne is a pretty Alpine-like village. Within the townsite there is a very pretty little lake situated on a point of land which juts out into the Yellowhead Lake. This point of land will later be laid out as a park.

Continuing eastward from Lucerne, the railway follows closely the shore of Yellowhead Lake, four and a half miles in length, surrounded by a dense forest, and noted for the creamy sap green of its waters. On the south side of the lake, near the centre of its shore line, a fine cascading glacial stream comes in from the snows of Mount Fitzwilliam. There are a number of other lakes in the vicinity whose waters are varied and beautiful in their color effects. Soon the train is for a moment or two riding the "back of the Rockies" and the boundary line between British Columbia and Alberta. A sign board marks its exact location.

THE PROVINCE OF ALBERTA

Alberta, created a province in 1905, having previously been a part of the Northwest Territories, has an area of 255,285 square miles, or twice the size of Great Britain and Ireland. In length it is 750 miles from north to south, while its greatest width is 400 miles. Population according to census of 1921, is 582,000, an increase of 55.34 per cent. in ten years.

Arable land available for cultivation is estimated at 90,000,000 acres. Although only ten per cent. is at present being utilized, the annual average value of the field crops of the province for the three years ending 1921 was $161,791,000. A few years ago Alberta did not make enough butter for its own requirements. To-day of creamery butter alone it produces about twelve million pounds, and under Government inspection is exporting to other parts of the Dominion, to the United States, and to countries over-seas. Total dairy products in 1920 had a value of $34,000,000. Live stock in 1921 was valued at $128,579,000. Ranching is still carried on extensively.

The coal resources of Alberta exceed by far those of any other province in the Dominion, scientists estimating the total reserve at 1,072,627,400,000 metric tons, or over 80 per cent. of that of Canada as a whole and one-seventh of the world's supply. Production has rapidly increased during the past few years, the output for 1921 being estimated at 6,907,765 tons.

Although basically an argicultural province, Alberta has made rapid headway in respect to its manufacturing industries, the latest available figures, namely those for 1919, giving the factory products a value of $95.000,000, compared with $30,592,833 in 1915 and $18,788,826 in 1910.

As a scene for the sportsman, Alberta is rich in its attractions. Moose, elk, deer and caribou are to be found in various parts of the province, while in that portion of the Rockies included within her territory are among other big game, mountain sheep and mountain goat. Wild duck nest and rear their young in practically every slough and lake. Among other game birds are wild geese, prairie chicken, partridge, grouse and snipe. European pheasants, introduced a few years ago, are rapidly spreading throughout the country.

Within the confines of the province are 4,474 miles of railway.

Altitude

3631 **Mount Cavell** Mount Cavell is the first station reached

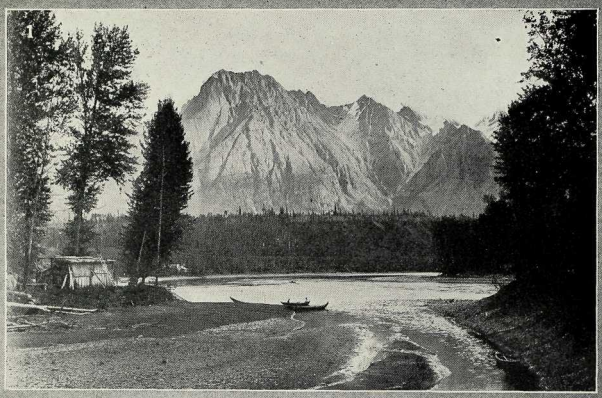
3590 **Geikie** after crossing the interprovincial boundary line. Leaving Geikie, the railway, hemmed in on both sides by mountain ranges, follows the course of the Miette River, traverses the Yellowhead Pass (discovered in 1826), and after a run of a little over eight miles from the last station, the traveller enters Jasper.

Yellowhead Pass was discovered in 1826 and thereafter, because of its low altiture, became of great importance as a route for the transportation of merchandise to and from the Pacific. For several years it was known as the Leather Pass because of the heavy loads of dressed leather shipped through it for making tents, mocassins, etc. It was not, however, until the advent of the railways that the Yellowhead Pass received due recognition. The maximum grade of the Canadian National Railways traversing the Pass does not exceed one-half of one per cent., although the altitude is 3,712 feet above sea-level.

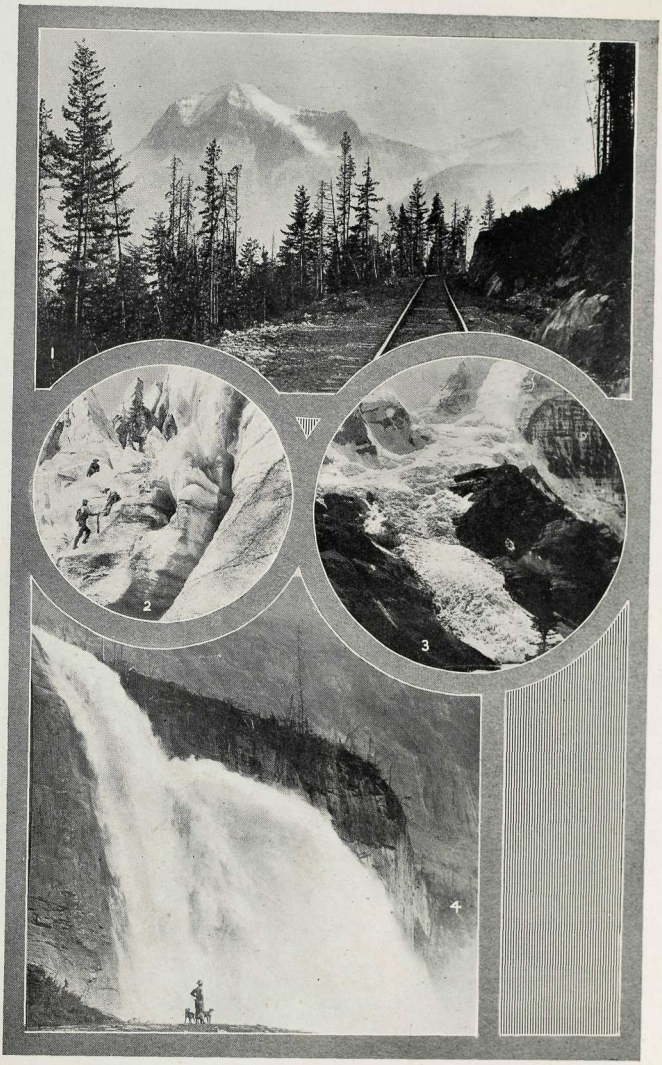
At the Height of Land, elevation 3,720, little distance divides the watercourse of Miette, which flows into the Athabaska, and thence to the Arctic Ocean, and the headwaters of the Fraser River, which flows into the Pacific.

Through Jasper Park

3456.0 **Jasper** On the opposite side of the Athabaska is the outlet of the Maligne River, one of the most remarkable streams in North America, running for miles underground. The Maligne River is a much larger body of water, flowing into Medicine Lake, 10 miles above, than it is entering the Athabaska, and this is something that has never been explained, but it is surmised that it is more or less subterranean all the way from Medicine Lake. The original bed of the stream, now moss-grown, may be followed for miles, and where the water reappears in the Canyon only a comparatively small quantity of it is visible. The Canyon is one of the most spectacular in the Rocky Mountains; its bed, which the stream has been cutting through for centuries, is enclosed by walls, in some places 200 feet deep, and it narrows



1—Junction of the Skeena and Bulkley Rivers.
2—Bulkley Gate and Canon, Central B.C.



1—Mt. Robson (Elevation 13,069 feet), from C.N. Rys., Main Line.
2—Climbing Mount Robson. 3—Main Glacier, Mt. Robson.
4—Emperor Falls, Mt. Robson Park, B.C.

in many places to less than ten feet in width. In years gone by the waters appear to have flowed in various channels. On the surface of the river may be seen huge pot-holes, some of them over fifty feet in width, cut out of the rock by the swirling waters. While there are other canyons in Jasper Park which are much larger, the Maligne Canyon—owing to the straight cut character and depth of its rocky walls and the huge size of its pot-holes—is considered by distinguished geologists to be the most remarkable in the world. A bridge has been built over a part of the Canyon, where a view of the gorge is obtained. Here a cascade falls precipitiously at a point where the chasm reaches its narrowest width, the waters disappearing in the depths below.

Jasper nestles like a gem in the Athabaska Valley, which here widens considerably. Mount Tekarra, with its snow-capped peak, overlooks the town, while nearby is the point at which the Miette River makes its confluence with the Athabaska. The former is seen to flow from the west down the Yellowhead Pass, like a tiny thread of silver, in its haste to join the mighty Athabaska. The town is the headquarters of the Canadian National Parks Branch that has the supervision of Jasper Park, a game preserve and forest reservation of 4,400 square miles. A beautiful townsite has been laid out, with the Government building, a handsome stone structure of artistic design, in the centre.

Delightfully situated on the shore of Lac Beauvert, three miles from Jasper Station, with which it is connected by motor car service, is Jasper Park Lodge, owned and operated by the Canadian National Railways' Hotel Department. Of artistic log construction, the Lodge comprises large lounge building, surrounded by dining hall, dancing pavilion, and separate sleeping buildings each containing sitting-room and four bedrooms, electric lighted, and with all modern conveniences, running water in each room, baths, etc. Jasper Park Lodge affords a delightful stop-off point for the trans-continental traveller. Within easy reach, afoot or by motor car, are numerous points of interest. Maligne Canon and Gorge, one of the most interesting attractions in the Park, is but six miles distant. Riding is, of course, the popular pastime, and ponies are available for this exhilarating sport. Guides, pack-horses and full outfits can be obtained at the Lodge for trips over the longer trails, and also for hunting expeditions beyond the borders of the Park.

Looking up the river a panorama of even greater beauty is seen. On the left of the Athabaska, in the distance are Kirkesline and Hardisty, snow-capped and grim, rising to a great height. On the opposite side of the valley, but nearer, is Mount Edith Cavell, 11,033 feet high, with glaciers that

appear to come right down to the foothills. Nearer, on the same side as Mount Edith Cavell, Mount Chevron stands back some distance, with a large glacier which seems to end in a crater-like cup. Up the Athabaska, the Whirlpool River is seen coming out of the hills and joining the Athabaska, and the mind travels back to the historic year of 1810 when David Thompson ascended this river and discovered the Athabaska Pass in 1811. Astoria River, named after the old Astoria Fur Company of Jacob Astor, can be seen coming from the back of Mount Edith Cavell; then nearer to us Portal Creek, both glacial streams that enter the Athabaska. The scene is not only beautiful, but affords the traveller an opportunity of obtaining some idea of the geography of the country, a bird's-eye view of the point of historic interest.

A trail has been built by way of Maligne Canyon along the valley between the Maligne Mountain and the Colin Range, past Medicine Lake, to Maligne Lake. This is, perhaps, the most beautiful sheet of water in the Rockies, surrounded by mountains which rise from the sandy beaches at the water's edge. The effect of the snow-capped peaks, with their brown shale exposures splashed with crimson stains, the glaciers and the dark verdure of the foothills reflected in the water, form a picture of amazing beauty. The traveller may return from the lake by way of Shovel Pass, which takes him up to an altitude of nearly 8,000 feet, and affords one of the finest views in the mountains. Ice fields, a hundred snowcapped mountains, most of them unnamed, may be seen from an elevation a few feet above the Pass. On the descent, Mount Edith Cavell in all its magnificence is in full view to the south and grim Hardisty and Keresline to the southeast in the distance.

Mount Edith Cavell has been dedicated by Canada as a monument to the memory of the heroic British Red Cross Nurse who perished under the bullets of a German firing squad in Belgium. It is a mountain of striking beauty, from its rugged base to the crown of glistening snow at the peak, 11,033 feet above the sea. A glacier, with arms extended in the form of a cross, clings to its slope. Its foot is carpeted with the rosy-hued heather and uncountable vari-coloured flowers of the wild. In all the world there is probably no other memorial so simply grand as this to a humble nurse of the Red Cross.

Plans for the further improving of the trail to Mount Edith Cavell are in progress. Even now the journey is neither difficult nor dangerous, and the mountain vistas at the end of the trail are well worth a much greater effort.

By taking a bridle trail from the station at Jasper up Mount Signal, a magnificent view of the valley of the Atha-

Altitude

baska can be obtained, and the course of David Thompson on his memorable journey may be followed by the eye up to the Whirlpool River, past Mount Edith Cavell, and on towards the Athabaska Pass and the Committee's Punch Bowl. The Punch Bowl is a circular basin of water, twenty yards in diameter, and is named in honor of the fact that here in 1825 Sir George Simpson, governor of the Hudson's Bay Company, treated his party to a bottle of wine, there being "neither time nor conveniences to make a bowl of punch."

Packers and outfitters have made Jasper a headquarters and some of the best guides in the Dominion are stationed here. Pack horses and riding ponies of the Cayuse brand are available at short notice to handle parties of any size. There are also now available automobiles for trips to the Maligne Canyon, Pyramid Lake and other points. The men guiding here are of a type peculiar to this place only, generally Alberta or British Columbia born, often University men, but frontiersmen nevertheless, equally used to riding the plains or the mountain trail, with a full knowledge of the country and a marvellous fund of ancedotes.

Mount Tekarra reaches an altitude of about 8,703 feet, and is not difficult to climb. From the Gendarme, a lower peak, altitude 7,400, at the west side of the mountain, there is a magnificent view of the Athabaska Valley. The rich coloring of the reds and blues of Pyramid Mountain, altitude 9,736, arrests the attention first, and as the eye follows the tortuous course of the Athabaska, the Maligne River is seen to come in between the Colin and the Maligne Ranges, of which Mount Tekarra forms a part. About two miles below can be clearly distinguished the site of the now historical Henry House. Down the river on the opposite side, three snow-capped peaks of the Snaring Mountains appear, and below them another range, with Roche De Smet (named after the pioneer missionary, Father De Smet) in the distance. Eighteen lakes can be seen from this mountain; the waters of most of them are of an emerald green, so brilliant that the color is difficult to describe.

Leaving Jasper by the south end of the town, and following a bench of the old river bed, the railway strikes a northeasterly direction.

ACROSS CANADA

Jasper to Edmonton

3348 **Henry House** Although only a vestige of Henry House now exists, its site is of historical interest, for it was here that in the old fur-trading days the Northwest Company had one of its important trading posts, its found-

Altitude

ation dating about 1812. The site is situated at the upper end of the "S" formed by the channel of the Athabaska, lying close to the west is the Palisade Range, while across the river is the spot at which the Maligne River joins the Athabaska. An excellent view is also to be obtained of Roche Bonhomme. The fact that here is one of the best fording places to be found for some distance along the shores of the Athabaska probably explains its original selection as a trading post. William Henry, who was in charge of this trading post and gave it its name, is the Henry who accompanied Thompson in 1811, and should not be confounded with Alexander Henry, the pioneer explorer. It is held that William Henry accompanied Thompson as far as Whirlpool River, a stream which joins the Athabaska, a short distance to the south, but was sent back with some of the horses owing to a lack of feed.

3290.0 **Snaring** Crossing the Snaring River, which flows across Henry House Flats, the railway skirts the base of mountains of Devonian limestone and the shore of Jasper Lake. To the west is a view of the beautiful Snaring Valley, with its snow-capped peaks and glaciers.

3304.0 **Devona**
3269.0 **Bedson** At the foot of the Roche Miette, the swift-flowing Athabaska River widens and splits into several small channels. Here the line crosses the Snake Indian River about three-quarters of a mile inland. This stream comes in from the west and turns north, running parallel with the line for some distance. On the opposite side, in the valley between the Fiddle Range and the Colin Range, which rears its ragged peaks of grey limestone 9,000 feet in altitude, the Rocky River flows into the Athabaska. The Snake Indian and Rocky Rivers are not only the two largest tributaries of the Athabaska, but they form the greatest trench in the Rockies.

Under the shadow of Roche Miette, and near Jasper Lake is what is believed to be the last site of the historical Jasper House (originally Jasper Hawes' House) a trading post of the Northwest Company. De Smet, the Belgian missionary, records having stopped here in 1846. De Smet is the missionary-explorer whom history tells us members of the Hudson's Bay brigade found at the head of the Yellowhead Pass "cheerfully undertaking a fast of thirty days to reduce his corpulance sufficiently to enable him to continue his journey to the Columbia, for the first time in his life on snowshoes." Roche de Smet, a mountain named in honor of this missionary worthy, lies to the west of the traditionally last site of Jasper House. The traditional site of the original Jasper House lies on the west side of Brule Lake near its northern

Altitude

tip, and, as the crow flies, some fifteen miles or more further north. This post was probably established by Jasper Hawes in 1811 or 1812, the year following David Thompson's discovery of Athabaska Pass. According to Tyrrell, Jasper worked for Thompson on the Peace in 1804. Later, when John McGillivray, in charge of the Northwest Company's operations at Lesser Slave Lake, took over the Athabaska Valley, he probably sent in Jasper Hawes to conduct a trading post at this point. There is no trace of this building, but very old Indian trails can be seen leading in from the valley of the Rocky River on the south and from the Stoney to the Athabaska River. In years gone by, the Cree Indians, coming from their hunting and trapping grounds on the Snake Indian, the Sulphur and the Stoney rivers, brought their furs into this post. Another old trail came down the valley from the upper waters of the Athabaska and the Whirlpool Rivers, and there is little doubt Indians used to come in through Poboktan Pass to trade at this point and at Henry House.

3265.0 **Brule** A splendid view is obtained of Roche de Smet to the south and of Roche Miette on the other side of the Athabaska. This mountain rises nearly 7,599 feet above the sea level, a great rock mass eroded at the crest in an imposing style of mountain architecture; at the sides great buttresses stand out. Crowning all are perpendicular cliffs broken by chimneys, giving the whole a castellated appearance that reminds one of a huge fortress with its strong tower or keep at the highest point. The lowest rocks outcropping here are of Cambrian age, and underlie a series of sediments capped by fossiliferous Devonian limestone which is exposed in the cliff.

The traveler here reaches a portion of the park where mountain goat and mountain sheep are plentiful. The protection given to the game has had the effect not only of increasing the quantity, but in some cases of making them lose the fear of man. This is particularly so in the case of the mountain sheep on the slopes of Boule Roche Mountain and the hills west of it close to the railway. The mountain sheep is one of the most wary and timid of animals, with a wonderful eye; it can always see the man before being seen, and hunters find the sheep looking at them, however careful their approach, regardless of the direction of the wind; yet here and across at Pocahontas they are seen nearly every day feeding on the hills, and often coming right down to the railway, where they can be seen from passing trains. A tunnel eight hundred feet in length carries the line under the slope of Boule Roche, a mountain 7,230 feet, and meaning "ball rock".

Altitude

3248.0 **Errington** The railway runs in the vicinity of the exposure of the Brule Lake coal area on the west side of the valley. A deposit of coal said to be one of the best quality yet discovered in Alberta is being worked there. The northern limit of this coal field has not yet been ascertained, but from the general topography it is probable that it extends into the foothills as far as the Smoky River, and is closely connected with another area within the mountains on Moosehorn Creek. The Brule Coal area is estimated by the Department of Mines to contain over 600,000,000 tons of coal. To the north there are extensive deposits of anthracite, said to be equal in quality to the best American anthracite.

3248.0 **Solomon** Following the Athabaska River, and skirting for seven miles the northern shore of Brule Lake, at the east end of the latter Solomon Creek is encountered. This creek comes in from the north, where David Thompson, the explorer, spent part of the winter in 1810, and is said to be the site of a very old trading post run by what were known as the "free traders", who took the opportunities afforded by the fights between the Northwest Trading Company and the Hudson's Bay Company to catch the Indians coming in from the plains east of the Rockies with their rich catch of furs. On account of a legend cut in an old tree, which existed up to a few years ago, it was thought this was one of the posts of the X. Y. Company, an offshoot of the Northwest Trading Company. Others are of the opinion that the operations of the X. Y. Company did not extend to this district. On an island in the lake near this point David Thompson visited the camp of an early Iroquois Indian, who was undoubtedly one of the party of Iroquois who made the great trek from the East, arriving at Edmonton in 1805. Descendants of these Indians, who intermarried with local tribes, still live in this locality. The traditional site of the original Jasper House lies a short distance southwest of Solomon.

3173..0 **Entrance** Just as this is termed, when traveling from the east towards Vancouver, "The Gateway to Jasper Park and the Rocky Mountains", it is equally appropriate, journeying toward Halifax, to call it the gate of exit from this remarkable part of the continent. Glancing backward, however, it is still possible for the traveler to get a farewell view of snow-capped peaks rising 8,000 feet above sea level, the eastern fringe of that "Sea of Mountains" stretching for a distance of approximately six hundred miles to the Pacific Ocean. He journeys, however, for a considerable distance eastward before their outline of blue grey is altogether lost to view.

Altitude

Descending the valley of the Athabaska River, a great waterway 765 miles in length, and which David Thompson followed in early pioneer days, it should not be difficult to picture the stirring days of a century ago when this part of the country was a centre of the fur trade, and when the Indians used to come in on snowshoes with dog trains, bringing in their pelts and bargaining with the traders.

Bound Prairie-Wards.

3243.0	Bliss	Approaching Obed, the railway for the time-being bids farewell to the Athabasca River. Near Dandurand there is a large modern cement factory, utilizing in its products materials found in the vicinity. From Bickerdike a branch line runs south to Coalspur, where it forks out, one section going to Mountain Park and another to Lovett on the Little Pembina River. For several miles the railway runs through a rolling country criss-crossed by numerous rivers and streams, along the course of some of which old beaver meadows, providing good pasturage, are found. Taken as a whole the land is well adapted for general mixed farming and the raising of live stock. From Edson a Government roadway runs north to the Little Smoky, a river 185 miles in length. At this point, Mountain Time coming into vogue, the traveler moves the hands of his watch forward an hour.
3355.0	Dalehurst	
3562.0	Obed	
3473.0	Hargwen	
381.0	Medicine Lodge	
3264.0	Galloway	
3184.0	Dandurand	
3103.0	Bickerdike	
3027.0	Anset	
2974.0	Edson	
2882.0	Yates	Between Yates and Otley the railway crosses the McLeod, a river which joins the Athabaska about twenty miles to the north. As the train proceeds eastward the land becomes rolling, with a succession of ridges 15 to 20 feet high with intervening valleys. South of the town of Chiplake is a good-sized settlement, through which lies the old Yellowhead Pass pack trail, in early pioneer days one of the established routes between the western prairies and the Pacific Coast. Before entering Niton the Lobstick River is crossed. Near Leaman the line encounters Chip Lake and follows its southern shore until approaching Junkins. Approaching Entwistle the railway crosses the Pembina, a river 210 miles long and the most southerly in the prairie provinces whose waters reach the Arctic Ocean.
2842.0	Wolf Creek	
2833.0	Rosevar	
2778.0	Pears	
2758.0	Otley	
2747.0	Niton	
2646.0	MacKay	
2601.0	Leaman	
2605.0	Chiplake	
2609.0	Junkins	
2567.0	Lobstick Junction	
2569.0	Styal	
2554.0	Evansburg	
2560.0	Entwistle	
2429.0	Gainford	
2383.0	Fallis	
2374.0	Wabamun	
2372 0	Duffield	
2450.0	Carvell	
2211.0	Stony Plains	

Altitude

2315.0 **Spruce Grove**
2329.0 **Acheson**
2225.0 **Bissell**

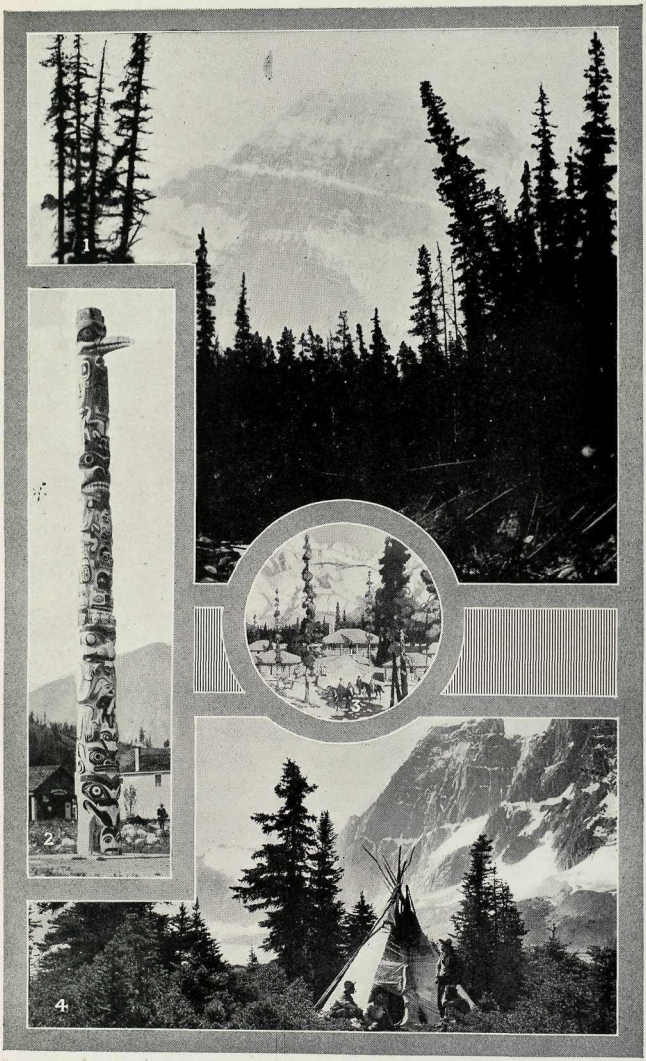
Its course is northeasterly, and flows into the Athabaska on its way to the Ocean. The beautiful steel bridge at this point is the highest on the system, being 213 feet above the river and 900 feet long. Near Gainford is Isle Lake, in the vicinity of which coal outcroppings are so common that the farmers are able to obtain their supply of fuel from their own land. West of the lake are large sloughs capable of producing enormous crops of hay. At Seba Beach, a summer resort, the railway comes in contact with Wabamun Lake (the Indian meaning for mirror), a beautiful body of water fourteen miles in length and three in width, and noted for its choice white fish—thousands of pounds of which are annually marketed. Pike are very plentiful here. Proceeding eastward, the railway closely follows the winding shore-line of the lake its entire distance, passing en route the town of Wabamun, crossing an arm of the lake and at its eastern extremity passing Kapasiwin Beach. About ten miles north of the town of Wabamun is Lake Ste. Anne, a popular summer resort reached by rail from Edmonton.

The City of Edmonton.

2175 **Edmonton** Edmonton, the capital of the Province of Alberta is favorably situated both from a picturesque and a commercial point of view. Its commanding position on the high banks of the Saskatchewan River gives it a picturesque attractiveness, while its geographical position is such as to ensure commercial importance. It was because of its adaptation in the latter respect that the Northwest Trading Company over a century ago selected it as the site of a fur-trading post and built a fort there to protect it. The site of that fort is to-day occupied by the imposing Parliament Building of the Province.

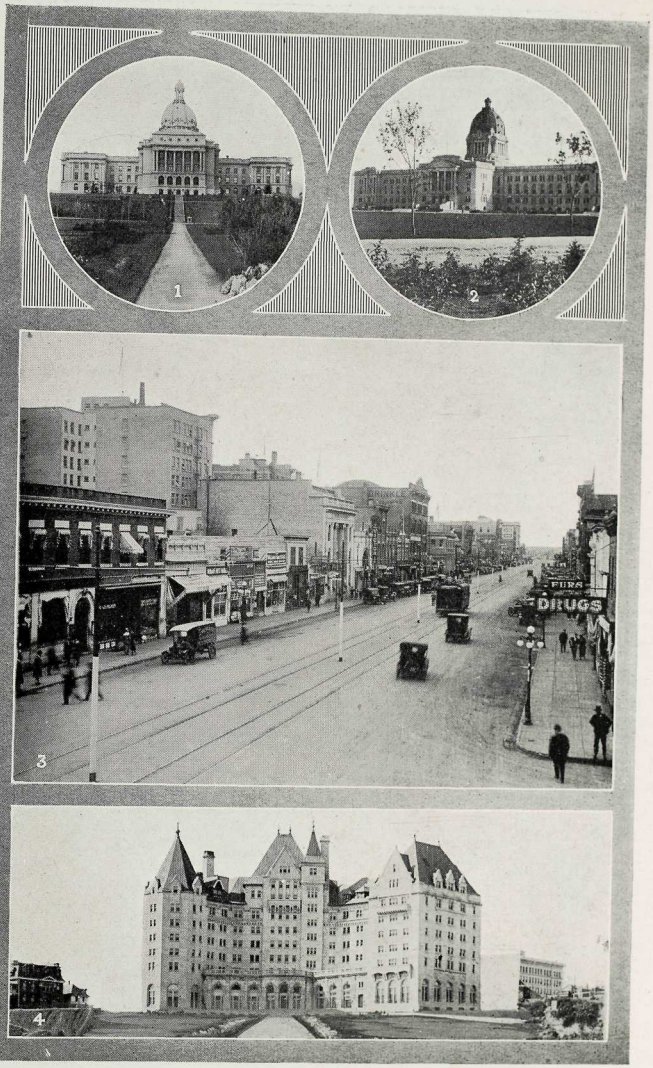
Even before the advent of the railway Edmonton was a place of some importance, being a centre from which trappers and fur-traders began their journey into the northern wilds, while the mighty North Saskatchewan flowing past its shores served as a highway to and from distant parts of the Great West. Twenty years ago it had a population of 2,626. When in 1905 the Canadian Northern, now a part of the Canadian National Railways system, entered the city, the population was 10,000; now, according to the census taken 1921, it is nearly 59,000.

Some conception of the importance of Edmonton as a distributing centre may be gathered from the fact that it has more than one hundred wholesale houses. It also ranks as a manufacturing centre, the output of its factories having an



JASPER PARK, ALTA.

1—Mt. Edith Cavell. 2—Totem Pole. 3—Jasper Park Lodge, Jasper, Alta. 4—Amethyst Lake Camp.



1 and 2—Legislative Buildings, Edmonton and Regina. 3—Jasper Avenue, Edmonton, Alta. 4—The Macdonald Hotel, Edmonton, Alta.

annual value of nearly $31,500,000. Its most important industry is meat packing, there being three large plants employing on an average 1,200 hands. There are also several large creameries, Edmonton being one of the most important butter-making centres in Canada. The annual output of butter now exceeds 7,000,000 pounds, over half the total of the entire province. Among other products manufactured are canned fish, flour, breakfast foods, biscuits, clothing, wire fencing, cigars, metal goods, trunks and suit cases, motor-boats, lumber, sashes and doors, brick and other clay products. The city is also the site of large stock yards.

Edmonton burns its own coal, and may be said to literally stand upon coal. The fact that outcroppings of the latter are to be seen on every hand in the vicinity may well indicate this. But that which is the best proof of its existence in and about the city of over thirty coal mines.

Just as Edmonton was in pioneer days the centre from which trails diverted, to-day it is even more pronounced as a railway centre. It is the headquarters of three transcontinental systems, while the Canadian National Railways has in addition seven branch lines diverging from the city. One of these branches runs south to Calgary (population 63,117), and another north to Athabaska Landing; one northwesterly to Whitecourt on the Athabaska River and projected to the Upper Peace River country, and one northeasterly to St. Paul de Metis, on the north side of the Saskatchewan, through a beautiful agricultural and stock country, richly endowed with Nature's gifts. It is proposed to extend the last named line to North Battleford.

That Edmonton has been equally progressive in respect to education may be gathered from the fact that it has thirty-six well-appointed public schools, two high schools, seven colleges, and an excellently equipped technical school. It is also the site of the University of Alberta, which occupies a magnificent position on the banks of the Saskatchewan overlooking the Parliament Buildings. The city owns and operates all its public utilities such as street railway, telephones, electric light and power and water services. There are also two municipal hospitals. Civic parks comprise eight hundred acres, including municipal golf links.

The Macdonald, the leading hotel of the city, is owned and operated by the Canadian National Railways. It is situated on the north bank of the North Saskatchewan River and commands a glorious view of the wonderful valley below. Few hotels in the country are favored by so fine a vista.

That Edmonton has a great industrial and commercial future there can be no doubt. It is the gateway to the Peace River territory, noted for its agricultural possibilities, and

Altitude

greater in area than Germany. Being also the gateway to the Mackenzie River basin, it follows that Edmonton is certain to profit from whatever results are likely to be obtained from the promising oil discoveries which have been made there of late. Companies interested in the North Alberta oil fields usually outfit in Edmonton.

ACROSS CANADA.

Edmonton to Winnipeg.

2149.0	Clover Bar	Leaving Edmonton for the 801-mile journey
2245.0	Bremner	across the prairie to Winnipeg, the railway
2332 0	Ardrossan	strikes a southeasterly direction. Beyond Un-
2447.0	Uncas	cas it crosses a narrow arm of Cooking Lake.
2433.0	Cooking Lake	This lake is a popular resort for the people
2433.0	Deville	of Edmonton and other central Alberta towns,
2397.0	Lindbrook	and quite a number of summer cottages
2284.0	Tofield	nestle along its shores. Tofield, forty-one
2222.0	Shontz	miles east of Edmonton, is the terminus of
2264.0	Ryley	the Tofield-Calgary branch. The town has a
2237.0	Poe	population of over 600, and is the distributing
2243.0	Holden	centre of a large and rich mixed farming dis-
2229.0	Bruce	trict with considerable grain growing. Three large coal mines are within a mile of the town, while a mile to the northeast is Beaverhill Lake, 18 by 12 miles, a beautiful summer resort with splendid facilities for boating, fishing and shooting. From Ryley a branch of the Canadian National Railway, runs south to Calgary, passing en route through Camrose, Alix and other towns. Running north from the town is a branch to Vegreville.

2243.0	Torlea	Viking, with a population of about 500, pos-
2256.0	Viking	sesses a flow of natural gas (a flow of
2290.0	Phillips	40,000,000 feet per 24 hours), and in addition
2294.0	Kinsella	to a number of stores, has a packing plant.
2337.0	Jarrow	Besides Roman Catholic and Baptist churches,
2237.0	Irma	the town has a Community church. Pretty
2124.0	Hawkins	Lake is three miles distant from Viking. Lying
2125.0	Fabyan	south of the line from Phillips to Fabyan, a distance of nearly thirty-one miles, are a number of small lakes and streams, the Vernon being the largest of the former. Between Hawkins and Fabyan the railway crosses the Battle River, which courses through a deep valley.

2207	Wainwright	Wainwright is from the standpoint of the tourist of particular interest from the fact that it is the site of the now famous Buffalo Park. The park itself is the world's most unique in a two-fold respect. In the first place the world's largest herd of buffalo, the animal

Altitude

which, until a generation ago, covered the prairie in millions. In the second place the park, having an area of 160 square miles, or approximately 100,000 acres, is the world's largest fenced-in park. The fence is seven feet high and is of woven wire.

There is an interesting story in connection with this herd. The nucleus of it was originally owned by a man in Montana. Finding it beyond his ability to take care of, he offered it to the United States Government, but while Congress was debating the subject a representative of the Canadian Government came along and made a bid which was accepted. There were at the time 706 in the lot, and the price paid was $250 per head f.o.b. Edmonton, delivery to be made by railway, a task which was accomplished with the loss of eight animals. To-day, sixteen years later, there are over 5,000 in the herd. But there is still another lot of interesting animals in the park. And that is the cattalo, a cross between a buffalo and a cow. The originator of this animal was an Ontario man, who bred a domestic cow to a buffalo bull and then a buffalo cow to a domestic bull. The progeny from these two matings were in turn mated, and the cattalo, noted for its beef-giving qualities, was the result. Moose, elk, deer and antelope are also preserved in the park.

Wainwright itself has a rather interesting origin. Near its present site in pre-railway days was a little town by the name of Denwood, which, when the railway was being built, was side-tracked. Instead, however, of sitting down and bemoaning their fate, the inhabitants decided to move over to the new townsite of Wainwright and take their dwellings with them. The latter task was acomplished by the aid of skids. To move the then Denwood hotel required six weeks of continuous effort. Wainwright has to-day a population of about 1,000, three elevators, a flour mill, electric light plant, creamery, over twenty stores, a large town hall, opera house, skating rink, exhibition grounds and a race track. Within Buffalo Park is Mott Lake, an excellent summer resort for campers, while twelve miles southeast is Clear Lake, where there are good facilities for bathing, camping and fishing. Wainwright is the centre of a mixed farming district in which considerable grain is grown, and one which affords good shooting, prairie chicken, duck and wild geese being plentiful in season. It is the opinion of geologists, from recent investigation, that promising oil fields are in the vicinity of Wainwright, and drilling operations are being conducted by British, American and Canadian concerns.

2246.0 **Greenshields**
2163.0 **Heath**
2109.0 **Edgerton**

The altitude gradually decreases, Greenshields being the highest point traversed between there and Winnipeg. In the vicinity of this

Altitude		
2097.0	**Dunn**	part of the country are a number of small
2023.0	**Ribstone**	lakes and streams, most of them lying south
2049.0	**Chauvin**	of the railway. Near Heath is Ribstone Lake,
2007 0	**Butz**	while immediately south of Butz, and straddling the boundary line between Alberta and Saskatchewan, is Salt Lake. Butz is the last station in the former province. Saskatchewan territory being about half a mile beyond.

THE PROVINCE OF SASKATCHEWAN.

Saskatchewan is one of the two new provinces which were in 1905 carved out of the Northwest Territories. It has an area of 251,700 square miles, making it twice as large as the United Kingdom and equal to France, Belgium and Holland combined. From north to south the province has a length of 760 miles and from east to west a width of 390 miles. Population of the province, according to the census of 1921, is 761,390.

The average annual value of the field crops of the province for the three years ending 1921 was $275,625,933. As a producer of wheat it has a long lead over all the other provinces, having for the last three years an annual average value of $175,659,000. Of the total quantity of wheat produced in the Dominion in 1921 over 62 per cent. came from the prairie lands of Saskatchewan. As only about twenty-three per cent. of the 58,000,000 acres of arable land which the province is estimated to possess is under cultivation, it is evident that the potential possibilities of the province for further expansion agriculturally are still enormous. The live stock industry is also making rapid headway, the total number of horses, cattle, sheep, and swine in the province at the end of 1921 being 3,363,518, valued at nearly $236,000,000. The dairying industry is steadily expanding, the total products in 1921 having an estimated value of $18,234,617. The larger part of the factory-made butter is exported. South of the railway just over the Alberta-Saskatchewan boundary line, and north of Saskatoon are extensive deposits of sodium sulphate.

Recently issued figures by the Dominion Census Bureau give the manufactured products of the province a value of $59,752,000 annually, an increase since 1910 of $54,419,868. The province has 2,100 grain elevators with an aggregate capacity of 67,331,664 bushels. Railway mileage exceeds that of any other province except Ontario, the total being 6.162 miles. Saskatchewan has coal reserves estimated by geologists at 59,812,000,000 metric tons, while the output in 1921 was 335,222 tons. Recent surveys shows that there are important water-powers in the northern parts of the province for the development of hydro-electric energy.

Saskatchewan has many attractions for the sportsman. For the quantity and variety of its wild fowl it is said to be unsurpassed by any part of the globe, while in the timber belts of the northern part

are to be had moose, elk, deer, caribou and bear. There are game sanctuaries in the Province, and plans are under way for the establishment of more in order to conserve all wild animal and bird life.

Regina—the Provincial Capital.

Regina, the capital of the province, has a population of nearly 35,000, and is an important railway and commercial centre. For the Middle West it is the principal distributing centre, wholesale houses of various kinds being there in large numbers. It is also an important distributing centre for farm implements and machinery. The city is the site of a $2,000,000 oil refinery. Among its other industries are a flour mill, sash and door factories, foundries, machine shops, soap, cement block, pressed brick, elevator, wire and steel, leather, and butter factories. Total value of manufactured products is over $12,000,000 a year. Twelve lines of railway radiate from the city. The Provincial Legislative Buildings, situated in a park of 160 acres on the south side of Wascana Lake, are a handsome and imposing pile. The city has a fine Exhibition Park, where an annual exhibition is held, which is particularly noted for the high quality of its pure-bred stock, and the character of the grain and grasses shown.

Altitude		
2000.0	**Artland**	A short distance beyond Artland, the first station in Saskatchewan, the railway encounters Big Manitou Lake, crossing an arm of it. This lake has an area of 67 square miles, affords opportunities for boating, bathing and fishing, and its entire southern shore is closely followed by the railway. Between Winter and Tako the railway traverses a country dotted with numerous small lakes. Scott is the judicial centre of the district, has two grain elevators, a municipal hospital, several stores, and public-owned electric plant and waterworks systems. Near the town is a Dominion Government Experimental Farm of 560 acres. The surrounding district is largely devoted to grain-growing, with mixed farming on the increase. Between Landis and Oban, and lying a short distance south of the Railway, is Whiteshore Lake.
2045.0	**Zumbro**	
1969.0	**Yonker**	
1927.0	**Winter**	
1921.0	**Vera**	
2082.0	**Unity**	
2095.0	**Tako**	
2153.0	**Scott**	
2133.0	**Reford**	
2214.0	**Cavell**	
2126.0	**Landis**	
2095.0	**Palo**	
2115.0	**Oban**	
2143.0	**Biggar**	This town has a population of 1,500, is located in a grain-growing, mixed farming and ranching district, has about twenty stores, four grain elevators, fourteen carloading platforms, and a wholesale oil distributing plant. The town owns its electric light and water systems. It is a divisional and also a junction point on the Canadian National Railways, a branch line runing north to Battleford, the scene of considerable activity during the Riel Rebellion of 1885, while another branch runs south to Loverna. There is good

Altitude

shooting in the vicinity of Biggar, and two miles south of the town is a lake noted for the mineral qualities of its waters.

2033.0	Neola	Continuing in a slight northeasterly direction the
1977.0	Mead	train runs through a rich grain-growing country
1811.0	Leney	well watered by numerous streams. Asquith, 25
1743.0	Kinley	miles west of Saskatoon, has several stores, three
1780.0	Juniata	elevators, a flour mill, an exhibition grounds and
1700.0	Asquith	a race track. Good brick clay is to be found in
1634.0	Hawoods	the immediate vicinity. The town is the centre of
1648.0	Grandora	a grain-growing and dairying district, with in-
1650.0	Farley	creased mixed farming and horse-breeding. For the district's dairy products a good market is found in Saskatoon.

The City of Saskatoon.

1645 **Saskatoon** Twenty odd years ago Saskatoon was the site of a few shacks on the banks of the South Saskatchewan River. By 1901 it had made sufficient headway to be incorporated as a village. Two years later it became a town, and in 1906 reached the proud position of a city, with a population of 5,000. To-day it has a population of 25,800, and is known as the "Hub City".

Geographically, Saskatoon is admirably situated as a distributing centre, 47,000 square miles of territory being practically under its control. In order to cater to this territory the city has over fifty wholesale houses. The city also has several important manufacturing industries, among them being a large plant for the production of breakfast foods; flour mills, with a capacity of 2,250 barrels a day; woodworking and metal-working plants; machine shops and foundries; tents and awning factory. Annual value of its manufactured products is nearly $11,000,000. There is a Dominion Government interior terminal elevator with a capacity of 3,500,000 bushels of grain. The city owns its electric light and power plant and its street railway, water and sewerage systems.

Saskatoon is noted as an educational centre. It is the seat of the University of Saskatchewan, the Provincial Agricultural College, and has a collegiate institute, a normal school and thirteen public schools.

The "Hub City" is an important railway centre. It is the mid-western headquarters of the Canadian National Railways, which has branch lines running in various directions, one line in a southwesterly direction to Calgary, another in a southeasterly direction to Regina and continuing to the American boundary line beyond. A third runs north through

Altitude

Warman to Prince Albert, traversing a country that is so thickly settled that it may almost be said to be in the summer time a continuous wheat field.

Five bridges connect Saskatoon with the opposite shore of the South Saskatchewan. Three of these were built by the railway and two by the city.

1658 **Duro Junction**
1718 **Clavet**
1753 **Bradwell**
1722 **Allan**
1747 **Zelma**
1707 **Young**
1782 **Xena**
1774 **Watrous**

Young is a junction point from which a branch line of the Canadian National Railways runs north to Prince Albert, passing through Dana and other towns en route. Prince Albert, a prosperous town of 8,500 on the banks of the North Saskatchewan River occupies a picturesque site. The Provincial Government stock yards are here and a large abattoir and packing plant. Among other industries are a harness factory, creameries, flour mill, marble and granite works, cold storage plants, and electric light plant. Extending north of the town is a forest area of 2,000 square miles. Prince Albert is the judicial centre of the district and is the site of the provincial jail and penitentiary. It is well-equipped educationally, having in addition to a number of schools three or four colleges and a convent. Among its churches are a Roman Catholic Cathedral, and an Anglican pro-Cathedral. The surrounding district is noted for its adaptability to mixed farming and the raising of live stock.

At Watrous Central Time comes into vogue, thus necessitating the traveler moving the hands of his watch forward an hour. Watrous is a divisional point, and a prosperous town of nearly 1,500. But to the tourist its chief interest lies in the fact that less than three miles from the town is Little Lake Manitou. This lake is fourteen miles long by one and a half miles wide and is one of the most remarkable mineral water lakes in the world, many physicians being of the opinion that its waters contain greater curative properties than any other known lake or mineral spring. A comparative analysis of the waters of Little Lake Manitou and the famous Carlsbad of Germany gives the former richer qualities in saline and other medicinal quantities than the latter. Bathing in the waters of the Manitou gives wonderfully beneficial results, and being six times more buoyant than the ocean, bathers may readily float upon its surface without the least effort.

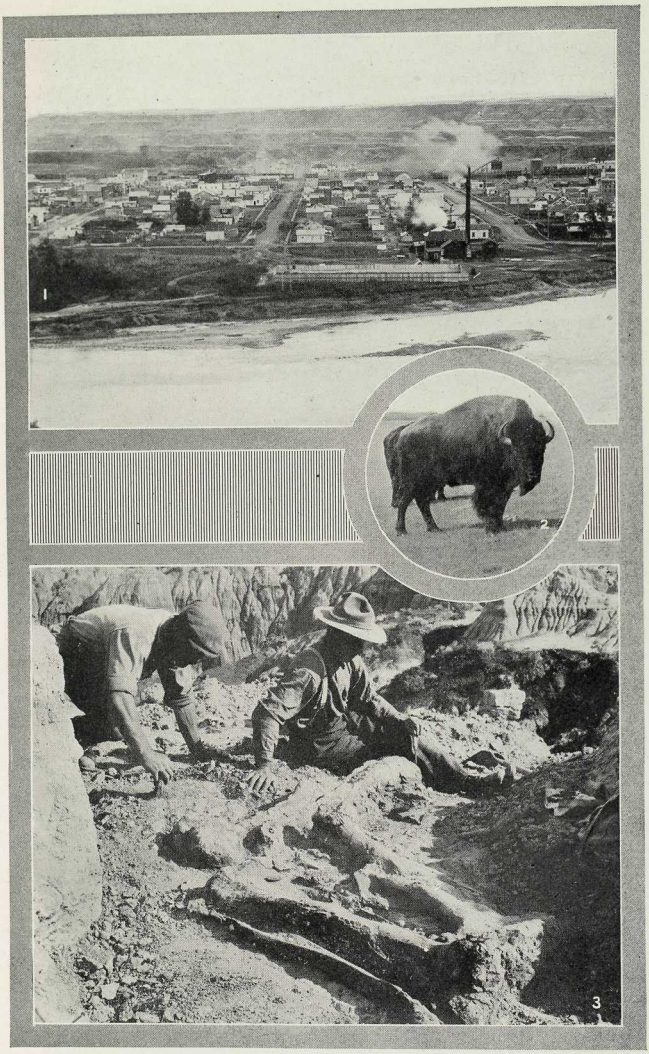
1686 **Venn**
1649 **Undora**
1707 **Nokomis**
1735 **Tate**

Nokomis, a junction point, has a population of about 600, three elevators and machine shops. Between Venn and Undora the railway skirts the shore of Boulder Lake. Three miles to

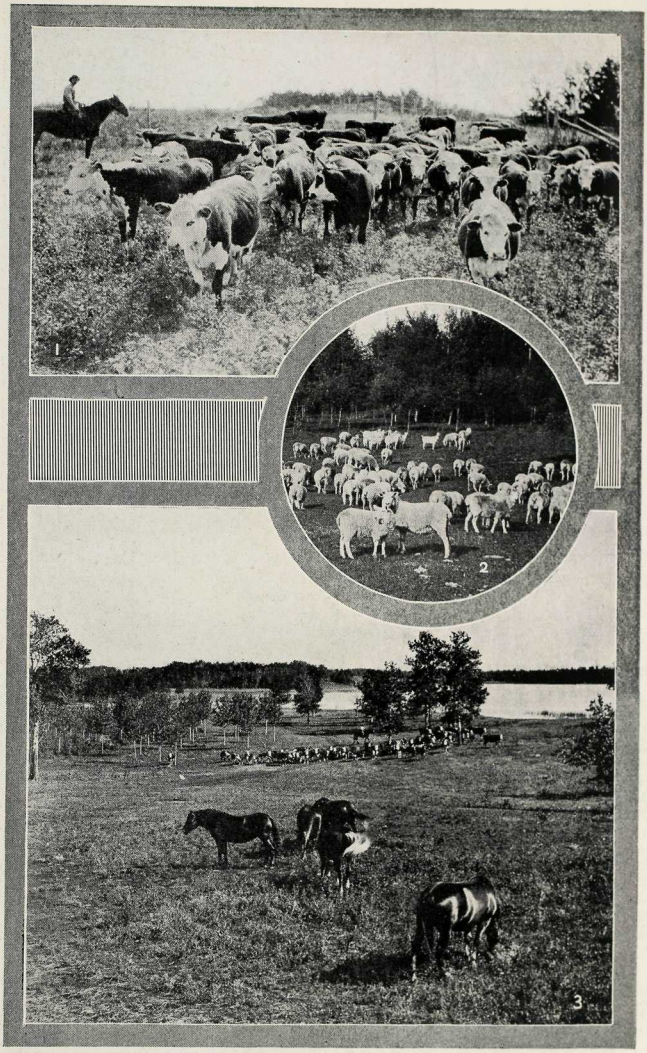
Altitude		
1833	Semans	the south of Touchwood is the Gordon Indian
2030	Raymore	reserve, while four miles to the north of Quin-
2075	Quinton	ton is still another bearing the uninviting
2102	Punnichy	name of "Poor Man". Lying north of Touch-
2173	Touchwood	wood are the Touchwood Hills, much in the
2199	Lestock	public eye during the Riel Rebellion of 1885,
2221	Leross	and now noted for the facilities they afford
2205	Kelliher	for hunting. Near Lestock the railway cuts
2204	Jasmin	across a corner of the Muskow Ekwun Indian
2203	Ituna	reserve. Lying north of Ituna and Hubbard
2167	Hubbard	are the Beaver Hills, and south of the Rail-
2096	Goodeve	way are a number of small Indian reservations.
1973	Fenwood	among them being Little Black Bear, Star
1883	Birmingham	Blanket, Okanese Peepeekeesis.
1803	Melville	Melville is an important divisional point on the Canadian National Railways, and has a population of 2,800. From here a branch line runs south to Regina, the capital of the province, encountering en route the town of Qu'Appelle, where the Qu'Appelle River is crossed. Melville is the nearest point on the railway by which access can be had to the picturesque Qu-Appelle Valley, noted for the excellent facilities it affords for shooting, fishing and boating. Running north from Melville is a branch which terminates at Swan River, touching about midway the town of Yorkton. Melville has a Government creamery, two elevators, railway shops, a municipal hospital, two parks, seven churches, four public schools, electric light plant and waterworks.
1771	Cana	Continuing in a southeasterly direction, the rail-
1724	Waldron	way runs for some distance in the vicinity of
1730	Bangor	Kaposvar Creek. The land in this part of the
1722	Atwater	country is fertile and typically Prairie. A
1724	Zeneta	little east of Cutarm the line crosses the stream
1678	Yarbo	known by the same name. Welby is the last
1644	Cutarm	station on the line before the traveler is car-
1643	Gerald	ried across the interprovincial boundary line
1610	Spy Hill	into the Province of Manitoba. Near the boun-
1593	Welby	dary line the railway comes within close prox- imity to the Qu'Appelle, a river 270 miles in length.

THE PROVINCE OF MANITOBA.

That Manitoba is a province possessing many and diversified attractions to the traveler there can be no doubt. For over two centuries, during which it bore the name of Rupert's Land, it was under the rule of the Hudson's Bay Company, and to the outside world was a vast wilderness with furs as its only commercial product, with its



1—Drumheller, Alberta's Coal Mining Centre. 2—Buffalo at Wainwright Park, Alta. 3—Excavating Dinosaurs, Red Deer Valley, Alta.



Cattle, Sheep and Horse Ranches are extensive in the Prairie Provinces.

inhabitants, except for a few white men connected with the company, Indians and half-breeds.

When in 1870 the Hudson's Bay Company surrendered its right for the sum of $1,500,000, Rupert's Land came into the Canadian Confederation as the Province of Manitoba. Although it then politically became a part of the Dominion, geographically it was for some time separate therefrom. There being no railways, the only methods of approach to it from the eastern part of Canada were by either long water courses or from the United States boundary line by roadways across the prairie. The first railway connection with eastern Canada came in 1885, in the December of which year the first train load of wheat (sixteen cars) left the province.

During the half century which has elapsed since it was confederated with the Dominion the province has made marvellous headway, both in respect to population and material wealth. From a few thousand at Confederation its inhabitants now number, according to the census of 1921, over 613,000, while the railways which traverse the province have an aggregate mileage of 4,403 miles.

The basic industry of the province is agriculture. For its hard wheat it had a world-wide reputation within a short time after the advent of the railway. The field crops for the three years ending 1921 had an annual average value of $131,000,000. The live stock industry is becoming increasingly important, the total number of cows, horses, sheep and swine on the farms of the province being, according to the latest census, 1,593,613, the value of which is placed at $65,635,000. Total dairy products in 1921 had a value of $12,589,431.

Although basically an agricultural country, Manitoba is rapidly becoming an important manufacturing centre, the factory output having in 1920 a value of $160,409,000, compared with $60,481,000 in 1915, and $53,673,000 in 1910. There are in the province 414 industrial plants with an invested capital of $106,000,000.

The province has attracted wide attention during the last couple of years in respect to its potential possibilities as a copper mining centre as a result of discoveries near The Pas, where tests made by diamond drilling indicate the presence of 25,000,000 tons of ore. The Provincial Government will probably build a branch railway to the vicinity of the deposits. Total mineral products of the province in 1921 had a value of over $2,000,000.

With lakes and rivers, Manitoba has been more richly endowed than any other province in the Dominion except Ontario. Lakes alone have an aggregate area of nearly 20,000 square miles. Winnipeg, its largest lake, has an area of nearly 9,500 square miles. Then follows Winnipegosis, 2,086; Manitoba, 1,817, and South Indian 1,531 square miles. The commercial fisheries of the province have an annual value of about $2,000,000.

At ordinary minimum flow the province has available waterpowers aggregating 3,270,491 horsepower. At the beginning of 1922 nearly

100,000 horsepower of hydro-electric energy was being developed, but plants are being installed which will increase this total.

Manitoba, which is the last portion of the great Western Plain to be seen by the tourist en route to the Eastern Provinces of the Dominion, has a total area of 215,832 square miles, and is larger than Germany, Belgium, Holland and Switzerland combined. Its southern boundary touches the United States and its northern rests on the shores of Hudson's Bay. Southern Manitoba is wonderfully fertile and the soil unique in its richness. The northern part, stretching from Lake Winnipeg to Hudson's Bay, while possessing large areas of potential agricultural lands, is at present noted for its great forests of timber and pulpwood and extensive rivers and lakes. Fur-bearing animals and big game, such as moose, deer, caribou, elk and bear are common to its forests, and sturgeon, lake trout, white fish, pickerel and other game fish abound in its waters. There are also extensive areas of mineral-bearing rocks in the northern part of the province.

Feathered game, such as prairie chickens, partridge, wild duck and wild geese, is also plentiful, so that the province has special attractions for both big game hunters and devotees of the rod and gun. There are also extensive areas of mineral bearing rocks in the northern and the southwestern sections of Manitoba, thus making it an attractive field for prospectors.

Altitude		
1400	**Victor**	Proceeding in a southwesterly direction after
1201	**Lazare**	the interprovincial boundary line is crossed,
1280	**Wattsview**	the first station at which the train arrives
1267	**Treat**	within the Province of Manitoba is Victor.
1367	**Uno**	After crossing the Assiniboine near its
1489	**Miniota**	junction with the Qu'Appelle, near Lazare, the
1536	**Arrow River**	railway closely follows the former river for
1623	**Pope**	some distance. Approaching Uno the line
1639	**Oakner**	traverses an Indian reserve. Near Miniota,
1615	**Norman**	where the Assiniboine is for the time being
1595	**Myra**	left behind, the railway takes a more direct route easterly. Near Myra the Oak River is crossed. Here the line again assumes a southeasterly direction. Throughout this part of the country wheat-growing, mixed farming and dairying are carried on extensively.
1650	**Rivers**	From Rivers eastward a marked change takes
1539	**Levine**	place in the altitude, there being a decline of 802
1525	**Knox**	feet in about 82 miles. Rivers, the first divis-
1432	**Justice**	ional point on the railway west of Winnipeg, is
1267	**Ingelow**	situated on the Little Saskatchewan River, and
1271	**Harte**	has a population of about 1,000. Rivers has several
1277	**Gregg**	churches, a consolidated school, fair grounds a
1127	**Firdale**	good water supply, and is an important coal sup-

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998 **Exira**
956 **Deer**
932 **Caye**
872 **Bloom**
848 **Arona**

ply station for the railway. The town is the centre of a rich grain-growing and mixed farming district, and there are extensive sand and gravel deposits in the vicinity. Continuing eastward, and particularly when approaching Portage la Prairie, the railway traverses a section of the prairie that is generally noted for the fertility of its farms and market gardens, and, owing to the proximity of Lake Manitoba, with its area of 1,817 square miles, is assured of an ample supply of rain during the growing season, while early frosts are practically unknown. There are also a number of streams meandering through deep valleys. Many of the towns and villages have come into existence during the last few years.

850 **Portage la Prairie** Portage la Prairie is a busy town of about 7,000 population which has been highly favored by Nature. From the prairie it is fanned by cooling breezes. This, together with the fact that it is but fifteen miles from Lake Manitoba, has given it fame as a summer resort. On Lake Manitoba, convenient to the town, is a popular bathing beach, while the adjacent waters afford excellent opportunity for boating, canoeing, and fishing. Lake Manitoba whitefish have a continental reputation.

As four transcontinental lines pass through the town, it follows that it is well situated in respect to railway communication. It is also of considerable importance as a commercial and industrial centre. Among its industries are seven elevators, two flour mills, oatmeal mill, foundry, farm implement and machinery assembling plant, and several other enterprises. Hydro-electric energy is obtained from Winnipeg, 58 miles distant. The town possesses excellent educational institutions, an Indian school and farm, industrial school and farm, and a home for the aged and infirm. A richly wooded park, surrounded by an artificial lake and containing race course, exhibition grounds and arboretum, is one of the attractions of this substantial little city.

820 **Gervais**
797 **Fortier**
786 **Elie**
783 **Cabot**
776 **Beaudry**
778 **West Winnipeg**

Leaving Portage la Prairie, eastward bound, the railway shortly crosses to the south shore of the Assiniboine River and traverses the White Horse Plains. The latter were so named, the story goes, because an Indian Chief, in order to determine the area early settlers might occupy without molestation, rode a white horse until, from a point near the river a streak of daylight could be seen between its belly and the surface of the earth. The point at which the horse stood when this streak of light was seen was fixed as the

boundary line. Now, except for a few reservations which dot the prairies, the white man owns all the Great West, while the White Horse Plains are occupied by prosperous farms and fertile market gardens. Approaching Winnipeg the railway again follows the Assiniboine River, the latter being at times in close proximity to the left, while three miles west of the provincial capital is to be seen the Tuxedo Military Hospital for soldiers maimed in the Great War.

Winnipeg—the Provincial Capital.

Winnipeg, when Manitoba became one of the Canadian Provinces, was a frontier village of 200 inhabitants and known as Fort Garry. To-day it is a modern city with a population of 178,500, and with suburbs 283,850, broad streets and many magnificent buildings—public, industrial, commercial, financial and private. The city is situated at the confluence of the Red and Assiniboine Rivers, and half a century ago was known as Fort Garry, being a fortified post of the Hudson's Bay Company. A part of the old fort is still preserved for the entertainment of sight-seers. Near the Winnipeg of to-day is the site of the famous historical Red River Settlement established in 1812 by Lord Selkirk. The name Winnipeg is derived from Ouinipigon, an Indian term meaning "muddy water".

Winnipeg is the most important railway centre in the West. Besides being on the main lines of the transcontinental systems, it is the hub from which a number of branch lines, like spokes in a wheel, radiate to different parts of the country and the United States. The station of the Canadian National Railways is a most imposing structure, from which by a series of spur tracks, connection is made with wholesale houses and industrial plants in the city and vicinity. The station occupies in part the site of old Fort Garry, while within a stone's throw is the Fort Garry hotel, one of the best in the West, and owned by the Canadian National Railways.

As a wholesale distributing and manufacturing centre, Winnipeg is the most important in the West. Relatively speaking, it was a centre of activity in connection with fur-trading away back in pioneer days, there having been in 1856 no fewer than five hundred Red River carts regularly plying between Fort Garry and St. Anthony (now Minneapolis), then the head of navigation on the Mississippi River. Board of Trade statistics for 1921 show that there is invested in industrial plants of the city $115,000,000, and that the output of manufactured products aggregated $150,000,000 in value, while wages paid amounted to $26,708,182.

Winnipeg is particularly well situated in respect to hydro-electric power, and will become increasingly so when the

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plant now under construction, at a cost of $10,000,000, on the Winnipeg River is complete, its ultimate capacity being 168,000 horsepower.

In the development of its educational institutions Winnipeg has been as progressive as in the establishment of its industrial and commercial enterprises. The first school was opened in 1820, the founder having come from England, via Hudson's Bay, for the purpose of doing so, the journey occupying a period of four months. Winnipeg is the seat of the University of Manitoba, with its affiliated institutions of Wesley College, Manitoba College, St. Boniface College, St. John's College, the Manitoba Law School, Medical College, and Manitoba Agricultural College.

The Greater Winnipeg Water Aqueduct is one of the world's largest undertakings of its kind. The water is brought from Shoal Lake, in the Province of Ontario, a distance of 90 miles, the capacity of the conduit being 100,000,000 gallons every twenty-four hours. The city owns and operates its own electric light and power system, competing against a privately-owned system, and also maintains several beautiful recreation parks.

Winnipeg was in 1870 the centre of the first Riel Rebellion, caused by the fear of the half-breeds that under Confederation they would be dispossessed of their rights. There was some bloodshed, but the rebels scattered on the approach of troops that had been sent overland from Eastern Canada.

ACROSS CANADA.

Winnipeg to Montreal.

775.0	**Winnipeg**	Leaving Winnipeg for Montreal, the railway
766.0	**Transcona**	strikes due east, and for a distance of over
799.0	**Dugald**	twenty miles, traverses the eastern fringe of
843.0	**Anola**	Canada's great prairie country. As far as the
902.0	**Vivian**	eye can see there is nothing to obstruct the vi-
902.0	**Hazel**	sion, and villages far distant loom up with
949.0	**Lewis**	remarkable clearness. The National Railways
940.0	**Elma**	repair shops are located at Transcona, and here,
1011.0	**Hector**	also is an elevator of the Canadian National
1048.0	**Brereton**	Railways with a capacity for 1,000,000 bushels
1109.0	**Dott**	of grain. While capable of extensive storage, its
1157.0	**Ophir**	principal function is to serve as a transfer point

for grain enroute east over the Canadian National 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.

At Anola the railway leaves the prairie and enters that great forest area which stretches for several hundred miles

to the east and to the north and south. The change is almost startling in its suddenness. About sixty miles east of Winnipeg the line crosses the interprovincial boundary line, and leaving Manitoba, enters the Province of Ontario, the altitude in the meantime having considerably increased.

THE PROVINCE OF ONTARIO

Ontario affords a variety of attractions to the tourist. It is particularly well situated in respect to waterways. Beginning at its eastern boundary to where its western limits touch the Province of Manitoba, the territory of Ontario has a continuous water front. From the Ottawa to the head of the Great Lakes there is the St. Lawrence System, with its lakes and rivers, while from Lake Superior to Lake of the Woods there are the Pigeon and Rainy Rivers. The interior of the province is particularly noted for the number of its rivers and lakes. In all the Province of Ontario has a water area of 41,383 square miles, or about three hundred square miles in excess of the total and water area of the State of Ohio.

From north to south the province has a length of 1,075 miles and from east to west a width of 1,000 miles, while its area is 407,262 square miles. Its population is 2,931,264, according to the census of 1921. Until Confederation in 1867, Ontario was known as Upper Canada.

Settlement of the province can not be said to have actually begun until 1783, in which year ten thousand United Empire Loyalists from the United States took up free-grant land. To-day Ontario stands first among the provinces in respect to population and in annual value of manufactured products, field crops, minerals, andl live stock upon its farms. Field crops during the three years ending 1921 had an annual average of about $333,000,000, while the official figures for 1921 gave the province 6,229,985 head of live stock valued at $224,024,000. Mineral products had an annual average value of over $60,000,000 for the three years ending 1921. Gold alone had in 1921 a value of $16,322,629, the largest in the history of the province, and 76.45 per cent. of the total for the Dominion. Ontario is now not only producing more gold than any other Canadian province, but any State in the American Union as well. Production of silver in 1921 was 9,877,465 ounces, or over 75 per cent. of the Dominion's total. The nickel mines of the province produce 85 per cent. of the world's total supply.

Ontario has about 16,500 manufacturing establishments, capitalized at $1,583,161,271, and having a total annual output of nearly $1,800,000,000. The province is richly endowed with waterpowers, $6,808,190 horsepower being available. In the development of hydro-electric energy remarkable progress has been made during the past decade, the total amount at present being generated for power, lighting and heating purposes being approximately 1,250,000 horsepower. One of its plants on the Niagara River is the largest in the world, having an ultimate capacity of 650,000 horsepower.

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1136.0 **White, Ont.** Shortly after entering Ontario, and while ap-
1102.0 **Malachi** proaching White, the first station in the
1194.0 **Wade** latter province, the railway crosses the North Rice River, at the northern tip of a lake bearing the same name. Taking a northwest direction the traveler reaches Malachi, situated at the head of Lake Malachi. Wade is situated on the southern shore of Fox Lake.

The Minaki Inn.

1067.0 **Minaki** Pronounced Mee-Naw-Kee, and meaning, in Indian language, "Beautiful Country," is delightfully situated on the western bank of the Winnipeg River. The Minaki Inn, a summer hotel, is operated by the Canadian National Railways.

The Inn has accommodation for 350 guests, and is situated in a beautiful natural park of fourteen acres. It has been so built that every room in the entire structure has an outlook of exceptional attraction, a panoramic vista of water and woodland. 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 shady, 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 are assured.

Minaki may be justly termed the home of the maskinonge, but in addition to this species of the finny tribe are to be found the finest varieties of lake trout, pickerel, whitefish 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 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 moose, bear and deer, while as a point from which extensive canoe trips can be made it is unsurpassed. By way of Winnipeg River, Winnipeg Lake and the Red River, it is possible, by canoe or motor boat, to reach the Manitoba Capital. This is the route the troops under Wolseley followed when journeying to Winnipeg in 1870 to suppress the first Riel Rebellion.

The Lodge is a separate unit, situated close to the main building of the Inn, and resembles it in design and

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furnishings. During the midsummer 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 favored sites indicate that Minaki and its environments is rapidly growing in favor as a summer resort for residents of Winnipeg and the prairie provinces.

1090.0 **Ena**
1983.0 **Redditt**
1133.0 **Brinka**
1200.0 **Farlane**
1291.0 **Jones**
1232.0 **Favel**
1239.0 **Canyon**
1247.0 **McIntosh**
1147.0 **Quibell**
1289.0 **Morgan**
1346.0 **Hunter**
1300.0 **Freda**
1303.0 **Richan**
1316.0 **Millidge**
1311.0 **Sunstrum**
1309.0 **Taggart**
1252.0 **Webster**

Ena lies immediately south of a small lake bearing the same name. Redditt is a divisional point on the line. Proceeding eastward the railway winds its way between numerous small lakes. Jones is situated on East Lake and Favel at the eastern end of Favel Lake. Beyond the latter the railway follows closely for several miles the southern shore of Canyon Lake, seemingly endless panoramas of varied beauty, flanked by lofty hills and dotted with verdure-clad islands, being continuously in sight. This part of the country, including that which has been traversed since leaving the prairie, is termed Nibigami—the country of lakes.

Quibell within the past three or four years has grown into an important 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. A short distance beyond Quibell the railway crosses the Wabigoon River, a tributary to English River lying to the north. Approaching Sunstrum, the railway skirts the southern shore of Rock Lake. A further run of about twenty miles in a northeasterly direction brings the traveler to Hudson, situated on the southern shore of Lost Lake.

1173.0 **Hudson**
1211.0 **Pelican**

Hudson is a point of particular interest, being considered the station or starting point for the last Great North, "The District of Patricia". By canoe or motor boat, across Lost Lake and down the slow flowing current of the English River Lac Seul is reached.

On Lac Seul is a Hudson's Bay Post, the chief distributing point for the Company's posts through the District of Patrica. It is not an uncommon sight, when the fur brigade brings its harvest of furs in early June to this post, to count hundreds of tepees, pitched along the sandy shores of the

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lake with the real aboriginal Indians, their wives, sons, daughters, husky dogs and brand new babies.

A gasoline transport service is operated on this lake by the Company, and weekly trips are made to and from Hudson station. The Armstrong Trading Company also operate a boat on this lake in connection 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 attractive 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 bracing air and pure water, it would afford an ideal site for a sanitarium for those afflicted with pulmonary diseases.

1197.0 **Sioux Lookout** At Sioux Lookout the branch line from Fort William connects with the main line. Here is quite a lively railway centre, with a population of 1,127, substantial houses, good hostels, 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 canoemen. 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 into James Bay. Moose are plentiful almost everywhere. With the development of the surrounding country, Sioux Lookout is likely to become an important business centre. North of the town, and south of Lac Seul, gold has been discovered.

Sioux Lookout to Fort William and Port Arthur.

1237.0 **Alcona**
1311.0 **Zarn**
1338.0 **Yonde**
1304.0 **Hunt**
1338.0 **Watcomb**
1403.0 **Valora**
1428.0 **Unaka**
1470.0 **Tannin**

The line between Sioux Lookout and Fort William plays an important part in the grain movement from Manitoba and the Northwest to the head of the Great Lakes. It is also the rail link with the main line of the National Railways, for passenger and freight traffic, which has traversed the Great Lakes to the Twin Cities, and destined for points in the Northwest and Pacific

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1465.0	Sowden	Coast. Being sparsely settled, it is a great hunting country; deer, bear and foxes are numerous, while there are plenty of partridge and wild fowl in the fall.
1465.0	Reba	
1459.0	Quorn	
1520.0	Petry	
1596.0	Oscar	The route lies through a well-watered country, streams and small lakes abounding. Near Larson the height of land is crossed and between Kelly and James the railway skirts Muskeg Lake.
1617.0	Knowlton	
1593.0	Mack	
1567.0	Larson	
1558.0	Kelly	
1537.0	James	In the neighborhood of Fort William and Port Arthur are rich farm lands where many settlers have located. The Ontario Government is constructing roads, which will prove a boon to the farming community. The mineral deposits in the neighborhood give promise of developing one of the largest industrial centres in Canada. It is an area rich in gold, silver, nickel, copper, iron and iron pyrites.
1555.0	Linko	
1582.0	Raith	
1487.0	Horne	
1445.0	Griff	
1357.0	Flett	
1200.0	Ellis	
1041.0	Dona	
1084.0	Crest	
920.0	Baird	
750.0	Alba	
1201.0	McDougall Mill	Proceeding eastward on the main line to Montreal the railway runs for several miles through a labyrinth of small lakes and crosses numerous streams. There is also a variation in the altitude, due to the crossing and recrossing of the height of land. Four miles south of Bucke station lies Sturgeon Lake, on which are located the St. Anthony gold mines, which have been intermittently under development for a number of years, producing quartz of a high standard. 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. Armstrong, with a population of about three hundred, is a divisional point of the Canadian National Railways, and here guides can be obtained for fishing, hunting and canoeing on Lake Nipigon. There is fair hotel accommodation at Armstrong and good stores where sportsmen's outfits and supplies can be obtained. Good trout streams are to be found in the vicinity of the town.
1227.0	Smith	
1215.0	Robinson	
1424.0	Bucke	
1351.0	Allenwater	
1337.0	Jacobs	
1256.0	Collins	
1121.0	Armstrong	
1028.0	Wagaming	
975.0	Green	The traveler is now brought into the vicinity of famous Lake Nipigon, the northern shores of which are easily reached from Willet and Ferland.
921.0	Willet	
969.0	Ferland	

Lake Nipigon.

Lake Nipigon lies approximately between longitude 87° 35′ W. and 89° 10′ W., and between latitude 40° 5′ N. and 50° 30′ N. Its northern boundary is the Canadian National Railway, whilst the Nipigon Mountain Range lies along its southern coast. Lake Nipigon, 852 feet above the 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 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 size. Its shores are deeply indented by bays, separated from each other 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 unfavorable 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

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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 evidence when they gather at the 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. Sportsmen will now 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 Nipigon 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.

1010.0	**Weatherbee**
1093.0	**Minataree**
1035.0	**Ombabika**
1053.0	**Penequani**
1065.0	**Tashota**
1123.0	**Redmond**
1043.0	**Paska**
1050.0	**Kowkash**
1078.0	**Cavell**
1036.0	**Exton**
1021.0	**Nakina**
1049.0	**Opemisha**

At Minataree the old post road leading to the trading post of Revillon Freres at Fort Hope, lying to the north on Eabamet Lake, is crossed. At Ombabika the river bearing the same name is crossed. Between Penequani and Grant for seventy miles the line is through a territory where gold discoveries have been made and claims have been staked in every direction. The most important finds have been at Kowkash, and numerous prospectors are active in this district. Surface mining has been carried on to considerable extent, but more serious efforts are now being made to work the more promising locations. New strikes of great value will not be surprising.

Tashota station lies in the path of a gold mining camp. Many discoveries of gold-bearing quartz have been made in the district immediately surrounding the station and several working mines have been developed. The district is regarded as an extremely promising one. Prospecting for new discoveries is continually in progress, and development work

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on many different claims is expected shortly to place them in the category of mines. A good deal of ore averaging from $8.00 to $14.00 per ton in gold values has been obtained. Some values run as high as $80.00 to the ton. There is fine fishing on the Kowkash River. The whole country to the north is intersected by streams that afford excellent sport. Two miles east of Nakina are the Twin Lakes with the railway practically dividing them. Each about sixteen 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.

997.0 **Grant**
972.0 **Lynx**
893.0 **Watini**
852.0 **Ogahalla**
799.0 **Blanche**
719.0 **Flint**
681.0 **Wilgar**
617.0 **Pagwa**
625.0 **Teltaka**
679.0 **Savoff**
689.0 **Fraser**
749.0 **Nagogami**
722.0 **Ameson**
746 0 **Bertram**
788.0 **Wapiti**
797.0 **Kabina**
793.0 **Akova**
815.0 **Penhall**
836.0 **Ryland**

Grant is a railway division point. The village has about 500 population, with good stores, neat houses, hotels and a good school. 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.

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 Western 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 the Henley River is the site of Old

Altitude

Fort Henley, which was built in 1740 to prevent the Indians from communicating with the French.

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's Bay Company.

Near Savoff station there is splendid trout fishing in the Savoff 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.

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

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 vegetables 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.

807.0	**Hearst**
815.0	**Omo**
778.0	**Fryatt**
750.0	**Mattice**
769.0	**MacBey**
823.0	**Lowther**
744.0	**Opasatika**
779.0	**Harty**
764.0	**Secord**
714.0	**Kapuskasing**
780.0	**Kitigan**
794.0	**Moonbeam**
746.0	**Fauquier**
797.0	**Strickland**

Until Hearst is reached most of the country through which the train has passed since leaving the Province of Manitoba has not yet been opened to settlement, although it contains much suitable agricultural land.

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.

There are several good stores in Hearst, and quite a large trade is car-

Altitude		
792.0	Tudhope	ried on with the surrounding settlements.
769.0	Jacksonboro	For the sportsman there are many op-
.....	Smooth Rock Falls	portunities, the fishing of the Matta-
860.0	Pullen	wishkwia River being very fine, and the
898.0	Driftwood	best of hunting being obtainable in the
881.0	Hunta	vicinity. Guides and canoes can be en-
883.0	Buskegow	gaged, and there is fair hotel accom-
861.0	Frederick	modation. From Hearst, the Algoma
		Central Railway runs to Sault Ste.

Marie.

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 Company have a trading store here.

At Kapuskasing, adjacent to the Kapuskasing and Opasatika Rivers, the Ontario Government is building a model town, and a large pulp mill is being erected here 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 was a Government detention camp during the war. Those interned were 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.

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 Jacksonboro, the New Ontario Colonization Company has townships that are being gradually 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.

Here the traveler is in the neighborhood of one of the most interesting industrial developments in New Ontario. Three and one-half miles north of the big steel bridge which spans the Mattagami River are Smooth Rock Falls, a power site capable of developing 12,000 horsepower of electric

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energy. The power rights and extensive timber limits stretching for many miles on both sides of the river, have been acquired by a company known as the Mattagami Pulp and Paper Company, Limited. This company has now under development 10,000 horsepower of hydro-electric energy for operating its pulp mill, which has a capacity of 150 tons of sulphite fibre per day. 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 bank of the river just above rises the big pulp mill. In the spring of 1916 the site of the great power works was in its primitive condition. A wild cataract poured all uncurbed over the huge grooved hummock of rock that gave its name to the waterfall. Trees grew in all their natural luxuriance right down to the edge of the river. To-day, a vast clearing has been made in the forest; 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 town is connected by a branch railway with the main line of the Canadian National.

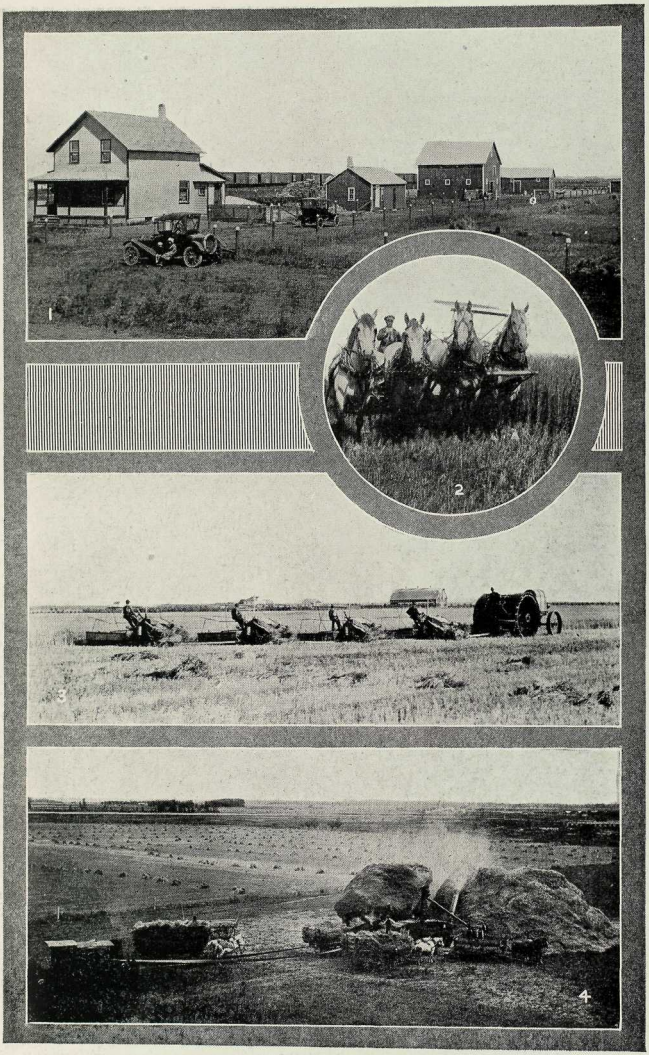
The Mattagami Pulp and Paper Company's enterprise represents an investment of about two million dollars, with prospects of further developments as the industry grows. The company owns 900 square miles of timber limits, which will yield, it is estimated, about three million cords of spruce pulpwood. Besides the power at Smooth Rock Falls, it has additional powers higher up 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.

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. There are, however, settlements at Driftwood, Hunta, Buskegow and Frederick.

Approaching Cochrane, the railway crosses the Frederick House River, a stream having its source in a lake of the same name lying to the south and its outlet in the Abitibi.

911.0 **Cochrane** One of the divisional points on the Winnipeg to Quebec Transcontinental and the terminus of the



The "Granary of the Empire."
Farming Scenes in the Prairie Provinces.

1—Union Station, C.N. Rys., Winnipeg, Man. 2—Fort Garry Hotel; Remains of Old Fort Garry in foreground. 3—Main Street, Winnipeg, Man.

Temiskaming & Northern Ontario Railway. Preliminary construction work is under way for extending the latter line to James Bay.

Although only founded about a dozen years ago, Cochrane is an incorporated town, has a population of nearly 3,500, and is steadily growing in importance as a business and industrial centre. The farming settlements in this vicinity are being gradually 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 of Jacksonboro.

Leaving Cochrane, and en route for Montreal, the train diverges south over the Temiskaming and Northern Ontario Railway. This carries the traveler through the world-famed gold and silver mining districts of Northern Ontario and a portion of its extensive clay belt.

Greater Ontario.

Northern Ontario, aptly designated "Greater Ontorio," because it comprises the larger half of the province, has an area of 330,000 square miles and from its northern limit on James Bay to its southern boundary has a length of 770 miles. This area is in turn divided into eight districts—Nipissing, Temiskaming, Sudbury, Algoma, Thunder Bay, Rainy River, Kenora, and Patricia. The railway traverses the two first-named districts.

Enormous Mineral Resources.

From what might be termed the material standpoint, Northern Ontario's chief fame lies in its enormous mineral resources, for the variety and extent of which no other part of the known globe is its equal. In the Sudbury district are the great nickel mines, from which 85 per cent. of the world's total supply is obtained, and since their discovery some thirty-five years ago have yielded a value of over $181,000,000. In the district of Nipissing there is the famous Cobalt silver area, from which, since its discovery in 1903, silver to the value of nearly $200,000,000 has been extracted, to say nothing of other metals, among them cobalt and arsenic, which have contributed many additional millions of dollars. Of cobalt it is the world's chief source of supply. In the Temiskaming district there are a number of gold-mining areas, the most outstanding of which up to the present is the Porcupine, the Hollinger being the greatest quartz gold producing mine in the world, its income since milling began in 1912 exceeding $50,000,000. In 1921 the gold mines of the Porcupine district yielded $13,169,301 and the Kirkland Lake area $1,529,353, a total of

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$14,702,268, while the grand total of the two districts for ten years is in excess of $86,500,000. Since the silver mines of Northern Ontario began producing in 1904 the companies operating have paid dividends to the amount of $44,708,297 and the gold-mining companies since 1912 the sum of $21,890-110—a total of $66,598,407.

The Great Clay Belt.

Northern Ontario is also famous for its Great Clay Belt of agricultural land, which from the boundary line of the Province of Quebec extends westward a distance of 400 miles and from north to south has a depth varying from 25 to 100 miles, while its total area is 16,000,000 acres. The soil is rich clay loam, and produces enormous crops of oats, clover, hay, etc. About 75 per cent. of this vast area is estimated by the Provincial Government to be good farm land.

The forest resources of Northern Ontario are enormous. An exploration made under Government authority some years ago determined the forest area lying north of the southern boundary to be 60,000,000 acres, and that in the district of Patricia, north of the Canadian National Railways transcontinental line from Quebec to Winnipeg, at about 100,000 square miles. The greater part of the timber is spruce, balsam, jackpine and poplar, the descriptions used by the great pulp and paper industry of the Province.

Possessing as it does so many lakes, rivers and streams, Northern Ontario naturally has great possibilities for the development of hydro-electric energy. Already much has been accomplished in this direction for use at mines, saw mills and factories and for lighting the streets and homes of the various towns and villages in that part of the province.

902.0 Nahma
917.0 Holland
962.0 Devonshire
1008.0 Nellie Lake

For some distance after leaving Cochrane the railway is within a few miles of the Abitibi River. The latter, lying to the left of the traveler, has its source in Abitibi Lake and its outlet in James Bay. Between this river and the railway, as Holland is approached, are a chain of small lakes. Nellie Lake is a few miles south of a small body of water bearing the same name.

The Porcupine Gold Fields.

946 Porcupine Junction This is the entrance to the world-renowned Porcupine gold fields, a branch line running westerly to Timmins (population nearly 4,000), thirty-three miles distant. Porcupine, situated on Porcupine Lake, is twenty-four miles distant. In addition to the famous Hol-

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linger mine, there is also in the district the Dome and McIntyre mines, which in 1921 produced gold to the value of $2,290,264, and $1,827,761 respectively.

Seven miles northeast of Porquis Junction, and reached from the later by a branch line, is Iroquois Falls, a town with a population of about 1,200 and the site, of one on the largest pulp and paper mills on the continent. The falls have been utilized for the development of hydro-electric energy, and seventy-thousand horsepower is available. The town is the centre of an extensive timber district, and good hunting and fishing are to be obtained in the vicinity.

904.0 **Kelso**
922.0 **Monteith**
922.0 **Nushka**
905.0 **Homer**
872.0 **Watabeag**
861.0 **Matheson**

Monteith is the site of a large pulp and paper mill and saw mills. Near Monteith is a Government Demonstration Farm, on which is also a school for the training of returned soldiers and sailors for agricultural vocations. Thousands of acres of excellent farm lands are to be found in the vicinity. Matheson is the gateway to the gold mines in the Township of Munro and the Lightning River districts. There is also a boat line running from here to Abitibi and Twin Falls.

878.0 **Belleek**
908.0 **Vimy Ridge**
945.0 **Ramore**
960.0 **Yorkston**
1034.0 **Bourkes**
1022.0 **Sesekinika**
1009.0 **Kenogami Lake**
1007.0 **Swastika**
1032.0 **Dane**
969.0 **Rosegrove**
925.0 **Boston Creek**

A few miles before entering Sesekinika the railway crosses the height of land, and instead of the waters, as heretofore, flowing into the Hudson's Bay, those hereafter encountered have their final outlet in the Atlantic by way of the St. Lawrence. Leaving Sesekinika, the railway skirts the eastern shore of the lake which gives the place its name, and a few miles farther encounters and follows the Blanche River, Kenogami Lake, the sourse of the river, lying a short distance to the west.

882.0 **Mindoka**
775.0 **Krugerdorf**
710.0 **Wewbewawa**
667.0 **Chamberlain**

The railway here traverses a part of the country which has extensive and promising gold mining areas. Swastika is the gateway to the Kirkland Lake gold field, next to Porcupine the most important gold-producing district in the province. A short roadway connects Kirkland Lake with Swastika. Larder Lake, into which there was a rush of prospectors in 1906, is seventeen miles from Dane, and is connected with the latter point by a Government road. There are gold mining properties in the vicinity of Larder Lake under process of development.

680.0 **Englehart**

Englehart is a divisional point, and a busy little town with a population of about 800. The sur-

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rounding district is rich in timber, and the town has saw mills. It is the centre of a pulpwood industry. There is electricity for power and lighting purposes. In 1913 the greater part of the town was destroyed by forest fires, but has since been rebuilt. A short branch line runs from Englehart to Charlton, situated at the foot of Long Lake, navigable for forty miles, and the centre of a good lumber and agricultural district.

728.0 **Heaslip**
816.0 **Earlton Junction**
722.0 **Thornloe**
645.0 **Maybrook**
631.0 **Uno Park**

Earlton, located in a fertile farming country, is a point from which a branch line runs to Elk Lake, 28½ miles distant. From the latter a daily stage runs to Gowganda, one of the promising new gold areas in that part of the country. Uno Park is a little village situated in one of the oldest settled parts of the Clay Belt.

638.0 **New Liskeard**
764.0 **Haileybury**

Both these town are pleasantly situated on the shore of Lake Temiskaming, and in the summer time are points from which steamers regularly run to various places of interest on that lake. Both towns are connected with Cobalt by an electric line. Lumbering is common to both, and each has its saw mills. New Liskeard is at the head of Lake Temiskaming, has a population of 2,300, and like its sister town is a pleasant summer resort. Haileybury has a population of 3,800 is the seat of the Roman Catholic Cathedral, and has an excellent hospital. Haileybury and New Liskeard are situated in a fertile agricultural district, the Clay Belt beginning a short distance south of the former town, while near the latter is a Government Demonstration Farm.

Historical Lake Temiskaming.

Lake Temiskaming is one of the famous historical waterways of Canada, and is the headwaters of the Ottawa River, which empties into the St. Lawrence above Montreal. Consequently, in the early history of the country, the lake was included in the highway leading from French Canada to the Hudson's Bay. There is a rather interesting bit of history regarding the discovery of the lake. In 1685 two French adventurers, paddling down the Abitibi River and Lake from James Bay, found their way into Lake Temiskaming, and then by the Ottawa to Montreal. By this adventure they pioneered a new route to Hudson's Bay. With this discovery the French authorities at Montreal conceived the idea of sending out an expedition by the new route for the purpose of surprising and overthrowing the forts held on the shores of Hudson's Bay by the Hudson's Bay Company. This expedi-

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tion, under the famous D'Iberville and others, accomplished its purpose, and the forts captured were held until seven years later they were reduced by British war vessels sent out for the purpose.

Lake Temiskaming has an area of 117 square miles, and is to-day a delightful summer resort, with excellent facilities for canoeing, camping and fishing, while there are steamers for those who want to navigate its waters without "paddling their own canoe".

The Silver Mining District.

841.0 **Cobalt** The town is the centre of the great silver mining camp, and although it has only been in existence about eighteen years, is now a prosperous town of about 4,500. Immediately in front of the town, and close to the railway, is Lake Cobalt, which, in order to facilitate the procuring of the silver that occupied veins beneath its surface, was a few years ago pumped out. From the railway an excellent view is obtained of some of the mills in which the silver dug from the mines is treated. It was on the shore of Cobalt Lake that silver was first discovered, and the discovery was made one Sunday in 1903 by two lumber contractors engaged in connection with the construction of the railway, they having, while in the act of throwing pebbles into the water, picked up several nuggets of the white metal. These nuggets were native silver, and their find led to an influx of prospectors. From Cobalt a branch line runs to the mining district of Elk Lake.

934.0 **Gillies Depot**
922.0 **Latchford**
1066.0 **Johnson**
1037.0 **Rib Lake**
992.0 **Owaissa**

Latchford is a village of about 250 inhabitants, and is a lumbering centre, saw mills being located here. It is a convenient starting point for the river and land route to the Montreal River gold and silver mining areas; also for the Timagami Forest Reserve.

989 **Timagami** The station at Timagami is situated on a comparatively narrow arm of the famous Lake Timagami, and makes a convenient starting point for a holiday tour of that waterway.

Lake Timagami has an area of ninety square miles, and is one of the most charming of Canada's inland summer resorts. As it is included in the Timagami Forest Reserve, it is practically destined to be preserved in all its natural beauty for all time to come. At least a thousand islands dot the surface of the lake and its shores are punctured with innumerable and inviting little bays. For natural and pic-

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turesque beauty it can scarcely be surpassed. Although there is no heather upon its banks, an enthusiastic Scotchman once remarked that it recalled to his mind the famous Loch Katrine. As a scene for camping and canoeing Lake Timagami is becoming increasingly popular, while for the variety and extent of its game fish no part of the continent can surpass it.

1063.0	**Doherty**	Although the stations on this part of the line
1015.0	**Redwater**	are particularly close to each other the vil-
954.0	**Kenny**	lages are small and the country but sparsely
996.0	**Bushnell**	settled. It is, however, a beautifully pic-
1028.0	**Otter**	turesque country. Towering rocks, crowned
1053.0	**Diver**	in many instances with clumps of trees,
1040.0	**Osborne**	abound in every direction. Here and there
1029.0	**Riddle**	are burned-over areas of considerable ex-
1045.0	**Joko**	tent, but amid the blackened and grey trunks
1167.0	**Tomiko**	of the burned trees during the summer
1222.0	**Mulock**	months is a wealth of wild flowers, and par-
1055.0	**Widdefield**	ticularly of the pink-colored fireweed. Of
908.0	**Feronia**	picturesque and charming little valleys and
789.0	**Lounsbury**	small trickling streams the number is ad
.746.0	**Trout Mills**	infinitum. Many of the streams afford excel-
654.0	**North Bay Jct.**	lent fishing and in the adjacent forests moose and deer are to be had in season. At North Bay Junction the line turns sharply in a southwesterly direction, and skirting the north shore of Trout Lake, enters North Bay.

687 **North Bay** Situated at the northeast angle of Lake Nipissing, North Bay was a generation ago a small clearing on the edge of the lake. To-day it has a population of nearly 11,000. It is an important railway and commercial centre and the principal distributing point for supplies entering the great mining district of Northern Ontario. It is also an important manufacturing centre, and the headquarters for the French River tourist route, on which steamers are daily employed during the summer season. It is on the main line of the two transcontinental railway systems and the direct line of the Grand Trunk Railway leads from here to Toronto.

Historic Lake Nipissing.

Lake Nipissing is one of Canada's historical inland lakes. It has an area of 330 square miles, and being connected with Georgian Bay by the French River, was in the pioneer days of the country traversed by hardy French adventurers. It was by way of the Ottawa, Lake Nipissing and French River that Champlain in 1615 made his trip to Georgian Bay,

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whence with a body of Huron Indians he entered the Severn, crossed Lake Simcoe, and by way of the Trent River passed into Lake Ontario in an abortive attempt to conquer the Iroquois, an adventure for which the French had subsequently to pay dear.

749.0 **Callander**
819.0 **Astorville**
890.0 **Alderdale**
1017.0 **Wasing**
1143.0 **Fossmill**

Continuing en route to Montreal, the train, on leaving North Bay, strikes a southerly course, with Lake Nipissing lying to the right. Callander, situated on Southeast Bay, an arm of the lake, is an important distributing centre and shipping point for the lumber interests of the district. Approaching Astorville, the railway follows the Wistiwasing river for a few miles, and then crossing it, follows Smith Creek for a short distance. Leaving the banks of the latter, the railway takes a direction practically due east. In the middle distance to the north is to be seen the shining surface of Lake Wistiwasing, and beyond, some twenty miles distant, extends the valley of the Mattawa and the great escarpment of the Laurentian Hills, purpled by distance. In the meantime the railway is ascending a grade which ends several miles beyond.

The Algonquin Park.

1000.0 **Coristine**
1008.0 **Ascalon**
1073.0 **Daventry**
1070.0 **Government Park**
1038.0 **Brent**
1028.0 **Acanthus**
920.0 **Radient**
848.0 **Agnone**
783.0 **Brawny**
745.0 **Achray**
761.0 **Kathmore**
750.0 **Dahlia**
544.0 **Indian**
498.0 **Alice**
531.0 **Hiam**

At Kilrush the railway enters Algonquin Park. This park covers an area of 2,721 square miles, is situated in the heart of the Highlands of Ontario, and is maintained by the Provincial Government for the entertainment of visitors and the preservation of wild game. It is one of the most beautiful of natural spots on the continent. In its primeval forests all kinds of wild animals common to the North American continent roam at will. Lakes and rivers, noted for their picturesque beauty and for the excellent game fishing they afford, are to be found in every direction. Of lakes alone there are nearly 1,000. For canoe trips, no greater attractions are to be found anywhere. Climatic conditions are ideal, largely the result of its high altitude, which at its highest point is 1,100 feet above sea level. Some one has described it as the "Land of your dreams and of forest stream". And yet it is less than a day's journey by train from Canadian centres of population and but twenty-four hours' ride from New York and Boston.

The line of the Canadian National Railways traverses Algonquin Park for a distance of about eighty-two miles,

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during which are encountered a succession of rivers and lakes, while the scenic effects upon which the eye of the traveler rests are magnificent. Cedar Lake, one of the largest and most beautiful bodies of water in the park, is skirted for its total length. Brent, situated on its northern shore, is both a divisional point on the railway and a particularly convenient spot from which to embark on a canoe trip. The railway leaves the boundaries of the park shortly before entering Dahlia.

The southern section of the Park, including much territory offering splendid canoeing and fishing, is reached by the Ottawa division of the Grand Trunk Railway System. At Algonquin Park station, on the Grand Trunk, is the Highland Inn, and back from the railway line are two log cabin camp hotel enterprises—Camp Minnesing and Nominigan Camp.

Continuing eastward, the line runs for several miles through the valley of the Indian River, crossing and recrossing that stream and its tributaries en route.

447.0 **Pembroke** Situated at the confluence of the Ottawa and Muskrat Rivers, is one of the principal towns in the Ottawa Valley, with a population of 7,900. That part of the Ottawa lying in front of the town is known as Pembroke Lake, a long stretch of navigable water. An hourly ferry runs to Alumette Island, and a steamer plies between the town and Des Joachims, fifty miles up the Ottawa. Pembroke was in its early days an important lumbering centre, and to-day is developing considerable activity as a manufacturing centre, its principal products being lumber, woolens, gloves, furniture, flour, electric specialties, leather, machinery, moccasins, and matches. The last-named, although of recent origin, promises to make Pembroke one of the leading match-making centres of Canada, and is capitalized by British, American and Canadian interests. Large plants have also been established for supplying one of the large match-making firms in England with splints. Three railway lines enter the town. The surrounding agricultural country is good, and excellent hunting and trout fishing are to be had in the vicinity. Ten miles from town, and lying to the north, is the Petawawa artillery training camp.

429.0 **Finchley**
511.0 **Beachburg**
398.0 **Forester's Falls, Ont.**
330.0 **Portage du Fort, Que.**
331.0 **Clarendon**
321.0 **Bristol**
322.0 **Norway Bay**

Leaving Pembroke, the railway, taking a southerly direction, follows the Ottawa River, of which the traveler obtains some excellent views. Beachburg is the centre of one of the best grain growing districts in Ontario. Beyond Forester's Falls the line

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243.0	**Fitzroy, Ont.**	crosses the Ottawa to Portage du
258.0	**Woodlawn**	Fort, situated on the north bank of
249.0	**Dunrobin**	the river.
250 0	**Malwood**	Portage du Fort is a picturesque
265.0	**South March**	little town at the foot of a formidable
268.0	**Bell's Corners**	series of rapids and falls with a com-
289.0	**Rideau Junction**	bined drop of about 100 feet. In the

old pioneer days a seven-mile portage led to Bryson at the beginning of the next navigable stretch above,—hence the name "Portage of the Strong", no weaklings being tolerated in the vicinity. In those days, navigation was by bark canoe, and commencing with the voyage of Champlain over three hundred years ago, a steady stream of these picturesque craft went back and forth, to and from, the far-flung trading posts of Lake Huron and Lake Superior. No wonder the history of the Ottawa River is replete with interest and romance, and that its course is marked every mile or two by names conferred by the French voyageurs.

After the voyageurs came the lumbermen, holding sway for three-quarters of a century, and adding much to the history and nomenclature of the river. Their great rafts of squared timber, a couple of acres in area, dotted over with little sleeping cabins, dominated by the central cooking caboose with its open fire, and manned by a crew of from twenty-five to thirty giants in slouched hats, spiked boots and brilliant-hued neckwear, were almost as picturesque and unique as a brigade of great birch canoes sweeping up the river, with its fifty voyageurs straining at their paddles to the strains of "En Roulant ma Boule" or "La Claire Fontaine". However, the romance of the river has gone to a large extent ,though it may yet become one of the greatest river highways of the world should the projected Georgian Bay Canal be constructed. In the meantime the valley of the Upper Ottawa River abounds in natural wealth, not the least important part of which consists of such minerals as iron ore; marble of the purest white, blue and gray; phosphates, limestone, graphite, corundum and mica. There is still much timber available, while the water powers are enormous.

For about twenty miles beyond Portage du Fort the railway traverses the Quebec side of the river. Norway Bay, situated on the shores of the Ottawa, has a fine strip of sandy beach, and is a promising summer resort. A short distance beyond the Ottawa is recrossed, again, near Fitzroy, bringing the traveler within Ontario territory. Running through a fine stretch of agricultural country, Rideau Junction, a suburb of Ottawa, the Dominion Capital, is soon reached.

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The Capital City, Ottawa.

Ottawa is a city of many interests. As the capital of the Dominion it is naturally the centre from which radiates the political life of the Canadian Confederation. Ottawa owes its selection as the capital of the Dominion to the choice of the late Queen Victoria, the statesmen of the day not being able, owing to the contentions of Toronto, Montreal and Quebec, to come to a conclusion in the matter. The choice was made in 1858, nine years before Confederation was consummated, and when Canada consisted of what is today the provinces of Ontario and Quebec. Its population is a little over 107,000.

The Parliament Building, with its group of administration buildings, occupies a commanding position on a high eminence overlooking the Ottawa River. The original building, completed in 1865, was destroyed by fire in February, 1916. Of this building Anthony Trollope wrote, after paying it a visit: "I know of no modern Gothic purer of its kind, or less sullied with fictitious ornamentations, and I know of no site for such a set of buildings so happy as regards both beauty and grandeur." And the same might be said of the new building which has since arisen on the site of the old one, it being its prototype.

As far as situation is concerned one could scarcely conceive of anything superior to that which the city of Ottawa enjoys. Along its northern boundary flows the mighty Ottawa (known in Indian days as the river of the Algonquins), while from many parts of the city and particularly from the terrace of Parliament Hill, a magnificent view is obtained, on the Quebec side of the river, of the Laurentian Mountains that stretch on the one hand to the Gulf of St. Lawrence and on the other hand several hundred miles to the West. There is plainly visible, also on the Quebec side, a big gap in the Laurentian range which marks where the Gatineau River breaks its way through to the Ottawa, joining the latter a mile or two east of the Capital City. Within the limits of the city another river, the Rideau, joins the Ottawa, tumbling as it does so over a rocky ledge in the form of a ponderous veil, which led the first French voyageurs as they paddled in view of it to exclaim: "Le Rideau, Le Rideau!" And Le Rideau it still remains, only in Anglicized form. Up the Ottawa, and about a mile from Parliament Hill, are the Chaudiere Falls, boiling and smoking in their impetuosity, and where hydro-electric energy is developed for supplying light for the streets, power for the street railways and the factories of the City of Ottawa and for the town of Hull on the opposite side of the river.

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The park system of Ottawa is magnificent and intersected with picturesque and beautiful driveways with an aggregate length of about thirty miles. To the maintaining of these driveways financial assistance is rendered by the Federal Government.

Among the outstanding public institutions of the city are the National Victoria Museum, in which, in addition to its many rich and rare relics of the past, is an extensive collection of trophies of the late war; the National Art Gallery, in which are hung many famous historical pictures; the Royal Mint, the only one of its kind in the Dominion; the Parliamentary Library, handsome and imposing in architectural appearance, and noted for its magnificent collection of books; Rideau Hall, the official residence of the Governor-General, and the Canadian Government's permanent Fisheries Exhibit. An Experimental Farm, 460 acres, is in the vicinity. The ville is the birthplace of Ralph Connor, whose stories of the county (Glengarry) are familiar to lovers of fiction every- Central Station, located in the heart of the city, is a particularly handsome structure. On the opposite side of the street and connected with the station by a concrete tunnel, is the Chateau Laurier, Ottawa's leading hotel, and owned by the Grand Trunk Railway.

Ottawa is an important commercial and industrial centre. There are about 180 manufacturing industries turning out lumber, paper, matches, marine gas buoys (only one in the world), cement, clothing, etc. Latest available statistics give its manufactured products an annual value of nearly $39,000,000.

Hull, immediately across the river, is connected with Ottawa by two bridges. It has a population of 24,000, and is a busy industrial town, the annual output of its factories having a value of about $15,000,000.

225.0	**Carlsbad Springs**
249.0	**Vars**
232.0	**South Indian**
208.0	**Casselman**
288.0	**Moose Creek**
355.0	**Maxville**
343.0	**Greenfield**
256.0	**Alexandria**
261.0	**Glen Robertson, Ont.**
244.0	**Ste. Justine, Que.**
191.0	**St. Polycarpe Jct.**
176.0	**St. Polycarpe**

Leaving the Central Station, Ottawa, over the line of the Grand Trunk, a part of the system of the Canadian National Railways, the railway strikes a southeasterly direction, at the right a view being obtained of the Rideau Canal, which links the Ottawa and Rideau Rivers, two waterways which have a variation of eighty-six feet in their respective levels. On the outskirts of the city the train runs through the yards, dotted with extensive workshops, of the Canadian

National Railways.

Altitude

Carlsbad Springs is noted for the curative properties of its saline, sulphur and lithia waters. South Indian is a junction point from which a branch line runs to Rockland, an important lumbering town and summer resort on the Ottawa River, and having a population of about 3,500. Approaching Casselman, the line crosses the South Nation River, a stream having its outlet in the Ottawa. Near Maxwhere. Alexandria has a population of about 2,200, several factories ,and is the centre of a good dairying and mixed farming district. Glen Robertson is a point from which a branch line of the Grand Trunk Railway System runs to Hawkesbury, a town 21 miles distant on the banks of the Ottawa, and at which large pulp and paper mills are located. Beyond Glen Robertson the railway crosses the interprovincial boundary line, and the traveler is within the Province of Quebec, being carried through a part of the country which in the days of the French regime was occupied by many seignories, hence the peculiar narrow sub-divisions of its fertile farms, noted for their crops of hay and oats and their products of the dairy.

THE PROVINCE OF QUEBEC.

Quebec is a province of outstanding interest to tourists of all sorts and conditions. In historical lore, in romance and in tragedy there is no part of the continent more famous. For the extent and variety of its scenic effects it is a wonderland, the most striking of which are to be found in the vicinity of the Laurentian ranges—the world's oldest mountain range—and which traverses the province for the greater part of its width.

Definite history of Quebec dates back to 1534, when Jacques Cartier landed at Gaspé and planted a cross claiming the country in the name of "France and of Christ". And for France it was held until wrested from her by Great Britain over two centuries later.

Among the nine provinces comprising the Dominion the Province of Quebec is the largest, having an area of 703,653 square miles, or greater than the pre-war combined area of Germany, Austria-Hungary, Belgium, Holland, Denmark and Bulgaria. Under the French regime the province was known as New France until 1663, when it became Quebec, an Algonquin name signifying a narrow passage between two waters. Under British rule the name was changed on two or three occasions. From 1841 to 1867 it was officially known as Lower Canada, the present name being finally selected at Confederation in 1867.

Quebec is famous for its great rivers. The most important part of the St. Lawrence, on whose system steamers can navigate from the Atlantic to the head of the Great Lakes, a distance of 2,339 miles, is within the boundaries of the province. The Indians well named it "a river that is without end." Among the great rivers tributary to the

St. Lawrence within the boundaries of the province are the Ottawa, the St. Maurice, and the Saguenay. A peculiarity about the last-named is that through some convulsion of nature its bottom is in parts about six hundred feet below that of the river it helps to feed. Cape Trinity and Cape Eternity, standing on either side of the mouth of the Saguenay, tower 1,800 and 1,600 feet respectively above the surface of the river. Tadousac, standing at the mouth of the river, is believed to be the site of the oldest European settlement in Canada. In all, the province has 185 rivers having an aggregate length of nearly 16,000 miles. The province has enormous potential possibilities in respect to waterpowers. Not including those in the northern wilds of the province, there are available undeveloped waterpowers with a potential possibility of 6,850,000 horssepower. From those which have been developed over 1,000,000 horsepower of hydro-electric energy is being generated. With the extensive developments which are under way the latter will be considerably increased within the next year or two.

In respect to its manufacturing industries, Quebec ranks second among the Canadian provinces, the latest available census figures giving the total product of its factories an annual value of $988,574,-823. Its forest resources are immense, as may be gathered from the fact that from their product, according to the latest statistics, over $64,000,,000 worth of pulp and paper and about $61,500,000 worth of lumber, lath, shingles, etc. are obtained annually. Next in order to forest products comes the manufacture of cotton goods, the annual output of which is valued at $57,500,000.

Quebec's farms are noted for their fertility and their narrow, ribbon-like form, due in the first place to the fact that in the early days of the province an effort was made to give settlers a frontage on a river in order to facilitate transportation, there being no ordinary roads. In the second place, that which has caused a further narrowing of the farms is the process of sub-dividing which has been carried on in order to give each son a part of the original homestead as he began housekeeping on his own account. Field crops of the province during the three years ending 1921 have had an annual average value of about $300,000,000. Live stock on its farms is valued at about $207,000,000. Among its live stock are still here and there to be found the descendants of the first cattle brought over from France in 1620. The province is making rapid headway in respect to its dairy industry, and latest official figures give the output of factory-made cheese and butter a value of almost $37,000,000.

The population of the province, according to the census of 1921, is 2,349,067, an increase of 17.11 per cent. in ten years. About eighty per cent. of the people speak the French language, and over 86 per cent. are Roman Catholics.

160.3	**Coteau Junction**	Leaving St. Polycarpe Junction, and continuing in a southerly direction, the railway follows the River Delisle to
160.0	**Riviere Rouge**	
159.0	**St. Dominique**	

Altitude		
150.0	**Cedars**	Coteau Junction, where the train turns
85.0	**Vaudreuil**	eastward over the double track system
84.0	**Isle Perrot**	of the main line running from Montreal to Chicago. At Vaudreuil, looking to the

left, is to be seen the ruins of an old fort built by early French settlers as protection from the Iroquois and Mohawk Indians. A considerable quantity of tobacco is grown in this vicinity. The vicinity also provides good opportunities for boating, fishing and shooting. Just beyond Vaudreuil the railway crosses the western branch of the Ottawa to Isle Perrot, about six miles in width, and which divides the river into two streams. The main channel of the Ottawa is crossed by a steel bridge within a few hundred yards of the point where the waters of the latter river join those of the St. Lawrence.

122.3 **Ste. Annes** This picturesque spot (known also as Ste. Anne de Bellevue) is situated at the west end of the Island of Montreal. Nestling near the shore of the river (the Ottawa), and within a stone's throw of the railway, is the ancient little church in which the early voyageurs stopped to pay their vows while paddling their way to the interior of the country, an experience which inspired Moore, in his "Canadian Boat Song", to write:

> "Faintly as tolls the evening chime
> Our voices keep tune and our oars keep time.
> Soon as the woods on the shore look dim,
> We'll sing at St. Annes our parting hymn.
> Row, brothers, row, the stream run fast,
> The Rapids are near and the daylight's past."

Ste. Annes is a popular summer resort, where good black bass and maskinonge fishing is to be had.

114.0	**Baie d'Urfe**	Proceeding eastward from Ste. Annes, the
105.5	**Beaurepaire**	railway immediately passes the Macdonald
104.5	**Beaconsfield**	Agricultural College, one of the most noted
107.4	**Pointe Claire**	of its kind in the Dominion, and comprising
96.6	**Lakeside**	a handsome and striking group of buildings.
89.3	**Valois**	Between this point and Lachine the rail-
89.0	**Strathmore**	way skirts the shores of Lake St. Louis, a
87.0	**Dorval**	broadening of the St. Lawrence, and noted
99.0	**Dixie**	for its many picturesque summer resorts. A

particularly pretty vista of the lake is obtained from Valois. At Dixie, and lying to the right, are the noted 18-hole links of the Royal Montreal Golf Club.

131.0	**Lachine**	Lachine, situated at the foot of Lake St.
115.0	**Convent**	Louis, is an interesting historical town with

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89.5 **Dominion**
86.0 **Rockfield**
68.0 **Montreal West**
61.0 **St. Henri**

a population of 15,500. Here Sieur LeSalle in 1666 built a stone dwelling, the remains of which are an inviting scene for tourists. It was from this seigniory that the famous adventurer embarked on his long journey of exploration to the west, in the hope that it would ultimately land him in China. It was because he believed that the St. Lawrence was the highway to the "Flowery Kingdom" that he gave Lachine its name (a la Chine). On this adventure he landed where to-day stands the City of Kingston, built a fort at Niagara, discovered the Mississippi and traced it to the Gulf of Mexico, and in 1687, while in the wilds of Louisiana, was murdered by his followers. On an evening in August, 1689, Lachine, by that time a thriving village, was destroyed by a band of Iroquois and its inhabitants massacred.

Leaving Lachine, the railway passes through the western suburbs of Montreal, and located within which are some of the city's most important industries.

The City of Montreal.

78.0 **Montreal** Montreal has many attractions for the tourist. Being one of the oldest cities of Canada it is interesting from the historical point of view. When, away back in 1535, it was visited by Jacques Cartier, the site of the present city was an Indian village bearing the euphonious name of Hochelaga. Seventy-six years later the famous Champlain made a brief sojcurn there. Under Maisonneuve, it in 1642 formally passed into French hands. The founders were not, however, on territorial conquest bent. They were a small party of religious enthusiasts inspired with an ambition to impart spiritual and secular education to the Indian aboriginies. Nevertheless they took the precaution of erecting a picket around their humble dwellings, and mounting a cannon for use in case of emergency. The site of that venture is to-day known as Custom House Square. The first name given to this settlement was Ville-Marie.

It was from Montreal that in 1660 Dollard and his fifteen companions set out to meet at the Long Sault Rapids, on the Ottawa, a few miles above, the horde of Indians descending from the north to destroy the French settlements on the St. Lawrence. Although Dollard and his companions lost their lives in the venture, their heroic effort caused the Indians to abandon their enterprise. "It is stated on credible authority," history tells us, "that Montreal—Canada in fact—was saved at this critical juncture by the heroism of a few devoted Frenchmen". It was also from Montreal that Jumon-

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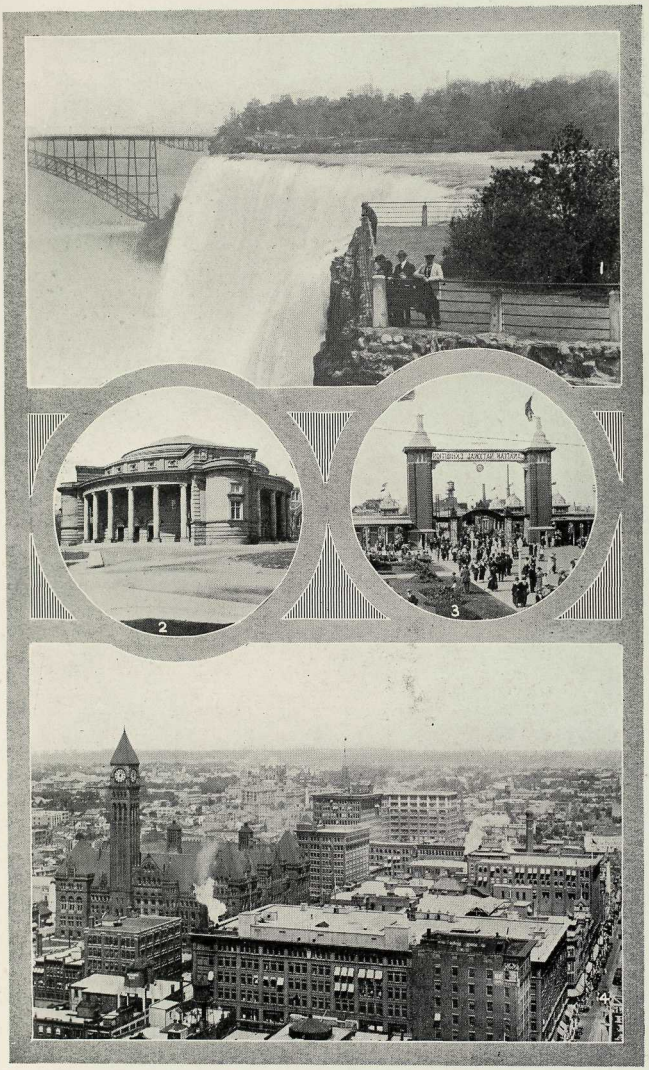
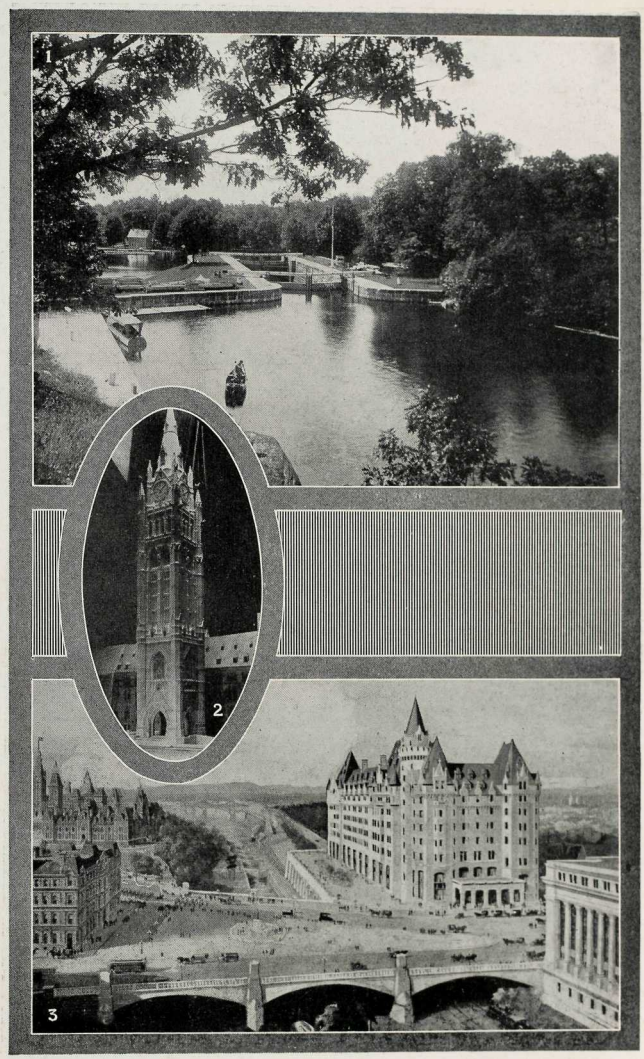
ville led a force for the purpose of surprising and capturing British positions on the Monongahela, an enterprise in which he was thwarted by George Washington, then an officer in the British colonial forces. In 1775 Montreal was occupied by American troops under General Montgomery, who, on December 31st of the same year, lost his life in an abortive attempt to capture Quebec.

Montreal is to-day a beautiful modern city, with a population, according to the census of 1921, of 607,063, and with suburbs of 713,000. At the back of the city, ,a mile or two from the waterfront, is Mount Royal, an eminence of 763 feet, which gave the city its present name. In the days prior to the advent of the white man Mount Royal was the game park of Hochelaga, and in which during the early days of British occupancy moose were shot. To-day it is dotted with picturesque and stately homes and coursed by pleasant driveways and walks planned by Olmstead, the great park designer. At a depth of 600 feet beneath its crown Mount Royal is punctured by a twin-tube tunnel three-and-a-half miles long, owned and operated by the Canadian National Railways.

The harbor of Montreal is one of the most important in the Dominion, and has the unique distinction of being the farthest inland ocean port on the continent, being situated one thousand miles from the Atlantic. The harbor has a frontage of eight miles, has a depth of water ranging from 25 to 35 feet, and has berth accommodation for one hundred vessels. During the season of navigation ocean-going steamers to the number of over 1,000 enter and leave the harbor, and of vessels in the coasting trade nearly 5,000. Less than a century ago the harbor had but two wharves with a depth of water of nine feet, while the size of the vessels then entering the port may be gathered from the fact that the shipping trade of that time could have been carried by one or two of the modern steamers which now frequent it. Vessels from inland waters could not enter the port at all, owing to the Lachine rapids above. The Lachine canal, enabling this to be done, was opened in 1825, and that with a depth of four-and-a-half feet in place of the fourteen feet now obtaining. While all craft use the canal when sailing westward, certain passenger steamers regularly negotiate the rapids when entering the port from the upper part of the river. There is a floating drydock in the port capable of accommodating the largest of ocean-going steamers. Being the most important shipping port in the Dominion for grain consigned to trans-Atlantic countries, the harbor is equipped with enormous elevators; during 1921 over 140,000,000 bushels of grain were shipped by ocean-going vessels.



1—Niagara Falls, from the Canadian Side. 2—Convocation Hall, and 3—Entrance to Canadian National Exhibition, Toronto. 4—Bird's Eye View of Toronto.



1—Chaffey's Locks, Rideau Lakes, Ont. 2—Memorial Tower, Parliament Buildings, Ottawa. 3—The Chateau Laurier, Ottawa, Ont.

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Spanning the river where the rapids storm and toss is the Victoria Jubilee Bridge opened in 1898, and replacing the old Victoria Tubular Bridge constructed thirty-eight years before. It is one of the largest bridges in the world, being a mile and a quarter in length, with 25 spans resting on 24 piers. It is 65 feet in width, with double railway tracks, electric trolley tracks and a broad driveway. The cost was two million dollars.

Montreal is a city of churches, there being over three hundred; among them are several cathedrals. Many of the churches are famous either for their architectural beauty or historical relationship. The most famous is Notre Dame, whose lofty twin towers (227 feet high) are conspicuous from many parts of the city. Except for the cathedral of the City of Mexico, it is the largest church on the North American continent, having a seating capacity of 10,000. In one of its towers is a bell weighing 24,780 pounds, the largest in America.

The city is a large manufacturing, as well as an important financial and commercial centre, there being nearly 2,500 factories with a productive value in 1919 (lastest year for which figures are available) of $581,500,000. The largest flour mill in the world, having a capacity of 6,000 barrels a day, is within the confines of the city. There are two sugar refineries, shipbuilding yards, bridge works, and a large number of factories turning out clothing, boots and shoes, tobacco, cigars, rubber goods, machinery, tools, etc.

As an educational centre, Montreal ranks high among the cities of the continent, and particularly for its universities. McGill University has a world-wide reputation, and in 1920 had a student enrolment of 3,319. The student enrolment of the University of Montreal the same year was 5,495, and of Laval University 1,263.

ACROSS CANADA.

Winnipeg to Toronto via Fort William-Port Arthur.

773.7	**Winnipeg**	Leaving the Union Station, Winnipeg, for
763.0	**St. Boniface**	Toronto, the train is carried over elevated
761.8	**Paddington**	tracks, and crossing the Red River (a
769.0	**Navin**	stream about 900 miles in length) enters
794.0	**Lorette**	St. Boniface, a busy industrial and com-
808.0	**Dufresne**	mercial town with a population of about
831.0	**Ste. Anne**	12,000. Striking a southeasterly direction,
886.0	**Giroux**	the train passes through a fertile prairie
934.0	**La Broquerie**	country, the productiveness of which is
1012.0	**Marchand**	evidenced by the elevators erected along the
1122.0	**Bedford**	route. A considerable part of the country

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1161.0	Sandilands	is settled by French-Canadians, though to
1233.0	Woodbridge	the south there is a thriving colony of
1194.0	Carrick	Mennonites. Bedford has been somewhat
1247.0	Badger	of a factor in building up the City of Win-
1178.0	Vassar	nipeg, a large quantity of the gravel used
1143.7	South Junction	for concrete and mortar having been hauled
1072.6	Sprague	from this point. Proceeding southward the
1092.0	Middleboro	railway gradually enters the well-wooded

region for which the Lake of the Woods district is noted. At South Junction, beyond Vassar, a branch line from Emerson, Man., is encountered. This road was built for the purpose of bringing grain from Southern Manitoba, thus avoiding the haul into Winnipeg, and furthermore, increasing congestion at that point during the grain season. Beyond Sprague the railway enters the State of Minnesota.

1070.7	Warroad, Minn.	At Warroad, the first station encountered
1086.6	Swift	after entering American territory, the
1163.8	Roosevelt	traveler is brought into close proximity
1154.0	Williams	to one of the lower tips of the Lake of the
1146.0	Cedar Spur	Woods, a body of water which washes the
1140.0	Graceton	shores of the Provinces of Manitoba and
1113.9	Pitt	Ontario and of the State of Minnesota.
1084.3	Baudette	Running eastward through the State of

Minnesota for a distance of about fifty-five miles, the railway crosses the Rainy River and enters the Province of Ontario. (See page 54 for description of Ontario).

1088.6	Rainy River	The town of Rainy River, situated on the
1103.0	Sleemans	stream bearing the same name, has a popu-
1085.5	Pinewood	lation of about 1,500. Canadian National Rail-
1123.6	Stratton	way shops are located here, and there are
1108.7	Barwick	mills connected with the lumber industry.
1107.0	Tobas	There is a good automobile road from the
1106.1	Emo	town to Fort Frances and Grassy River. The
1149.6	Devlin	district affords excellent opportunities for
1134.1	Lavalee	fishing and hunting.

1146.5 **Crozier**

The route by the Rainy River and Lake of the Woods was that taken by the early explorers on their way to Lake Winnipeg, and thence up the Saskatchewan. Over this route for the first time went La Verendrye in 1732, establishing Fort St. Charles on a peninsula on the west side of the Lake of the Woods. There he remained, while his son, Jean, explored the Winnipeg River to its mouth, and established Fort Maurepas. He was probably the first white man who over went from the Lake of the Woods to Lake Winnipeg. The following year La

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Verendrye, on returning from Montreal, found the little garrison at Fort St. Charles at the point of starvation. He despatched his son to meet the heavily laden canoes following him for the purpose of obtaining and bringing back supplies. Jean took the most active voyageurs in light canoes, and with Father Aulneau made an early start. The party made a stop for breakfast when they reached the island off Oak Point, the narrow peninsula which guards the entrance to Rainy River. What actually happened will never be known, but on landing the whole party was massacred by Sioux Indians, who came from the vicinity of what is now Warroad. The bodies of the murdered Frenchmen were afterwards discovered and buried at Fort St. Charles. A stone cairn now marks the site of the old fort and the burial place of the intrepid voyageurs.

Emo is of great interest to antiquarians and students of anthropology, because in the vicinity may be seen the work of the ancient mound builders. These were made the subject of investigation by members of the British Association a few years ago, and the researches of that learned body form the subject of a most interesting monograph. From Emo the railway strikes due east toward Fort Frances, thus avoiding a great elbow of the Rainy River.

1122.3 **Fort Frances** This is a place that is rapidly coming to the front on account of the hydro-electric power available. It is located on the Rainy River, which here forms the international boundary line. Across the river is International Falls, Minnesota, an important centre where large pulp and paper mills and other industries are located. On the Canadian side the principal industry is that of the International Pulp and Paper Company, which supplies practically all the newsprint paper to the newspapers of Western Canada. Among other important industries are lumber and planing mills, cement works, and brick yards. Fort Frances has a population of over 3,000, and is a popular resort for tourists and sportsmen, good fishing and hunting being obtained in the vicinity. An excellent view of Chaudiere Falls is to be obtained from the town.

A good deal of historical interest attaches to the neighborhood. In May, 1732, La Jeremaye, who had been sent by the French explorer, La Verendrye, to Lac La Pluie, built Fort St. Pierre, where the Rainy River discharges into Rainy Lake. The same year La Verendrye himself stopped at the Fort on his way to the Lake of the Woods. On this ground the feuds of the great fur-trading companies were fought out. The North-West Company, the Hudson's Bay Company, and later, Astor, had forts here. It is still a station of the

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Hudson's Bay Company, their present offices standing on the site where they have been trading for over a hundred years.

From Fort Frances, the D. W. & P. division of the Canadian National Railways runs southeastward to Duluth, traversing a great lumbering country. Virginia, one of the most important places on this line, is the principal town in the iron mining district of Mesaba. It is, however, chiefly noted for its lumber mills, that of the Virginia and Rainy River Company having a capacity of 1,000,000 feet of lumber in 24 hours. Duluth, the terminus of the line on Lake Superior, is unique in its activities, handling the largest tonnage of natural products of any port in the world. Over 10,000 ships arrive and depart from its harbor during the year, having a total tonnage of over 40,000,000 tons. The grain elevator capacity is 41,000,000 bushels. One of the principal reasons for the activity at Duluth is that there lies within easy shipping distance of its harbor the largest bodies of hematite iron ore yet discovered, and this, of course, produces an enormous tonnage.

Continuing eastward on the main line of the Canadian National Railways towards Fort William, the railway crosses Rainy Lake.

1130.0	**Rainy Lake**	In the crossing of Rainy Lake the railway
1136.3	**Rocky Inlet**	traverses a double-track granite causeway
1113.6	**Sims**	three miles in length. This causeway con-
1119.0	**Nickle Lake**	nects a series of little rocky pine-clothed
1153.5	**Bears Pass**	islets, and is one of the engineering marvels
1163.0	**Farrington**	encountered on the route. The building of this
1192.0	**Olive**	causeway was commenced in 1910. In July of
1200.7	**Mine Centre**	that year station men were starting short fills
1199.0	**Turtle**	out from the shores of some of the islets. On
1177.0	**Glenorchy**	September 16 of the same year, the first big
1214.0	**Mathieu**	"shot" was fired, and in October digging by
1180.1	**La Seine**	steam shovels was inaugurated. During the
1311.0	**Flanders**	winter two shovels were kept at work, and the
1264.0	**Banning**	following summer four were in commission.
1282.6	**Elizabeth**	Until the fall of 1912 these four shovels,
1280.0	**Overflow**	attended by eight standard gauge locomotives, two donkey engines and sixty dump cars, forwarded a steady stream of rock to the fill. The biggest output in one month was 50,000 cubic yards of rock. For one steam shovel in a day the record was 155 cars, or about 900 cubic yards. Some single rocks loaded by these 90-ton shovels weighed more than 20 tons. On May 1, 1911, dumping commenced on the second channel filling, 3,000 feet across. Forty train loads of rock every day for a year were dropped before this was completed. Repeated for two weeks at a time this dumping was continued within a car-length before the track

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could be extended. Of the so-called big shots, 75 were fired, averaging from 10,000 to 15,000 cubic yards. The largest contained 56,000 pounds of dynamite, and broke up 50,000 cubic yards of rock. The total rock filling aggregates nearly a million cubic yards measure, solid, in original position. The average haul was one mile. Copper deposits are found in the vicinity of Rainy Lake.

Proceeding eastward the railway passes Rocky Inlet, skirts Grassy Portage Bay, and crosses the end of Redgut Bay, a lake-like indentation of Rainy Lake. Beyond this the line skirts Little Otter-tail Lake, passes Farrington, and touches Little Turtle Lake at Olive. Mine Centre is situated near the southern end of Little Turtle Lake, and is, as the name implies, the headquarters of a mining district. It flourished some years ago. Few of the mines are being operated at the present time. There is a good general store and hotel, and the farmers from the surrounding district create a certain amount of trade. Beyond Mine Centre, Little Turtle River is encountered. Near Mathieu the railway crosses the Seine River and between Mathieu and La Seine enters the Seine Valley, which it traverses to a point between Banning and Overflow.

1284.2 **Atikokan**
1356.0 **Olcott**
1368.1 **Hematite**

North of Atikokan are gold areas that have received more or less attention from mining men for some years. Many of the deposits are valuable, but from lack of scientific handling have not been profitable in the past. At Hematite, the line enters the valley of the Atikokan River, and presently reaches the divisional point of that name, where are to be found engine shops and the usual equipment of such a place. There are extensive iron ore deposits in the neighborhood, but, at the present time, on account of there being no ready market for non-Bessemer ore, active operation is at a standstill. Between Atikokan and Hematite the railway follows, and at times crosses, the Atikokan River.

Quetico Provincial Park.

1483.1 **Kewene**
1439.9 **Abiwin**

Kawene is the headquarters of the Superintendent of Quetico Park. The work of opening up portages, building roads and bridges, and making the park generally accessible, is carried on from this base. This park has an area of 3,700 square miles and is situated in the heart of the Rainy River District. Here Nature abounds in all her primeval beauty, and will for all time continue to do so, the Provincial Government of Ontario having set it apart for that purpose. Within the forests of the park deer, moose, bear and other wild animals, under Government protection,

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abound, while its numerous lakes, rivers and streams afford the best of fishing. Maskinonge, trout, bass and pickerel are common, and in adjacent lakes sturgeon are to be obtained. Within the confines of the park there are regular, mapped-out trips both by land and water, taking the tourists into secluded spots where the only inhabitants are the wild animals of the forest. Scenic effects within the park are noted for their beauty and extent. No shooting is permitted in the Park, but the man with the camera may have all the opportunities he desires for obtaining pictures of big game, particularly moose.

The Rainy River District, of which Quetico Park is a part, has an area of nearly 27,000 square miles, and as early as 1687 its lakes and rivers became a highway for French voyageurs who attempted to paddle their way to the Western Plains, the sites of some of their old trading posts and forts still being evidence.

Abiwin, situated on the northern shore of Mink Lake, is a favorite stopping place for campers and fishermen, who get excellent sport in Mink, Elbo, Crooked Pine and other lakes in the vicinity.

1486.4 **Windigo** Windigo is situated at the head of Lake Windigoostewan and is the most convenient spot from which to reach Quetico Park. Before the railway was built, the main route of travel was from Windigo down Lake Windigoostewan towards Fort Frances—the celebrated Dawson route. It was the old French trader's trail, re-discovered by Roderick Mackenzie of the North-West Fur Company in 1797, and known then as the Kaministiquia route.

1570.8 **Huronian**
1541.0 **Keego**
1516.0 **Kashabowie**
1486.0 **Kabaigon**
1481.8 **Rossmere**
1442.4 **Mabella**
1242.4 **Shabaqua**
1202.0 **Glenwater**
1129.0 **Rowan**
1003.7 **Mokomon**
945.0 **Hume**

After leaving Windigo, and before entering Huronian, the railway crosses the height of land dividing the watersheds of the Great Lakes and Hudson's Bay. From here there is a gradual decline in the altitude, instead of the increase hitherto experienced. From Kashabowie to about midway between Rossmere and Mabella the line runs north of Shebandowan Lake, on the shores of which are to be seen the remains of Lord Wolseley's headquarters, occupied by him during the Red River Expedition of 1870. The country on all sides is picturesque, and undoubtedly contains mineral wealth. South of Kashabowie, near the head of the lake, are the Round Lake Copper fields, while south and west of the Matawin River are the Green Lake iron deposits, which, it is expected, will eventually prove producers of magnetic iron ore of commercial

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value. From the eastern shore of Shebandowan Lake the railway enters and follows to a point beyond Shabaqua the valley of the Shebandowan River. Thence it descends the valley of the Matawin River, and beyond Rowan turns sharply to the south along the Kaministiquia valley.

915.4 **Kakabeka Falls**
750.0 **Jelly**
723.3 **Twin City Junction**

Kakabeka Falls are one of the most beautiful waterfalls in Ontario, and they are visited annually by thousands of excursionists. Power is developed here and transmitted to Port Arthur and Fort William. At Twin City Junction a branch line bends off, crossing the Kaministiquia River a few miles farther up and following the valley of the Whitefish River to Whitefish Lake, and so on to North Lake, near the international boundary.

630.0 **Mount**
629.8 **Westfort**

Proceeding eastward, the railway continues to follow the Kaministiquia Valley, which is also traversed by the C. P. R. and the former line of the Grand Trunk Pacific, now absorbed in the Canadian National Railways system. To the right will be noted the valley of the Slate River. Here and in the Pigeon River Valley to the south, the old fur traders' route from Grand Portage, some good farm land will be found. Settlers are raising fine crops, and are beginning to pay more attention to vegetables for which there is a market in the Twin Cities. Remarkable yields of potatoes have been obtained, as high as 400 bushels to the acre being reported in favorable seasons.

612.8 **Fort William**
615.0 **Port Arthur**

Fort William and its neighboring city to the east, Port Arthur, occupy a commanding position at the head of the Great Lakes. They together form the gigantic spout through which there pours each year the golden flood of grain from the vast agricultural areas of the Prairie Provinces, while as the connecting points between the navigation of the Great Lakes and the rail systems of the West, their importance in the transportation life of the country is paramount.

The Twin Cities have a spacious outlook. On the opposite side of the bay rises the bold rocky promontory of Thunder Cape, beyond which lies Silver Islet. This islet, although less than an acre in area, yielded silver to the value of $3,250,000 during the period it was operated as a mine. Overlooking the harbor is Pie Island, a mountain of columnar basalt, with Mount Mackay towering to the west.

Naturally, one of the most interesting features of the Twin Cities are the facilities provided for the transhipment of grain brought by rail from the Western Provinces. This is effected by means of immense elevators. Fronting on Lake

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Superior and the Kaministiqua River there are thirty-two of these elevators, in the main of steel and concrete construction, and capable of holding 56,000,000 bushels of grain, while the total quantity passing through them during the season is approximately 370,000,000 bushels. The 56,000,000 bushels which these elevators are able to hold at the one and same time would fill 37,333 railway cars of 1,500 bushels capacity each or equal to over 746 train loads of fifty cars each. The terminal elevator of the Canadian National Railways at Port Arthur is the largest in the world, having a total capacity of 8,000,000 bushels. This elevator has a track capacity of thirty cars, and it is estimated that under conditions of emergency 600 cars of wheat could be unloaded in a single day. With cars averaging 1,000 bushels, this feat would mean the elevating, weighing, and binning of 600,000 bushels within the twenty-four hours. The grain is conveyed in hoppers, from the cars to the top of the elevators, where it is weighed again and distributed into the bins. Then, when being transferred to a lake vessel, it is drawn from the bottom of the bin, again weighed and poured into the shipping bin, whence it is spouted into the hold of the waiting ship through shipping legs. There are five of these shipping legs to each of the two working houses, each leg having a capacity of from 9,000 to 10,000 bushels an hour. Under ideal conditions 100,000 bushels an hour could, therefore, be unloaded.

In addition to large dockage facilities and waterside terminals, the Canadian National Railways have one of the finest plants on the continent for handling the coal arriving on incoming freighters and transferring it to railway cars for rapid distribution to eastern and western points. At Port Arthur, also, is located one of the Railway's excellent hotels, the Prince Arthur, which stands within a stone's throw of the station, and has a splendid outlook over Thunder Bay. It was erected in 1910, and is a six-storey fireproof building of handsome construction. Its appointments vie with the best of those to be found in the leading hostelries of large and older cities. A magnificent rotunda carried to the full height of two stories and round the walls of which extend a series of mural paintings portraying the building of the railway into the city, is a prominent feature. The dining room is located on the first floor, and is approached from the rotunda by a marble staircase. Here the service, provided by capable attendants, harmonizes with the excellent cuisine. Bedrooms, which are all twenty feet long, are all outside rooms. The first three floors are furnished in mahogany, while the upper floors are done in fumed oak. Altogether the hotel is designed to give the maximum of comfort to every guest.

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Port Arthur, with a population of 16,134, ronts on Lake Superior. It is an important industrial, as well as shipping, centre. Here is one of the largest shipbuilding yards in the Dominion; also a drydock 750 feet long. Fort William, situated on Lake Superior and the Kaministiquia River, has a population of over 20,000. Among its industries are large flour mills, car shops works, starch factory, pipe and tube mills, and woodworking plants.

Both cities are noted for the attractions they afford to summer tourists. From them many pleasant trips can be taken, both by land and water. Within a short distance excellent fishing and hunting are to be obtained. During the summer season connection is made with the Great Lakes Steamship Service via Superior and Huron, through the Soo locks and special train at Sarnia for Toronto.

648.0	**Current**	Leaving the "Twin Cities" of Fort William
623.0	**Wild Goose**	and Port Arthur, the railway, skirting the
656.0	**Silver Harbor**	northern shore of Lake Superior, strikes a
740.0	**Sibley**	northerly direction, running through a long
834.0	**Pass Lake**	rocky cut, which, when approached from the
854.0	**Pearl**	east, is aptly termed the "Gateway to Port
737.0	**Ancliff**	Arthur." Approaching Sibley, the train
667.0	**Dorion**	crosses the Blende River on a viaduct forty
627.0	**Hurkett**	feet above the water's surface. Proceeding,
675.0	**Coughlin**	the traveler obtains a good view of Mackay's
624.0	**Robford**	Mountain. Pie Island, though twenty-five miles distant, looms up boldly, while Caribou Island seems to be almost beneath. At Pass Lake, where a superb view of Thunder Bay, lying 250 feet below, is to be obtained, the line enters a rocky defile. The traveler is now being carried across the back bone of the peninsula separating Thunder Bay and Black Bay, the latter lying to the right. From beyond Ancliff, the railway runs in the vicinity of Black Bay, and does not leave its shores until Hurkett is passed.

Geologically the country from Port Arthur to Orient Bay, an arm of Lake Nipigon, is of the "animike" formation, being characterized by flat-topped vertical mountains of basalt, a volcanic overflow. This basalt is very hard, and has resisted denudation to a remarkable extent. Some of the summits rise over 2,000 feet above sea level, and are the highest points in Ontario.

616.0	**Nipigon**	Continuing in a northeast direction a run
744.0	**Cameron Falls**	of about a dozen miles brings the traveler
863.0	**Orient Bay**	to the shores of famous Nipigon Bay, an indentation of Lake Superior. Striking north, the train, after a run of a few miles, reaches Nipigon,

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situated at the mouth of the Nipigon River, and at the foot of Lake Helen, an extension of the river. The village of Nipigon is the site of an old fur-trading post, which is still carrying on business. Skirting the western shore of Lake Helen, the train crosses to the east bank of the Nipigon River, and a few minutes later arrives at Cameron Falls, where the Ontario Hydro-Electric Power Commission are harnessing the latent power of these magnificent rapids there located. The work is partly completed, 27,000 horsepower now being under development. When completed the plant will have a capacity of 75,000 horsepower for turning the wheels of industry at Port Arthur, Fort William, and other points in the vicinity. In the stretch of river between Cameron Falls and Virgin Falls, at the outlet from Lake Nipigon, a distance of thirty-five miles, some 200,000 available horsepower is in sight, and which will doubtless be developed in due course. An interesting feature in connection with the route of the railway as far north as Orient Bay is that it follows the old pre-glacial channel of the Nipigon River, which had been dammed up by the glacial drift in much the same way as the original channel of the Niagara River.

From the shores of Orient Bay the traveler obtains some excellent views of Lake Nipigon. Three miles across the lake, and near its outlet, may be observed the Virgin Islands. Further off, on a clear day, may be described th peaks of a mountain. Still further off, and to the north, lie the Shakespeare Islands. A good map of the district and a detailed description of this great hunting and fishing region is to be found in the Railways' publication, "Nipigon".

At Orient Bay, the railway has erected a hostelry for sportsmen, "Nipigon Lodge", in connection with the Prince Arthur Hotel at Port Arthur. Guides and outfitters are available, and sport of the rarest may be promised any fisherman who cares to visit these most famous of angling waters. Here the speckled trout are large of body, fin and tail, owing to the great volume and strength of the currents with which they must contend, and they put up a game fight.

It is customary to speak of the five Great Lakes of the St. Lawrence System, but a sixth might very well be included, for Lake Nipigon is fully half as large as Lake Ontario. It is unquestionably the main source of the St. Lawrence. Into it empty many rivers, whose dark-colored waters have their birth in far-off swamps. Out of it flows one mighty stream of crystal purity, the Nipigon River, which goes thundering in a series of superb cascades, through one of the most picturesque gorges in the world, to Lake Superior, 240 feet below and thirty miles away. Nipigon is supposed to be a corrup-

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tion of the Indian "Aweenipigo", or "the water which stretches far", and that is precisely the impression that is obtained as its wide expanse is first viewed from an elevation of nearly 100 feet. It presents to the eye a vast sheet of water stretching unbroken to the horizon, except for a number of beautiful wooded islands and curving points of land. The Lake is touched at Orient Bay, which has now become a famous rendezvous for sportsmen.

927.0 **Macdairmid**
927.0 **Fairloch**
974.0 **Warneford**
1010 0 **Beardmore**
1032.0 **Jackpine**
1066.0 **Nezah**
1081.0 **Jellicoe**
1092.0 **Kinghorn**
1139.0 **Keemle**
1112.0 **Bankfield**
1088.0 **Langmuir**
1087.0 **Octopus**

Leaving the Orient Bay station, the railway skirts the bay itself for a distance of nearly eight miles, and en route, between Macdiarmid and Fairloch, passes through the only tunnel encountered on the main line between Toronto and the Rockies. From Fairloch the line strikes a northeasterly direction and is shortly in contact with the Blackwater River, which it follows as far as Jellicoe. An imperceptible divide separates the Blackwater and Sturgeon rivers. Jellicoe, the origin of whose name needs no explanation, is a divisional point on the Canadian National Railways. A short run from this point the railway encounters and traverses for a considerable distance a part of the country that is watered by numerous streams and dotted with many lakes. South of Kinghorn is Partridge Lake; south of Keemle, Wild Goose Lake; and south of Langmuir, Little Long Lake, the most extensive of the group. Long Lake is a remarkable body of water. It varies in width from one to three miles, extends to the south for some fifty-five miles, and at its farther extremity is only thirty miles from Lake Superior at Jackfish Bay. It interposes a natural barrier between east and west, and when the C.P.R. engineers wre locating the route of the railway, they spent much time in seeking a practicable route past it, finally being forced to go to the south along the rough coast of Lake Superior. Grassy Lake is crossed just beyond Octopus, and at the eastern tip of a small lake beyond is a post of the Hudson's Bay Co. Approximately mid-way between Keemle and Bankfield the line crosses the height of land. Shortly after leaving Octopus the line, in rounding the tip of Long Lake, describes a half circle, and then as it takes a southeast direction crosses the Kenogami River close to its confluence with Long Lake.

1036.0 **Longlac**
1099.0 **Seagram**
1122.0 **Pagwachuan**
1121.0 **Caramat**
1106.0 **Arms**

As a gathering place for tribal Indians, as a fur-trading centre for the Hudson's Bay Company for upwards of a century, and as a post more recently for Revillon Freres, the great French Company, Longlac possesses a good

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1055.0	Gamsby	deal of historic interest. Many sportsmen
1077.0	Taradale	have visited these regions, and writers of note
998.0	White Otter	have written most interestingly of its many
1083.0	Osawian	and varied attractions. Approaching Seagram,
1044.0	Lux	the railway again crosses the height of land,
1083.0	Obakami	an operation it repeats a few miles further on,
1128.0	Tondern	just after leaving Pagwachuan. Lying south-
1123.0	Lennon	west of the line in the vicinity of Caramat are
1088.0	Hornepayne	some small lakes, the largest of which is Koandowango. A similar condition prevails south of Arms, while near Gamsby the "divide" is for the fourth time traversed. For the next hundred miles or so the railway crosses a large number of streams, most of which are tributaries to rivers emptying into Hudson's Bay. The first crossed east of Gamsby is the Nagagmi, with the lake of the same name lying to the north. Hornepayne is a divisional point on the line.
1037.0	Shekak	At Shekak the Morrison, a branch of the
1058.0	Penhurst	Albany River, is bridged, and a few miles
1032.0	Macduff	beyond the Kabinakagami, also a tributary
1120.0	Albany Forks	of the Albany. At Albany Forks a natural phenonemon occurs. The Oba River, coming up from the south, divides into two parts, one branch running off in a northeasterly direction, while the other continues due north. One branch joins the Albany River, the other the Moose River. Another excellent sporting territory is now approached, where moose and bear abound, duck are plentiful, and the rivers are fairly alive with brook trout running to five pounds or more. Here great records in catch and weight are made annually. Canoe routes are numerous, portages are easy, and the scenery is surprisingly beautiful.

"Playgrounds of Ontario," and "Where to Hunt, Fish and Paddle in the New North," booklets published by the railway, furnish descriptions and details regarding the opportunities for fishing and canoeing afforded by the numerous rivers on this route.

1086.0 **Oba** At Oba the line of the Algoma Central Railway is crossed. This railway was started as one of the Clergue enterprises. It has its headquarters at Sault Ste. Marie on the south, and extends north to Hearst on the Canadian National Railways transcontinental Winnipeg to Quebec air line.

1164.0	Newswabin	The route followed by the National Railways is
1137.0	Minnipuca	predominantly rocky, but is interpersed with
1071.0	Dishnish	numerous lakes, crossed by many streams and
1045.0	Fire River	furnishes scenic attractions that can not but in-
1019.0	Argolis	terest the traveler. Beyond Argolis, and ap-

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1031.0 **Peterbell** proaching Peterbell, the line crosses the Missinabi River, a stream flowing into the Moose River, which has its outlet on James Bay, near historic Moose Factory. Missinabi means 'big stone", referring probably to the high rock bluff on the lake in which it originates. It is the largest stream crossed by the railway in 400 miles of country, and has for many years been one of the best canoe routes to James Bay. Many a brigade of canoes laden with furs worth thousands of dollars have found their way by this route either to Moose Factory or to Montreal, via Michipicoten, and the portages have been worn smooth by the feet of hundreds of trappers, traders and explorers. There are extensive pulpwood areas north and south of the line in this part of the country.

1036.0 **Ilkstone** Approaching Agate the railway crosses the
1102.0 **Dunrankin** Kapuskasing River, which has its source in a
1076.0 **Agate** close-by lake bearing the same name. In this
1095.0 **Oatland** part of the country, on both sides of the line,
1182.0 **Missonga** there is much land that is arable. A prominent
1043.0 **Shawmere** feature in the landscape is Mount Horden, an
1078.0 **Foleyet** isolated hill rising out of the plain to a height of 500 feet or more, and named after the ex-Bishop of Rupert's Land. Foleyet, a divisional point, is also becoming a centre for sportsmen and tourists, and from it a large number of splendid canoe trips are available. Leaving Foleyet, the line crosses the Pisconogama River.

1147.0 **Slaterock** The railway, while traversing this part of the
1109.0 **Palomar** country, is in contact with a section of the great
1138.0 **Kukatush** Clay Belt of Northern Ontario, and which entends north to the James Bay slope. At Kukatush, it is said, a bloody fight occurred years ago between the native Crees of the Moose River basin and the Iroquois, who sometimes crossed Lake Huron and penetrated far into the interior, though they seldom got as far north as this. Almost immediately southeast of Kukatush the line crosses the Ground Hog River, a branch of the Mattagami, still another river that finally loses itself in the Moose.

Crossing the end of Windegozegunzing Lake and descending the Macaming River the train approaches Ostrom. The term "Windego" means the bad spirit which plagues the Indians, and is responsible for all their bad luck. The particular spirit associated with this lake was, after a furious struggle, drowned in its waters, and then turned into a rock, the legendary stone just showing above the water almost under the railway embankment. Report has it that it was a descendant of this fellow who upset one of the canoes of the

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survey party and ended the career of a very promising young Montrealer.

1234.0 **Ostrom**
1306.0 **Westree**
1313.0 **Stupart**
1344.0 **Ruel**

Ostrom is situated on the west bank of Minnesinaqua Lake. This lake discharges its waters into the Mattagami River, a few miles down which, in a northwesterly direction, and situated at Mattagami, is a long-established and important trading post of the Hudson's Bay Company. Leaving the eastern end of Minnesinaqua Lake the railway follows the Muskegogama and Oshanagana rivers to Ruel. Ruel was at one time the end of steel, and during construction days a place of considerable activity. There is good land and much timber in the vicinity, so that a settlement has grown up and supplies for the sportsman or the prospector are obtainable. It is also the point of departure for the promising Shining Tree mining district.

1314.0 **Felix**
1336.0 **Thor Lake**
1278.0 **Laforest**
1244.0 **Raphoe**
1187.0 **Anstice**
1156.0 **Sellwood Jct.**
1084.0 **Milnet**
1033.0 **Nandair**
1021.0 **Whistle**

Leaving Ruel, the railway enters the valley of the Vermilion River, following it for over forty miles. This is a glacial valley, remarkable for its low elevation, continuity, and directness. It cuts almost at right angles to the general direction of the ordinary ridges and valleys of the country, thus affording a valuable connecting link in reaching the height of land and that great clay belt lying back of Lake Superior's watershed, which is so rich in fertile soil, minerals and timber. Geologically, the valley is most interesting because of the enormous drift that has been carried through and piled up during the glacial epoch. The debris has been deposited, first as huge boulders up the stream and then as the gravel flats around Capreol. Approaching Milnet the valley becomes increasingly picturesque, narrowing to a veritable gorge or canyon, with the river expanding again into a series of beautiful little lakes. From Milnet a short spur branches off to Sellwood, where the Moose Mountain iron mines, on the west branch of the Vermilion, are located. The ore from these mines is shipped to Key Harbor on Georgian Bay, whence it is transhipped by barges for smelting.

1003.0 **Capreol**
968.0 **Hanmer**
..... **Bertrands**
856.0 **Sudbury**
872.0 **Sudbury Jct.**

Approaching Capreol, the railway emerges from the Vermilion Valley. Capreol is one of the most important divisional points on the Canadian National Railways, being on two main lines. At Hanmer there is an interesting community of French-Canadians successfully engaged in agricultural pursuits. From Sudbury Junction a short branch runs to Sudbury. The latter is one

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of the principal towns in that part of the country and has a population of over 8,500. Its chief importance industrially lies in the fact that it is situated in the famous Sudbury nickel district, at least 85 per cent. of the world's nickel supply being obtained from the mines operated therein. Among other industries are planing mills, brickyards, sash and door factories, a flour mill, machine shops, foundries, and a creamery. The town owns its electric plant, and has an electric railway running to Copper Cliff, the site of the nickel smelting plants. Sudbury is an important railway centre, a number of branch lines running therefrom. It is also a substantial wholesale distributing centre.

820.0	**Coniston**	Coniston is a town that was
752.0	**St. Cloud**	founded by the Mond Nickel Com-
.....	**Quartz**	pany, which is operating large mines
732.0	**Waterfall**	in the vicinity. The company has
695.0	**McVittie**	reduction works here and a model
629.0	**Burwash**	town for their employees. At
646.0	**Porlock**	Quartz, silica is mined in large
.....	**Baywater**	quantities and shipped to the smelter
640.0	**Hartley Bay**	at Copper Cliff, where it is used as a
647.0	**Pickerel River**	flux. At Todd, in the township of
631.0	**Key Junction**	Laura, the Ontario Government is
.....	**Cranberry**	establishing an experimental farm.
.....	**Ludgate**	Near Burwash there is a provincial
626.0	**Mowat**	industrial farm for the detention of
717.0	**Still River**	men convicted for terms less than two
716.0	**Drocourt**	years. The railway follows the
713.0	**North Maganetawan**	Wahnapitae River for some distance.
704.0	**South Maganetawan**	This is not a very turbulent stream,
.....	**Burton**	but it has one beautiful waterfall
779.0	**Bolger**	which can be seen from the train.
820.0	**Deer Lake**	Here power is being developed and
.....	**Zebra**	transmitted to Sudbury. A few miles
822.0	**Waubamic**	beyond McVittie the railway crosses the French and Pickerel rivers.

From Key Junction a branch runs down to Key Harbor, a port on Georgian Bay, with large elevator facilities for handling the products of the Moose Mountain iron mines. A few miles south of Key Junction the gorge of the Still River is crossed on a span 106 feet above the water. Later the northern branch of the Maganetawan is bridged, and a distance of four and a half miles beyond the southern branch is negotiated. At Bolger the line crosses the stream which connects Bolger Lake with Ka-She Lake, both flowing into the Maganetawan River. Deer Lake Station is on Gooseneck Lake, which it is necessary to traverse to reach Deer Lake, one of the most attractive of the northern lakes. At the small

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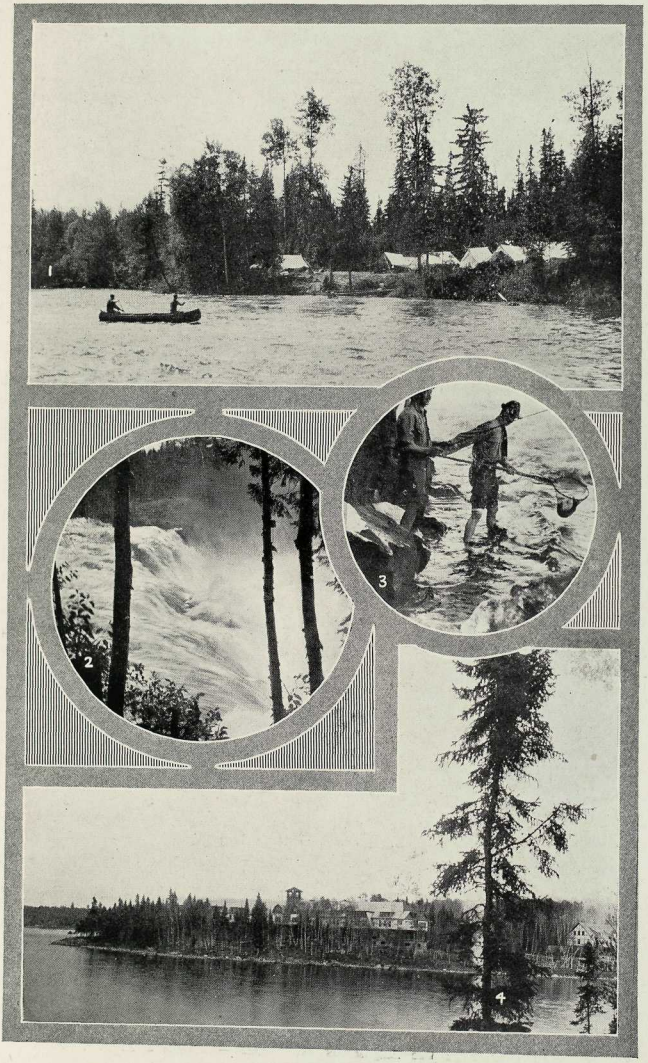
settlement of Waubamic the railway crosses the highroad running to the village of McKellar. This is the first maintained highroad crossed for a hundred miles during the journey southward.

The Canadian National Railways' line passes through a territory fairly ribboned with waterways and offering all manner of allurements for the camper, the canoeist and the fisherman. It is a country of spruce-shadowed lakes and wild and lonely rivers, where game and fish are still plentiful. From almost any station along the line access may be had to territory rich in all that contributes to the pleasure of the city man in search of sport and pastime. There are camping sites and stopping places at Shawanaga, Deer Lake, Bolger, the Maganetawan and the Still, Pickerel and French Rivers, all of which are noted for their black bass fishing.

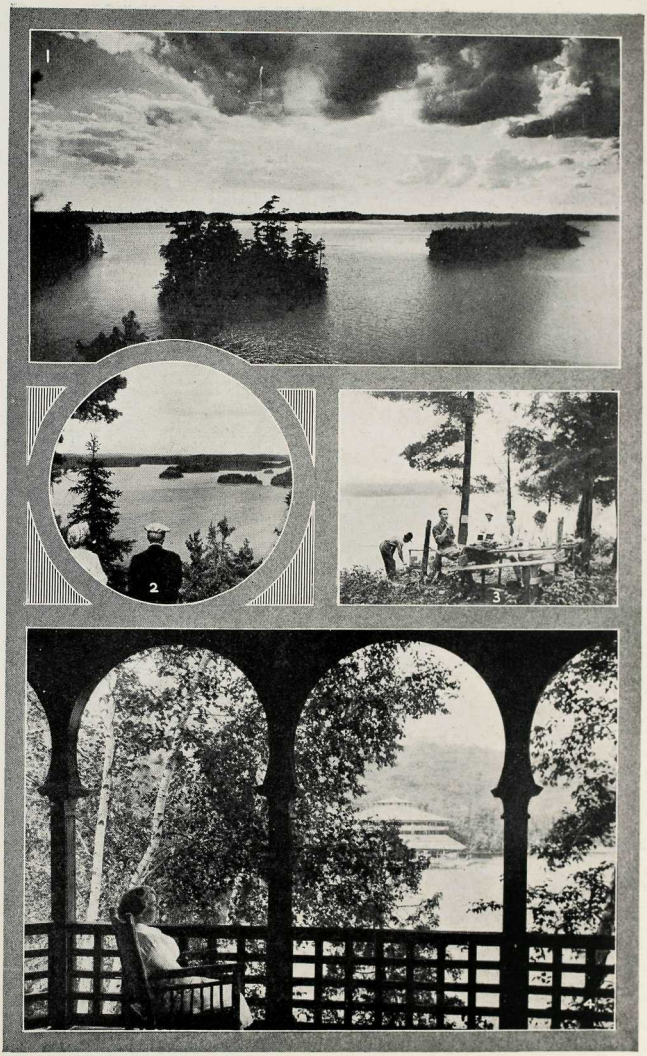
642.0 **Parry Sound** This town, with a population of 3,500, is one of the most important ports on the Georgian Bay, that wonderful arm of Lake Huron, the shores of which are studded with a multitude of islands, large and small, a great many of which are occupied by summer cottages, ranging from the modest to the most pretentious. At Parry Sound connection can be made with steamers running to Chicago, Sault Ste. Marie, and other lake ports. There are several industries in the town, among them being saw mills, planning mills, chemical works, boat-building, spool and button factories. The town has excellent waterpower, and has under development about 1,000 horsepower of hydro-electric energy. Parry Sound is a popular summer resort, there being numerous islands in the neighborhood. Good hunting and fishing are to be had.

759.0 **Otter Lake**
759.0 **Falding**
774.0 **Rosseau Road**
786.0 **Gordon Bay**
..... **Lake Joseph Wharf**
800.0 **Lake Joseph**
824.0 **Footes Bay**
..... **Medora**
785.0 **Bala Road**
..... **Park Beach**
776.0 **Bala Park**
759.0 **Torrance**
780.0 **Connell**
782.0 **Southwold**
734.0 **Ragged Rapids**
712.0 **Sparrow Lake**

Proceeding southward from Parry Sound, the train is soon traversing the famous Muskoka lake district. Between Parry Sound and Gordon Bay there are four way-side stations, each giving access to numerous lakes, which, although small, are quite as attractive as the larger lakes lying farther south. At Gordon Bay itself there are for the convenience of cottagers two stopping points. Lake Joseph Station is the natural gateway to Lake Joseph and Lake Rosseau, both situated within that famous summer resort district designated the Muskoka Lakes. At Lake Joseph Station passengers will find the best connections for Hamil's



1—A Delightful Camp on the Nipigon. 2—Virgin Falls. 3—Netting a Nipigon Trout. 4—Minaki Inn, on the Winnipeg River.



Summer Scenes in the Highlands of Ontario—Ontario's Most Popular Playground.

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Point, Port Sandfield, Woodington, Clevelands, the Royal Muskoka, Windermere, Port Cockburn, Stanley House, and all other points on the lakes. Bala is the last stop on the renowned Muskoka Lakes. Here steamers are in waiting to carry tourists to such destinations as they may have in mind on Lake Muskoka. Lakes Rosseau and Joseph are the heart and centre of this and of countless lakes and rivers which have long been the Mecca of travellers and summer visitors from all parts of United States and Canada.

South of Torrance are passed in succession Clear and Echo Lakes. At the latter lake there is a summer camp occupied by devotees of Walt Whitman. On a striking rocky promontory on this lake an enthusiastic admirer has carved a profile of the famous American poet. For some little distance the country which the train now traverses is noted for its rocky ruggedness. Approaching Ragged Rapids, the railway crosses the Severn River, noted as one of the waterways traversed by Champlain and subsequent adventurers when en route from Lake Ontario to Georgian Bay and the Great Lakes beyond. Thanks to a system of interlocking canals, it is now possible to make the same trip by motorboat or small steamer. Within a few miles from where the railway crosses the Severn, there are located three plants generating hydro-electric energy for the supplying of light and power for towns within a radius of nearly one hundred and twenty miles. The Severn affords excellent opportunities or fishing, boating and canoeing.

Sparrow Lake, which is really a broadening of the Severn River, has become, particularly during the last few years, a popular summer resort, while it possesses the added advantage of being near a farming district, whence fresh supplies of all kinds are ready obtainable. Its proximity to Toronto—the distance can be covered in less than three hours —renders its resorts particularly attractive to week-end visitors.

723.0	**Washago (C. N. Rys. Stn.)**	Within a mile after leaving the
727.2	**Washago (G. T. R. Stn.)**	southern shore of Sparrow Lake
787.0	**Rathburn**	the railway for a brief spell
756.0	**Udney**	again comes in contact with the
767.0	**Brechin**	banks of the Severn. But al-
740.0	**Gamebridge**	though brief it enables the

traveler to obtain some excellent views of the picturesque river, while near Washago is to be seen the most recently completed canal on the Trent Valley system. Washago and the entrance to this canal are both situated at the head of Couchiching Lake, a pretty body of water which, at the Narrows near Orillia, connects with Lake Simcoe. The Severn River also has its source in

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Couchiching Lake near Washago, but is not navigable at this point owing to the falls existing there. A further journey of a few miles, and the traveler is being carried along the shores of Lake Simcoe, a magnificent view being obtained en route of its translucent waters, its islands, its numerous picturesque summer resorts, and of the blue hills which fringe it in the distance. The lake, which in early pioneer days was part of the water route to the Upper Lakes, has an area of 271 square miles.

751.0	**Beaverton**	Beaverton is situated on the eastern shore of Lake Simcoe a short distance south of where the Trent Valley Canal system enters the latter, and is a busy little commercial town serving an excellent mixed farming district. It has also considerable fame as a summer resort. A further run of a few miles, passing en route still more summer resorts, and the shores of Lake Simcoe are left behind. From now on until Toronto is reached the line traverses a rich agricultural country noted for its mixed farming. While most of the centres of population encountered on the route are small they are comparatively old, prosperous and picturesque. At Vandorf the railway touches the highest altitude since leaving Capreol, 245 miles distant. But hereafter the descent is steady, a drop of 745 feet being experienced during a run of about thirty miles. Toronto is approached by way of the Don Valley, which although now occupied by numerous industrial plants has on either banks many substantial and picturesque suburban residences. The most outstanding among the latter is the official residence of the Lieutenant-Governor of the Province, it being situated on the western bank overlooking the valley. At the foot of the valley the train takes a sharp turn to the west, following Toronto's harbor front to the Union Station.
748.0	**Cedarhurst**	
748.0	**Maple Beach**	
748.0	**Port Bolster**	
759.0	**Pefferlaw**	
759.0	**Cedar Brae**	
755.0	**Zephyr**	
784.0	**Mount Albert**	
936.0	**Pine Orchard**	
1001.0	**Vandorf**	
907.0	**Gormley**	
764.0	**Richmond Hill**	
.....	**Thornlea**	
465.0	**Duncan**	
256.0	**Don**	

Toronto—the Provincial Capital.

54.0 **Toronto** Toronto was founded in 1793, being designated York. Its present name was conferred in 1834, when it was incorporated as a city, and in Indian nomenclature means "place of meeting", it having been a point at which a start was made over the lengthy portage to Lake Simcoe, whence early voyageurs paddled by way of the Severn River into Georgian Bay. In part this portage is negotiated by the Canadian National Railways lines running north.

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The city is pleasantly situated on ground gradually sloping to a range of hills in the north. Its area is nearly thirty-three square miles, and along the waterfront it has a length of about twelve miles. In its down-town district it has skyscrapers which are the highest within the British Empire. Population is 527,000, making Toronto the second largest city in the Dominion, while the value of its factory products amounts to over $511,000,000 annually.

As a summer tourist centre it occupies an important position. Both the great transcontinental systems of railways enter the city, and the head offices of the Canadian National Railways, with its 22,350 miles of steel highways, are located here. During the season of navigation Toronto is an important steamboat centre, being the home port from which boats depart for Niagara, Charlotte, the Thousand Islands, Montreal, Quebec and points on the Lower St. Lawrence.

The harbor of Toronto is an exceptionally fine one, being protected from the open waters of Lake Ontario by an island three or four miles in length. Since 1914 extensive improvements have been continuously under way for the purpose of creating new docks, industrial sites, parks and driveways in the vicinity of the harbor. The expenditure entailed is $25,000,000, and is being jointly borne by the Dominion Government and the city.

As an educational centre Toronto ranks high, the University of Toronto, with its affiliated colleges, having an annual student enrolment of over 5,000. It is the legal centre of the province. For the charm and beauty of its residential districts Toronto has a continental reputation. The Provincial Museum no tourist should omit seeing. The city has an admirable system of public parks, the total area of which is nearly 2,000 acres. Being the capital, the Provincial Parliament Buildings are situated in Toronto.

Eighty-two miles from Toronto the Falls of Niagara are reached. The passage of time has not detracted from the sublime spectacle afforded by this famous cataract, nor has it lessened the number of visitors who are annually drawn to the banks of the gorge to witness the waters of Lake Erie come tumbling in one grand plunge over a precipice, one hundred and sixty-four feet in height, in their mad rush towards the ocean by way of Lake Ontario and the St. Lawrence River. While there are waterfalls of greater height, the immense volume of water and the sheer descent of the unbroken plunge, give to Niagara a sublimity which height alone cannot impart. The tumultuous rapids above the falls, and the deep gorge below, add not a little to the grandeur of the scene, while the historic traditions associated with

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the entire neighborhood render a visit to Niagara an event which is remembered as long as life lasts.

Winnipeg to Toronto

(Via Cochrane and North Bay).

The description of the route traversed between Winnipeg and North Bay will be found on pages 53 to 70. It is one of great interest, comprising the Clay Belt and the famous mining districts of Northern Ontario and much charming scenery.

At North Bay the traveller enters upon the lines of the Grand Trunk Railway System for the journey through the "Highlands of Ontario" to Toronto.

687.0 **North Bay** Leaving North Bay for Toronto over the Grand Trunk, the traveler is for several miles carried along the eastern shore of Lake Nipissing.

673.6 **Nipissing Junction**
670.2 **Callander**
832.0 **Nosbonsing Crossing**
855.4 **Powassan**
1026.8 **Trout Creek**
..... **Deans**
1157.9 **South River**
1099.9 **Sundridge**
..... **Kennedys**

Callander is situated on the shore of Southeast Bay, an arm of Lake Nipissing. It is an important distributing and shipping centre, and some good views of the near by bay are obtainable from here. Approaching South River, where the highest altitude on the route is touched, the railway passes on a narrow strip of land between Marsh and Bacon Lakes, two small bodies of water. About half a dozen miles beyond South River the line encounters Stony Lake, near the head of which is situated Sundridge. Leaving the latter place the railway skirts the western shore of Stony Lake to its southern tip, and beyond Kennedy's follows the north branch of the Maganetawan River until Burks Falls is reached.

Burk's Falls This is the headquarters of the Maganetawan system of navigation, on the waters of which there are a number of pleasant summer resorts, and which are particularly popular with Americans from the Southern States. Facilities for fishing and canoeing are excellent. The Maganetawan River empties into Georgian Bay.

..... **Hodsons**
983.5 **Katrine**
1038.5 **Elmsdale**
1082.0 **Scotia Junction**
1070.0 **Novar**

Katrine is within a short distance of Doe Lake, the latter lying to the west. At Scotia Junction a branch of the Grand Trunk, running from Ottawa to Parry Sound, is crossed. Good fishing and hunt-

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..... **Melissa** ing are to be had in this vicinity. Proceeding southward, and passing through a part of the country dotted with numerous small lakes and possessing many streams, the railway gradually penetrates into the heart of the far-famed "Highlands of Ontario", and noted for the popularity of its many summer resorts.

Lake of Bays District.

951.2 **Huntsville** This is the gateway to the famous "Lake of Bays" district. The lakes in this distrtict are delightfully situated, nestling as they do amid high, rocky banks clothed in rich verdure, and connected with each other in many instances by pretty little rivers, which greatly add to the attractiveness of the locality for canoeists. For fishing the opportunities are excellent, maskinonge, bass and pickerel being plentiful.

In addition to a large number of summer cottages the Lake of Bays has some excellent hotels, the Bigwin Inn and the Wawa being the equal of anything on the continent. The former stands on an island, once famous as a camping ground of the Iroquois Indians.

Huntsville, which has a population of nearly 2,500, is of some importance industrially, having three lumber mills, a planing mill, machine shops, a tannery and a hydro-electric plant. On one side of the town is Vernon Lake, and on the other Fairy Lake.

Leaving Huntsville, the railway runs west for a few miles, skirting Vernon Lake, after which it again takes a southerly direction.

812 **Bracebridge** This town, which has a population of 2,500, is situated on Muskoka River, and is of importance both commercially and industrially. Among its industries are three lumber mills, woolen mills, tanneries, sash and door factory, a foundry, and launch-building plants.

Muskoka Lakes District.

815.1 **Gravenhurst** Gravenhurst, population 1,500, is situated southeast of Lake Muskoka, and is a gateway to that magnificent system of lakes and rivers comprising the Muskoka district. During the summer tourist season the through trains run direct to Muskoka Wharf, a short distance west of the town, whence well appointed steamers leave daily for various points on the different lakes.

There are two versions regarding the origin of the name "Muskoka". One is that it is derived from an Indian chief whose name, in its Anglicised form, meant "Clear Sky". The other is that it is derived from that of a Chippewa chief—

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Musquukkey, whose name is attached to a treaty signed in 1815 concerning certain lands in the district.

But whatever may be the origin of its name, the Muskoka Lakes district is to-day one of the most delightful and famous of the continent's summer resorts, attracting visitors from all parts of both Canada and the United States. The district is one mass of lakes and rivers, delightful in situation and noted for the facilities they afford for bathing, fishing and canoeing. Towering rocks and hills clothed in rich verdure abound, while the islands which dot the lakes add to the charm of the scenic effects. Picturesque summer cottages and well-appointed hotels are encountered in every direction. But aside from the charm and beauty of the district, it is equally famous for the health-giving qualities of its climate, and particularly for patients suffering from tubercular and nervous complaints. As a result of its high altitude, nearly 800 feet above sea level, the air is dry and rare, which has led to the establishment of several sanitariums in the district.

At one time the Muskoka district was noted for its white pine trees, and although most of these have been sacrificed to the commercial necessities of the age, it is still liberally covered with forests of less important trees. Back in the early days, a local poetess, anticipating the fate of the giant pine, wrote:

"Weird monarchs of the forest! ye who keep
Your solemn watch betwixt the earth and sky,
I hear sad murmurs through your branches creep,
I hear the night wind's soft and whispering sigh,
Warning you that the spoiler's hand is nigh."

Proceeding southward, the railway, after a run of several miles, crosses the Severn River at Severn Bridge, and a few minutes later reaches Washago at the head of picturesque Lake Couchiching. The shores of this lake it follows until Atherley Junction is reached, when the line, turning west, crosses the Narrows to Orillia.

723.5 **Orillia** The town is delightfully situated on Lake Couchiching close to the Narrows connecting the latter with Lake Simcoe. In the early history of the country it lay in the route of the canoe highway to Georgian Bay, the voyageurs passing through the Narrows on the way to the portage at the head of the Severn River. One of the first white men to establish himself on the site of the Orillia of to-day was a Frenchman who left his native country during the reign of terror. Arriving in England on St. George's Day, he tacked on to his own name that of Britain's patron saint, and thus became Quetton St. George. At Orillia, where the

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Indians dubbed him as "White Hat", he became a trader, and after making his fortune returned to his native land.

Orillia has a population of about 8,000, and is an important industrial and commercial town as well as a famous summer resort. Delightful canoe trips can be taken from here, and there are excellent facilities for bathing and fishing. Its importance on the Trent Valley Canal route from Georgian Bay to Lake Ontario has been enhanced since the completion of the canal at the head of Lake Couchiching, connecting the latter with the Severn River.

Leaving Orillia, the railway skirts the western shore of Lake Simcoe for a distance of about twenty-two miles, at the end of which Barrie is reached.

725.7 **Barrie**
134.2 **Allandale**

Barrie is pleasantly situated on the shore of Kempenfeldt Bay, an arm of Lake Simcoe, and is a popular summer resort as well as a prosperous commercial town with a population of 7,000. It is the county town of the County of Simcoe, and is surrounded by a rich agricultural and dairying district. Allandale, situated at the end of Kempenfeldt Bay, and a little over a mile from Barrie, of which it is now a part municipally, is a junction point where two branch lines meet.

724.1 **Bradford**
741.6 **Holland Landing**

Striking a southeasterly direction after leaving Allandale, the railway is shortly within the vicinity of Cook Bay, another arm of Lake Simcoe. Just beyond Bradford the Holland River, a stream of some importance in the early pioneer days of the country, is crossed. At Holland Landing the line encounters another branch of the same river, and follows it closely to Newmarket.

769.8 **Newmarket**
883.7 **Aurora**

Newmarket is one of the most important towns lying north of Toronto. Among its industries are a large tannery producing a variety of fine leathers; a woodenware factory; large office furniture factory, and cheese and butter factories. The first pencils made in Canada were produced in Newmarket. A large college for boys, situated on an eminence overlooking the river, and owned by the Friends' denomination, has during the last few years been used as a Government hospital for soldiers mentally affected during the Great War. Population of the town is a litle over 3,600. Aurora is a quiet little business town situated in an excellent agricultural district, where mixed farming and dairying predominate.

Leaving Aurora the railway, after running for a few miles in a southwesterly direction, crosses the upper

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stretches of the Humber River. It then runs direct south for Toronto, entering the latter by its western suburbs and harbor front.

For particulars regarding Toronto, see page 98.

Toronto to Montreal.

254.0 **Toronto** Leaving the Union Station for Montreal, over the double-track system of the Grand Trunk, the railway skirts the harbor front, and affording an excellent view of the island, a little over a mile distant, which not only protects the harbor from the open lake beyond, but serves as a nearby summer resort for Toronto's citizens. About a mile from the station the traveler gets a glimpse to the right of the extensive marsh lands which are in process of being reclaimed for industrial sites. Several hundred acres have already been reclaimed and are occupied by industrial plants, the largest of which is devoted to the manufacturing of tin plates, the only one of its kind in the Dominion. Crossing the Don River at the eastern part of the city, the railway, turning northeast, begins to climb the steep grade, about a dozen miles in length, which terminates on the Scarboro escarpment. (See page — for particulars regarding the City of Toronto.)

330.0 **Riverdale**
425.0 **York**
546.0 **Scarboro Jct.**
545.3 **Scarboro**
264.9 **Port Union**
280.6 **Rosebank**
280.2 **Dunbarton**
287.0 **Pickering**

Riverdale is situated within one of Toronto's important industrial centres. York is within the confines of East Toronto, a suburban town now a part of City of Toronto, and is the terminal of the Eastern and Northern Division of the Grand Trunk, extensive freight yards and a round house being located here. From Scarboro Junction a branch line of the Grand Trunk runs north, taking in such important towns as Lindsay, Peterboro and Orillia. Situated on the shore of Lake Ontario, a mile or two south of Scarboro Junction, is one of the world's most noted deposits of glacier clay. Similar in form to that of a massive cathedral roof, it towers over three hundred feet above the waters at its base. At Scarboro is also encountered the highest altitude on the route between Toronto and Montreal, the ascent since leaving the former city being nearly three hundred feet. Proceeding eastward, the railway is soon descending the Scarboro escarpment, dropping over 280 feet in the course of eight miles. By taking a southeast direction the line, approaching Port Union, comes in contact with the northern shore of Lake Ontario, and for several miles follows it closely, thus enabling the traveler to obtain excellent views of its glistening blue waters. At Rosebank, the

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picturesque little Rouge River is crossed, while at Dunbarton Frenchmen's Bay, with Lake Ontario beyond, is brought into view. Pickering was originally a Quaker settlement.

267.0 **Whitby Junction** Whitby is the judicial centre of the County of Ontario, and is one of the oldest towns in that part of the country. Its population is about 2,800 There are several industries, its most important products being harness, leather, and horse blankets. Standing on an eminence north of the railway, a short distance east of the station, is an imposing building now occupied as a ladies' college, but was originally erected by a wealthy man who aimed to emulate the estate of an English aristocrat, an effort which was beyond his power to maintain. A branch line runs north from Whitby passing en route Lindsay, an important industrial town and one of the gateways to the Kawartha Lakes.

333 **Oshawa** For its size, it is one of the best industrial towns in Canada. Its most outstanding industry is the manufacturing of automobiles, in which a couple of thousand men are employed. Oshawa is also one of the largest producers in the Dominion of malleable iron castings. Other important factory products are iron pipe fittings, pianos, organs, textiles, leather, sheet metals, and canned goods. The town has an excellent supply of hydro-electric energy obtained from power generated on the Trent River. The census of 1919, the last taken, gives the annual factory output of the town a value of $35,500,000, since which a number of new plants have been established. The town derived its name from an Indian chief and means "Over the Water". Population is over 11,500. Oshawa's harbor is situated on Lake Ontario, two miles distant.

379.0 **Darlington**
261.5 **Bowmanville**
295.2 **Newcastle**
392.0 **Newtonville** Bowmanville is a busy industrial town with a population of over 3,200. It has some of the largest automobile tire, organ and piano factories in the Dominion. Among other lines manufactured are tin fruit and vegetable containers, gloves and canned goods. The harbor can accommodate large lake steamers, has an excellent bathing beach ,and affords good facilities for boating and canoeing. It is the centre of an excellent apple-growing, mixed farming and dairying district.

286.0 **Port Hope** The town is picturesquely situated and has the most important harbor on the north shore of Lake Ontario between Toronto and Kingston. It is an im-

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portant railway centre and a junction point for the Northern Division of the Grand Trunk Railway giving access to the famous Kawartha Lake district in the north, touching the City of Peterboro en route. Port Hope has a number of large industrial plants, the principal products of which are enamelware, files, plumbers' supplies, preserved and canned goods, leather, varnishes, farm implements, iron pipe, clothing, etc., annual value of which is about $2,000,000. Population is about 4,500. As a summer resort it has many attractions.

295.1 **Cobourg** This is one of the oldest towns along the lake shore, and during the summer months has a large number of visitors, a large proportion of whom are Americans. Its popularity with Americans had its origin during the war between the Northern and Southern States, a good many Southern families taking refuge here. Some of the finest residences in the town are owned by Americans. The town has a population of about 5,400, and is surrounded by an excellent mixed farming, dairying and fruit-growing district. Cobourg is connected with Rochester, N.Y., by a car ferry, a steel steamer 316 feet long and with a speed of seventeen knots an hour being employed in the service, which is maintained the year round. Besides the railway cars and freight carried the steamer has accommodation for 1,000 passengers.

283.1 **Grafton**
..... **Wicklow**
321.0 **Colborne**
302.9 **Brighton**
290.0 **Smithfield**

Grafton is a particularly pretty little town which possesses considerable popularity as a summer resort. From the vicinity of Brighton, a town with a population of 1,500, magnificent views are to be obtained. Presqu'Isle point, in shape approximating to a top boot, and jutting into the lake for a distance of four miles, is prominently in view, as well as the bay that bears the same name, while resting on the eastern shore of the latter can be seen Prince Edward County, Ontario's only island county. Away to the south can be seen Lake Ontario, which from here to the American shore has a width of about sixty miles. This part of the country is noted for its fruit-growing qualities, and particularly in respect to apples. Around the shores of Presqu 'Isle Bay there are a number of summer resorts, and during the fall season excellent duck-shooting is to be had.

280 **Trenton** Situated as it is at the head of the Bay of Quinte, where the waters of the Trent River debouch, its site became well-known to the early French explorers, who by way of the Trent, Rice Lake, and waters beyond made their way into Lake Simcoe and thence by the Severn River, into Georgian Bay, a trip which, thanks to the canals recent-

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ly completed, can be made by motor-boat and eventually by small steamboats. Rice Lake, lying northwest of the town, was at one time the headquarters of the Mississaugua Indians, a branch of the Algonquians. The town is on the line of three railways, and during the summer there is daily steamboat service with Rochester, N.Y.

During the Great War, Trenton was the site of a large Government plant, occupying over 250 acres, for the manufacture of high explosives. This plant is now being operated by a private corporation for the manufacture of sulphuric acid, artificial fertilizers and pharmaceutical preparations. On the river near the town is one of the largest power-houses of the Provincial Government Hydro-Electric Commission, thus ensuring an ample supply of electricity for the various industries and for street lighting and domestic purposes. In the neighborhood of the town are iron ore, limestone, marble and various descriptions of timber. Excellent facilities for fishing, boating and canoeing are to be had. Population is about 6,000.

295.0 **Belleville** The town is an important industrial railway and lake shipping centre situated at the confluence of the Moira River with the Bay of Quinte. It is recorded that Samuel de Champlain spent, with his followers, a winter here. The Bay of Quinte was part of the highway traversed by early French explorers on their way to and returning from the west.

A wide variety of products are turned out by the factories of the town, among them being locks and hardware specialties, machinery and boilers, evaporated fruits, canned goods, butter and cheese, furniture, and wearing apparel. Annual value of factory products $4,000,000. The surrounding country is noted for its adaptation for fruit-growing and dairying, and for its deposits of talc and flourspar.

Among its educational institutions are the Albert College, Provincial School for Deaf and Dumb, St. Agnes School, and a large business college. Population of the town is about 12,500.

334.0 **Shannonville**
335.0 **Marysville**
312.0 **Napanee**
320.0 **Fredericksburg**
324.0 **Ernestown**
284.0 **Collins Bay**

Napanee, one of the oldest municipalities in the district, is the county town of Lennex and Addington, and derives its name from the Mississauga Indian word "New-Paw-Nay," meaning flour. It is situated on the Napanee River, which is from here navigable to the Bay of Quinte, lying about half a dozen miles to the south. The town is the centre of a good farming and dairying district, and among its local industries are a vegetable and fruit cannery, furniture factory,

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saw and planing mills, foundry and machine shop, creamery, and motor boat works. In the vicinity are brick and cement clays. Population is a little over 3,000. Fredericksburg is a junction point at which travelers make connections for Tweed and Deseronto. Collins Bay is situated at the head of a pretty little arm, which the railway skirts, of Lake Ontario.

273.0 **Kingston** Situated on Lake Ontario at the mouth of the St. Lawrence, is one of Canada's most interesting historical sports. As early as 1673 a fort was erected here by Frontenac, the Governor of New France, and for generations bore the name of that worthy. Later the fort and its surrounding lands were granted to La Salle as a seigniory, and until the latter built a fort at Niagara was the furthermost trading post under the French Government. In 1758 it passed into the possession of the British, and eventually became Kingston in name. A generation after passing under British rule it was selected by a party of United Empire Loyalists as the site of their new home, and from that time gradually increased in importance, until it is to-day a thriving city with a population of 23,000. During the War of 1812 Kingston was an important military and naval centre. It is still of some importance as a military centre. The Military College here is an institution which is held in high esteem throughout the Empire for the efficiency of the training it imparts. Another of its important educational institutions is Queen's University, originally founded by the Presbyterian denomination, but now a non-sectarian institution. Portsmouth, on the outskirts of the city, is the site of the Provincial Penitentiary.

Kingston is an important industrial centre. There are here large locomotive works, textile mills, smelting plants, and a number of metal and woodworking factories. Total factory products have an annual value of about $9,000,000.

As a summer resort Kingston ranks high, particularly in view of the fact that it is at the starting point for both the Thousand Island region and the Rideau River and Canal district.

270.0 **Kingston Jct.**
302.0 **Rideau**
304.0 **Findley**
306.0 **Gananoque Jct.**
332.0 **Lansdowne**
335.0 **Mallorytown**
285.0 **Yonge's Mills**
284.0 **Lyn**

Leaving Kingston Junction, the railway, taking a northeast direction, shortly crosses the Cataraqui River, a stream which forms part of the Rideau Canal System. In crossing the river the traveler obtains a view of the lock situated here for the purpose of raising vessels to the little near-by lake. Rideau is situated at the foot of the latter. Leaving Rideau the line runs direct east. At Gananoque Junction connection is made with the Thous-

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and Islands Railway for Gananoque, six miles distant, and situated on the northern bank of the St. Lawrence at the very heart of the Thousand Island district. The town has a population of 3,600, and has a number of important industries, among the products being hardware, vehicle springs, axles, carriage wheels, shovels, forgings, electric meters and boats.

280.0 **Brockville** Brockville is a divisional point, has a population
300.0 **Maitland** of over 9,000, and is situated on the St. Lawrence at the foot of the far-famed Thousand Islands. All steamers running east and west call here, and there is direct communication with the New York and England States. The town was named Brockville in 1811 in honor of Sir Isaac Brock. During the War of 1812 the town was invaded by American troops, in return for which citizens of Brockville assisted in the subsequent assault and capture of Ogdensburg. The headquarters of the dairy industry of Eastern Ontario are located here. It is also an important manufacturing centre, the principal products of its factories being hardware, furnaces, stoves, tools, lawn mowers, carriages, auto trucks, furniture, apparel of various kinds, condensed milk, and iron castings. Factory products have an annual value of $5,500,000. Brockville is a favored point for those desiring to fish in the waters of the St. Lawrence for maskinonge, bass and pike, while excellent trout fishing is to be had in nearby lakes.

308.0 **Prescott** Prescott, population nearly 2,600, is on the St. Lawrence, and a port of call for all steamers plying on the river. A car ferry connected with the New York Central system regularly runs between the town and Ogdensburg immediately opposite on the southern shore. Prescott is the foot of lake navigation, craft bound for Montreal and below (except passenger steamers which shoot the rapids) taking the various canals en route. Here there is a grain elevator of 1,000,000 bushels capacity and a number of industries, among them being Government marine works. Among its principal objects of interest are old Fort Wellington, named in honor of the hero of the Battle of Waterloo, and the tomb of Barbara Heck, the founder of Methodism in Canada.

276.0 **Cardinal**
242.0 **Iroquois**
268.0 **Morrisburg**
247.0 **Aultsville**
236.0 **Farran's Point**
235.0 **Wales**

Near Cardinal is the western end of the Galops Canal, the first of a series of canals situated at various points on the St. Lawrence. There are large starch works at Cardinal. Iroquois is at the eastern end of the Galops Canal. Morris-

Altitude		
227.0	**Moulinette**	burg, with a population of 1,300, is large-
255.0	**Mille Roches**	ly an industrial town, its principal pro-
199.0	**Cornwall Junction**	ducts being stoves, tacks and cheese

boxes. The surrounding country is largely interested in the dairying industry, and mixed farming. Facilities for fishing and boating are good, and there are natural mineral waters in the vicinity. Morrisburg is connected with Waddington, N.Y., by ferry service. The Morrisburg Canal lies south of the town. Between Morrisburg and Aultsville can be seen, standing on the bank of the St. Lawrence, the granite shaft erected to commemorate the Battle of Chrysler's Farm, fought in the vicinity in 1812, victory falling to the Canadian troops.

191.0 **Cornwall** Cornwall is a busy industrial town of about 7,400, and is situated on the St. Lawreice at the western entrance to the Cornawall Canal. The town had its origin in 1787, when disbanded soldiers of British regiments, instead of returning home, settled there. To-day it has a number of large industries, among them being cotton and paper mills and furniture factories. Total factory product has an annual value of $8,627,000. It is particularly well situated for hydro-electric energy, obtaining power from the Cedar Rapids Power Line. The town is served by three railway lines, one of which crosses nearby the St. Lawrence to the southern side of the river, and thence into American territor.. Mixed farming and dairying are the agricultural features of the surrounding district. There are also good fishing and hunting in the district, while eight miles distant is Stanley Island, a noted summer resort. Immediately opposite the town is Cornwall Island, some five miles in length. Also from about opposite Cornwall to the ocean both banks of the St. Lawrence lie wholly within Canadian territory.

182.9	**Summerstown**	The town of Summerstown lies a few
163.6	**Lancaster**	miles south on the bank of the St.
173.9	**Bainsville, Ont.**	Lawrence, at a point where the river
167.3	**River Beaudette, Que.**	begins to widen into Lake St. Francis.
162.0	**St. Zotique**	Approaching Lancaster, the railway
160 3	**Coteau Junction**	crosses the Raisin River. Bainsville
160.0	**Riviere Rouge**	is the last station encountered within
159.0	**St. Dominique**	the Province of Ontario, and a couple
150.0	**Cedars**	of miles after entering the Province of
85 0	**Vaudreuil**	Quebec, the line crosses the Baudet
84 0	**Isle Perrot**	River. From Coteau Junction a
122.3	**Ste. Annes**	branch of the main line runs north to

Ottawa. A short distance beyond Vaudreuil the train crosses the Ottawa River to Ste. Annes, an historical little town with a population of 2,212.

Altitude		
114.0	Baie d'Urfe	Leaving Ste. Annes, the railway passes the Macdonald Agricultural College, with its fine group of buildings, and until Lachine is reached skirts the shores of the picturesque Lake St. Louis, of which some excellent views are obtained. At Dixie is to be seen the 18-hole links of the Royal Montreal Golf Club. From Valois there is a magnificent view of Lake St. Louis. Summer resorts on this part of the Island of Montreal are numerous.
105.5	Beaurepaire	
104.5	Beaconsfield	
107.4	Pointe Claire	
96.6	Lakeside	
89.3	Valois	
89.0	Strathmore	
87.0	Dorval	
99.5	Dixie	
131.0	Lachine	Lachine is situated at the foot of Lake St. Louis, and near where the famous Lachine Rapids begin. The town has a population of 15,500, and is the site of several industries. From here the railway passes several suburban towns of Montreal in which are situated some of the principal industrial plants of the latter city. (For particulars regarding Montreal see page 79.
115.0	Convent	
89.5	Dominion	
86.0	Rockfield	
68.0	Montreal West	
61.0	St. Henri	
46.0	Montreal	

Toronto to Ottawa.

The route from Toronto, the capital of the Province of Ontario, to Ottawa, the capital of the Dominion, has a distance of over 257 miles, and is marked by features varied in their characteristics and interests.

Leaving the Union Station, Toronto, the train is carried over the double-track system of the Grand Trunk Railway as far as Napanee. (For a detailed description of the route to the latter point see pages 104 to 107 dealing with Toronto to Montreal.)

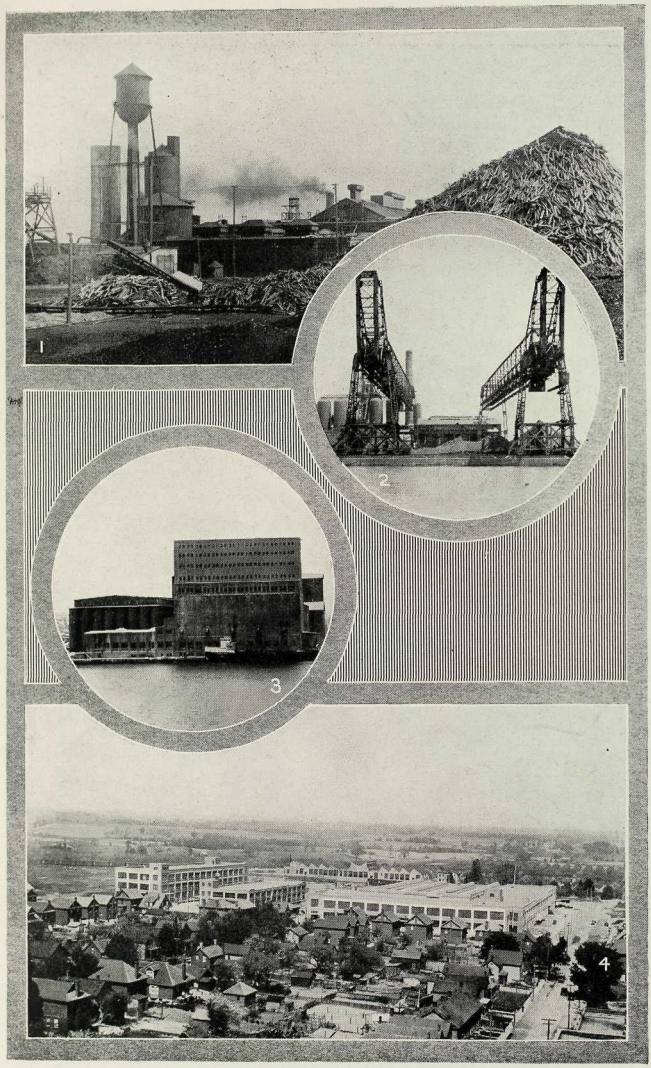
The Picturesque Rideau Canal Route.

Traversing as it does the greater part of the Rideau Canal and River System, that part of the route from Napanee to Ottawa is a most picturesque and interesting one. This canal system, which is really the conversion of the Rideau and Cataraqui rivers into one continuous stream from Kingston to Ottawa, was constructed by the British Government in order to provide a military highway between Lake Ontario and the Ottawa River, thus obviating a repetition of the difficulties experienced during the War of 1812-14 in transporting supplies to troops and vessels operating on the Great Lakes. Construction work began in 1826, and was sufficiently completed by 1832 to permit the first steamer to navigate the system. The original cost was four million dollars, a sum which has since beeen augmented by several additional millions through expenditures made by the Canadian Government, into whose possession the system was transferred by Great Britain in 1857. During the French regime, and anterior to

it, what is to-day the Rideau canal was the route followed by the Iroquois when making raids into the interior of the country. Now it is largely used as a summer tourist route.

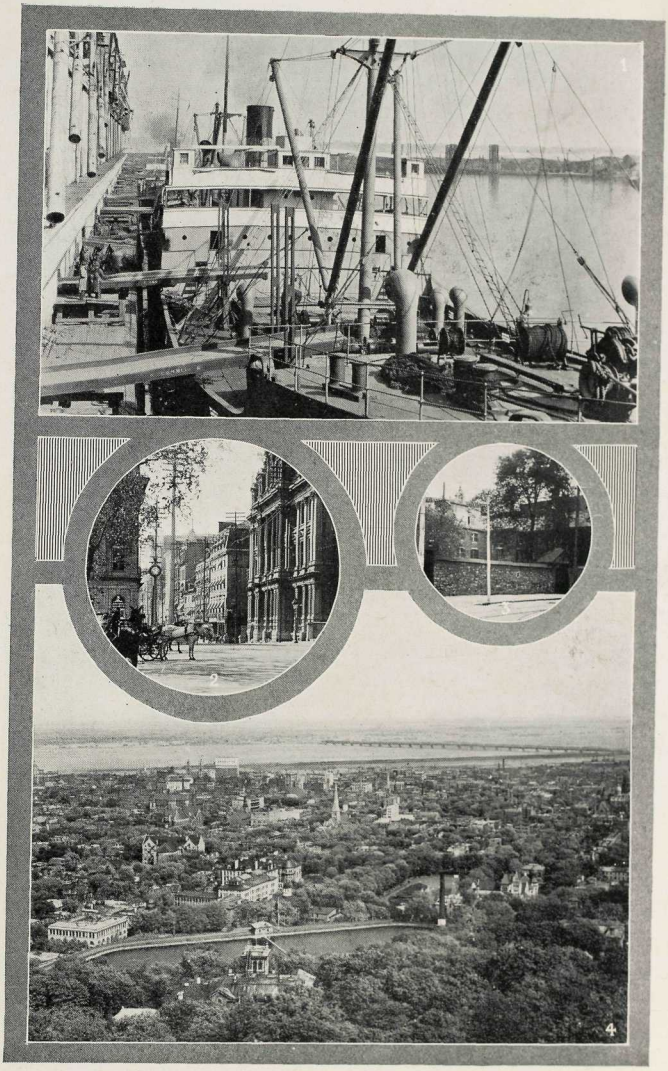
Altitude		
324.0	**Napanee**	Leaving Napanee over the line of the Canadian National Railways, and striking a northeast direction, the valley of the Napanee River is followed for several miles, in the course of which the villages of Strathcona, Newburg and Camden are passed. At Yarker, situated on the Napanee River, is encountered the Bay of Quinte Railway, now owned and operated by the Canadian National System. On leaving Yarker the railway crosses the Napanee River, and for a few miles farther continues to traverse the valley of the latter, the altitude in the meantime increasing, the highest point on the line between Toronto and Ottawa being touched at Harrowsmith. The latter is situated on a stream emptying into Sydenham Lake, and from the town can be obtained an interesting view of the surrounding lake country. A branch of the C. P. R. is crossed here.
318.0	**Strathcona**	
352.0	**Newburg**	
412.0	**Camden**	
462.0	**Yarker**	
491.0	**Harrowsmith**	
437.0	**Sydenham**	Continuing eastward from Harrowsmith, the railway begins gradually to descend the Trenton limestone escarpment which it had hitherto being ascending, and gradually runs into the Laurentian formation. Reaching Sydenham, the railway is beginning to work its way well into the innumerable group of lakes which cover that part of the country, most of which serve as natural reservoirs for the Rideau Canal and River System. At several points the railway comes in contact with this canal route. Sydenham is situated near the eastern end of Sydenham Lake, and on leaving the village skirts the northern shore of the latter, the railway, proceeding towards Perth Road, again encounters the Trenton limestone formation which characterizes that part of the country. Perth Road is a highway running from Kingston to Perth, the latter a busy commercial town, with a population of 3,800, situated on the Tay Canal north of the Rideau system. Hereafter, for a distance of about ten miles, the line traverses a wilderness of rocks and swamps, relieved at intervals by pretty little lakes.
465.0	**Perth Road**	
447.0	**Chaffey's Locks**	
408.0	**Elgin**	
421.0	**Forfar**	
456.0	**Portland**	
.....	**Newboyne**	
429.0	**Lombardy**	

Chaffey's Locks, on a narrow neck of land dividing lakes Indian and Opinicon, is delightfully situated. These lakes, which are dotted with pretty, wood-covered islands, are here connected by a winding river equipped with locks to make



INDUSTRIAL ONTARIO:

1—Beaverboard Industry, Thorold. 2—Smelting at Port Colborne 3—C. N. Rys. Elevator, Port Arthur, Capacity Eight Million Bushels, the largest in the World. 4—Automoble Industry, Oshawa.



1—C.G.M.M. Freighter loading in Montreal Harbor. 2—St. James Street, the Heart of Montreal's Financial District. 3.—Seminary of St. Sulpice, Place d' Armes, Montreal. 4—Panoramic View of Montreal from Mount Royal.

Altitude

it navigable. Jones' Falls are near Chaffey's Locks. From Forfar a branch of the Canadian National Railways runs to Brockville, on the St. Lawrence, just where the latter leaves the Lake of the Thousand Islands. This branch also runs in a northerly direction to the pretty little town of Westport, on Upper Rideau Lake, passing en route the village of Newboro situated on the summit level of the Rideau Canal. Upper (or Little) Rideau Lake is at the top of the watershed. At one point its waters flow toward Kingston and at another toward the Ottawa River. Another peculiarity about this lake is that it has no visible inlet. Portland, situated on the southern shore of Rideau Lake, one of the largest bodies of water on the system, is a popular summer resort and a distributing centre for other points on the adjacent lakes. Salmon up to twenty-five pounds have been caught in Rideau Lake. Since the construction of the line facilities for getting access to this and other parts of the Rideau Canal System have been greatly improved. Between Portland and Lombardy the railway skirts the southern shore of Otter Lake, and beyond the latter crosses Otter Creek.

406.0 **Smith's Falls** Entering Smith's Falls, the railway crosses the Rideau Canal System, which here, flowing out of Rideau Lake, takes a sharp turn to the south. The town owes its original existence to a waterfall at which an enterprising Canadian built a mill, but which is to-day the site of canal locks. Smith's Falls is an important manufacturing, railway and commercial centre, with a population about 6,800. The principal manufactured products are agricultural implements, malleable castings, stoves, sashes and doors. Annual value of factory products is nearly $2,500,000. There is a good supply of hydro-electric energy, the distributing plant being owned by the municipality. Being situated within seven miles of Rideau Lake, where there are a large number of cottages, it is an important summer resort.

Lying a few miles south of Smith's Falls is Cranberry Lake, noted for having at one point on its shores a profile —the work of Nature—of the Duke of Wellington.

448.0 **Nolans**
..... **Marlmont**
377.0 **Dwyer's Hill**
425 0 **Munster**
312.0 **Richmond**
312.0 **Twin Elm**
309.0 **Fallowfield**
304.0 **Merivale**

Leaving Smith's Falls the railway traverses a flat-topped ridge of the Trenton limestone formation and skirts the southern shore of Mud Lake. Proceeding northeast from Munster, the altitude, as the train descends the limestone formation, gradually declines. Approaching Richmond, the railway strikes the southern bank of the Jock River, one of

Altitude

289.0 **Rideau Jct.** the principal tributaries of the Rideau Canal. Richmond is one of the earliest settlements in the Ottawa Valley and is the centre of an important agricultural district. Approaching Fallowfield, the line crosses the Jock River. A further run of about eight miles, and Rideau Junction, situated on Rideau Canal, is reached. A further seven miles, following in the meantime the eastern bank of the Rideau River, and the traveller is in Ottawa. (See page 74 for particulars regarding Ottawa.)

Toronto to Napanee.

The Canadian National Railways also furnishes another regular service between Toronto and Napanee, a different route in this instance being followed.

254.0 **Toronto**
256.0 **Don (Queen St. East)**
473.0 **Oshawa**
516.0 **Orono**
355.0 **Port Hope**
314.0 **Cobourg**
..... **Colbright Jct.**
319.0 **Brighton**
342.0 **Smithfield**

Leaving the Union Station, and skirting the northern shore of the harbor, the line ascends the picturesque Don Valley until near its upper end, when is takes an easterly direction. Oshawa, which is passed a mile or two beyond its northern boundary, is the first of the Lake Ontario towns encountered on the route. In the meantime, with the grade gradually increasing, the railway is traversing a remarkable strip of sand and gravel which constituted a beach on the northern shores of what in pre-historic times was a much larger body of water than the present Lake Ontario, and which geologists have for convenience named Iroquois Lake. After leaving Oscaca the railway gradually turns in a southeast direction, and then, approaching Port Hope, runs immediately south until the latter town is reached. Continuing eastward from Port Hope the railway closely skirts Lake Ontario, passing en route Cobourg, Colbright Junction, and Smithfield.

263.0 **Trenton**
310.0 **Bayside**
258.0 **Belleville**

Four or five miles beyond Smithfield the railway strikes the shore of the Bay of Quinte near its western extremity, and within a couple of miles of the Murray Canal. Then taking a northeasterly direction, and skirting the shore of the bay, the train enters Trenton, Leaving the latter over a bridge spanning the Trent River, the entrance to the Trent Valley Canal System extending to Georgian Bay, the railway continues to skirt the shore of the Bay of Quinte. The scenic effects upon which the eye of the traveler rests are very pretty, while across the waters of the bay are to be seen the shores of Prince Edward County, noted for its agricultural fertility and adaptability for fruit-growing, and served by a

Altitude

branch line of the Canadian National Railways running from Trenton. At Belleville the Moira River is crossed.

..... **Thurlow**
252.0 **Shannonville** Lying to the south of the line as Thurlow is approached is Point Anne, the site of a large cement plant and quarries. North of the railway between Shannonville and Deseronto is an Indian Reserve.

324.0 **Deseronto** Still closely skirting the Bay of Quinte, the railway enters Deseronto. **This town has an extensive** waterfront and is a port of call for steamers plying the St. Lawrence route. As a summer resort it is noted; good bathing, boating, and fishing are to be had. There are several important industries in the town, among them being a blast furnace making charcoal pig iron, powder and explosive plants, match factories, a cheese factory, and a number of large wood-working plants. The town is the centre of a rich grain, cattle and fruit-growing district, and has an excellent supply of hydro-electric energy for power, street lighting and domestic purposes. Population is a litle under 2,000.

324.0 **Napanee** At Deseronto the railway leaves the shores of the Bay of Quinte, and striking inland in a north-east direction, reaches Napanee after a run of about six hours from Toronto.

Cochrane to Quebec

911.0 **Cochrane** The route from Cochrane to Quebec is over the air line of the Canadian National Railways, which, running from Quebec to Winnipeg, is the shortest of the routes between the two provincial capitals, the distance being 1,350 miles. The express service between Cochrane and Quebec, covering a distance of nearly 574 miles, is modern in appointment, while the roadbed is noted for the substantial character of its construction. Connection is made at Cochrane with the through express trains of the Canadian National Railways from Winnipeg to Montreal. For the latter service see pages 53 to 81.

The country which the train traverses is thickly covered with spruce, balsam and other descriptions of trees. Rivers and streams are frequently encountered. The soil is part of that comprising the famous clay belt of Northern Ontario. Nature is to be seen in her primeval beauty and ruggedness on either side of the railway, and everywhere good fishing and hunting are to be obtained.

895.0 **Abitibi**
857.0 **Brower** Abitibi is situated on the west bank of the Abitibi River, a large stream having its out-

Altitude		
983.0	**Norembega**	let in James Bay and its source in Abitibi
989.0	**Hughes**	Lake. This river has from early pioneer
942.0	**Kirke**	days been one of the highways for canoe
889.0	**Low Bush**	travel to Hudson's Bay. Low Bush derives
883.0	**Mace**	its name from the Low Bush River which is
944.0	**Goodwin, Ont.**	here encountered. Beyond the latter the

railway encounters the northern shore of Abitibi Lake, a body of water 356 square miles in area. This lake is a point of much present, as well as of historical, interest, and furnishes the sportsman with excellent fishing, while in the vicinity of its shores big game is to be obtained in season. The railway skirts the lake for several miles, and a short distance beyond Goodwin enters the Province of Quebec, a sign marking the actual spot of the boundary line. See page 76 for description of the Province of Quebec.

910.0	**La Reine, Que.**	La Reine is the first station encountered
945.0	**Dupuy**	after crossing the interprovincial boundary
883.0	**La Sarre**	line. A considerable area of land has been
951.0	**Makamik**	cleared in this vicinity, revealing the ex-
1007.0	**Authier**	istence of a good soil. At La Sarre there
1020.0	**O'Brien**	is a settled section, and the place is a centre
1073.0	**Launay**	for fishing operations, whitefish being
1048.0	**Vilmontel**	taken from the Whitefish River and from

Lake Abitibi and shipped to centres of population, New York being among the number. From La Sarre to Nottaway, a distance of nearly one hundred miles, land is being taken up rapidly by settlers from the older parts of the province.

The story of the migration into this vast new district, following the completion of the railway, is a modern romance. It is the result largely of the devoted endeavor 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 hardships of going into a country surrounded by strangers. So successful have been the colonization efforts in this particular district that it makes a story of outstanding interest.

O'Brien is a railway division point. 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.

1051.0 **Spirit Lake** Here during the Great War the Canadian Government established its first detention camp for alien enemies. At one time some 2,500 Austrian and Bul-

Altitude

garian prisoners were interned here and were employed in clearing land and improving it.

1002.0 **Amos** Amos is one of the most promising towns in the making along this part of the railway. Not yet ten years old, it already has a population of 1,500, and is steadily increasing in importance. 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. Amos first became known when gold was discovered at Lake de Montigny, about 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 of 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 sportsmen 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 picturesque 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.

Lake de Montigny, a part of the Harricana system, is the scene of some of the most promising gold mining developments in the Province of Quebec. Claims being developed are located both on the shore and an island near the centre of the lake.

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 National Railways have issued special booklets "Playgrounds in Ontario," "Playgrounds in Quebec" and "Where to Hunt, Fish and Paddle in the New North"

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which, as their name implies, contain the latest information relating to the sporting possibilities in a country abounding in game and fish.

1051.0	Landrienne
1124.0	Fisher
1078.0	Natagan
1062.0	Uniacke
1025.0	Coffee
1007.0	Goulet
1030.0	Nottaway
1102.0	Megiskan
1138.0	Forget
1172.0	Signal
1202.0	Press
1219.0	Doucet
1299.0	Forsythe
1314.0	Bolger
1383.0	Dix
1421.0	Langdale
1448.0	Tarrien
1454.0	Monet
1478.0	Coquar
1347.	Clova

Nottaway is important because it is the first fair-sized settlement in what may be described as New Quebec. It is also of importance from the fact that from here three fisheries make shipments to the United States.

The Bell River crosses the railway at Nottaway on its course from Grand Lac 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 northeast arm of Lake Shagogama. 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 stopover 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 northeast 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 mid-summer—fish ranging from quarter-pounders to five pounders. At Coquar is reached the highest altitude encountered between Cochrane and Quebec.

Doucet is a little railway settlement, with the usual equipment to be found at a divisional point. The run from here to Oscalanea, a distance of nearly seventy miles, is through a country very sparsely settled. There are, however, possibilities for the enjoyment of sport, lakes and rivers being abundant. Kapitachuan Lake lies immediately south of Tarrien. Lying north, and approximately between Doucet and Parent, is a section of country which has been found to be adapted for the cultivation of potatoes, corn and tobacco.

1357.0	Oscalanea
1424.0	Greening
1454.0	Strachan
1410.0	Timbrell

At Oscalanea the traveler obtains his first view of the St. Maurice River. 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 National Railway is destined to play a most important part. The river has a length of 325 miles and a watershed of some 17,000 square miles in area. It flows

Altitude

through richly timbered areas, and enormous quantities of lumber are carried down it annually to the pulp and paper and lumber mills that have been erected on its banks. Its course is broken by seventeen falls and rapids, with heads from 10 to 150 feet, and which are capable of developing 1,000,000 horsepower of electrical energy. 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, 103 miles from Three Rivers. With expansions at present under way there will by the end of 1922 be approximately a total of close to 470,000 horsepower of hydro-electric energy under development at these three industrial points.

Lake Oscalanea, after which the station is named, is one of the headwaters of the St. Maurice, and it is possible, starting here by canoe, to make a trip through a long chain of lakes to Manouan, a distance of 157 miles. Milledge & Edwardson have a trading post at Oscalanea, where hunters and fishermen can be outfitted.

1401.0 **Parent**
1467.0 **Wykes**
1434.0 **McCarthy**
1376.0 **Casey**
1464.0 **Hibbard**
1187.0 **Cann**

Parent is a divisional point, the third encountered since leaving Cochrane. Branches of the Gatineau, a river which joins the Ottawa near the City of Ottawa, are crossed both entering and leaving Parent. The Gatineau Industrial Company have extensive lumber mills both here and at Gatico, six miles west.

The Gouin Reservoir.

1171.0 **Manouan**

About fifty-two miles up the St. Maurice River from Manouan, and a short distance above La Loutre Falls, is the Gouin Reservoir, from the standpoint of regulating capacity the largest artificial reservoir in the world, having a storage capacity of 160,000,000 cubic feet and an area of 300 square miles, or nearly double the capacity of the Assouan Dam on the Nile, the latter's being 82,000,000 cubic feet. The dam holding back this enormous body of water is 1,720 feet long, 80 feet high, 69 feet wide at the base, and 20 feet wide at the crest. The flow of water is regulated by means of ten gates, each 7.5 feet by 12 feet, and capable of discharging 18,000 cubic feet of water per second.

Although the St. Maurice is one of the mighty rivers of Quebec, yet, owing to the variations in the flow at different seasons of the year, a loss of power for the development of hydro-electric energy at such important industrial points as Grand Mere and Shawinigan was necessarily experienced. It was for the purpose of overcoming this that the Provincial

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Government, in 1915, through the Quebec Streams Commission, began the construction of the dam. Now, as a result of the completion of this vast storage basin, instead of there being seasonable variations in the flow, no less than 1,000,000 horsepower are permanently available. At Shawinigan, for example, a permanent flow of over 12,000 cubic feet per second is now assured.

1168.0	Sanmaur	Leaving Weymont, the railway follows closely the
1154.0	Weymont	south bank of the St. Maurice for a distance of
1030.0	Vandry	over twenty-five miles. At Weymont the
999.0	Ferguson	Laurentide Pulp and Paper Company of Grand
999.0	Windigo	Mere and at Vandry the Belgo Pulp and Paper
909.1	Joybert	Company maintain large lumber camps, while at
901.0	Flamand	Ferguson and Windigo the Brown Corporation of

La Tuque carry on extensive operations. Flamand is the scene of the principal camp of the Wayagamack Pulp and Paper Company. Near Flamand the railway crosses the river bearing the same name. Beyond Joybert the St. Maurice takes a turn to the north, but it is only for the time being that the traveler loses sight of the famous stream, its dark, rushing waters and its picturesque banks. Lying north, between Weymount and La Tuque, is a mixed farming and dairying district.

972.0	Crespel	The railway, passing Crespel, reaches at
1033.0	Darey	Darey the summit of the Vermillion and
819.0	Vermillion	St. Maurice valleys. Thence the altitude
.....	Creek des Praories	perceptibly declines. Near Vermillion
728.0	Cressman	is the headquarters of a large sporting
.....	Stirling	club, while in the vicinity the Laur-

entide Pulp and Paper Company conduct extensive lumbering operations. Creek des Prairies is the gateway to a great hunting and fishing district.

Approaching by way of the Vermillion Valley, the traveler enters Cressman, where he is again in touch with the St. Maurice, which here comes in from the north and is followed by the railway for a considerable distance. The scenery is wild 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 breast of the towering hillsides. There are magnificent views to be seen all along this portion of the route, and travelers should be on the lookout for them.

507 0 Fitzpatrick This is a divisional point, and the last encountered before reaching Quebec.

Altitude

551.0 **La Tuque** Population 5,600. A town of rapid growth, lively business centre, with modern stores and many fine residences. The town is well built, and has 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 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. The company also operates a mill at St. Casimir, the annual output 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 sportsmen 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.

713.0 **Morency**
697.0 **Lac a Beauce**
754.0 **Bousquet**
713.0 **Brochet**
684.0 **Lac Chat**
713.0 **Milieu**
797.0 **Doheny**
768.0 **Gouin**

Leaving La Tuque, the railway strikes a southeast direction, gradually leaving the valley of the St. Maurice, which near here turns south in its apparent haste to join the St. Lawrence. Several streams tributary to the St. Maurice are, however, crossed en route. Among these rivers are the Beauce, Brochet, Milieu, and Riviere aux Mortis. Silver, zinc and lead have been found east of Gouin.

583.0 **Hervey Junction**
410.0 **St. Adelphe**
361.0 **St. Prosper**
126.0 **St. Casimir**
144.0 **St. Marc**
240.0 **Portneuf**
205.0 **St. Basile**
264.0 **Dombourg**
238.0 **Neuville**

At Hervey Junction is encountered the line of the Canadian National Railways running from Montreal to Riviere a Pierre, situated on another branch which runs from Quebec to Lake St. John. Connection for Montreal can be made at Hervey Junction. Proceeding from the latter point towards Quebec, the railway traverses a well-settled bit of French-Canadian

Altitude

216.0 **St. Augustin** country dotted with many prosperous villages typical thereof. In the vicinity of St. Marc are extensive quarries, which are being actively worked, and which produce a fine quantity of stone that is in much demand for building purposes. At St. Basile there are mills which produce large quantities of building and roofing paper.

In the meantime the railway has been following the Batiscan Valley, with the St. Lawrence to the right, of which, when intervening hills are not in the way, views are obtained. Crossing the Cap Rouge Viaduct, from which picturesque views of pastoral scenery, dotted with quaint hamlets, are to be seen, the traveler is brought to the towering banks of the St. Lawrence.

257.0 **Cap Rouge**
165.0 **Bridge**
..... **Cadorna** Continuing eastward, with the broad St. Lawrence rolling proudly seaward immediately below, the towering cantilevers of the famous Quebec Bridge are brought into view. Passing the junction point with the main line of the Canadian National Railways, the train gradually descends the slope of the vast promontory, at the eastern extremity of which is situated the City of Quebec. This promontory separates the St. Lawrence and the St. Charles rivers, and while making the descent a magnificent panoramic view is obtained of the fertile and broad valley of the latter river, and beyond of the rugged Laurentian Mountains, rich in their varied color effects. Before entering Quebec the railway follows the St. Charles Valley for several miles.

19.0 **Quebec** The Union Palais Station, into which the traveler is borne, is strikingly artistic in design, and in keeping with the quaint Old-World architecture which characterizes much of the "Ancient Capital". See page 128 for description of the City of Quebec.

Montreal to Quebec via North Shore.

78.0 **Montreal** Leaving the St. Catherine Street East Station of the Canadian National Railways for Quebec, the line runs in a northerly direction for over thirty miles.

76.0 **Maisonneuve**
72.0 **Pointe aux Trembles**
52.0 **Charlemagne**
55.0 **St. Paul l'Ermite**
69.0 **L'Assomption**
78.0 **L'Epiphanie**
128.0 **Salome**
130.0 **Crabtree**

Maisonneuve, a part of the city of Montreal, fronts upon the St. Lawrence. There are several large industries here, among them being a sugar refinery, bridge works, shoe factories, machine works, and biscuit factories. Beyond L'Assomption the railway begins to approach the southern limits of

Altitude

..... **Norraie** the Laurentian foothills, hence the gradual increase in the altitude of the railway.

201.0 **Joliette** This is one of the most important commercial and industrial of the province's inland towns. One of its most outstanding industries is the manufacturing of tobacco. Others are woolen mills, lumber mills, paper mills, clothing factories, etc. There are a Roman Catholic cathedral and several religious and secular education institutions. The town is situated on Assomption River, has an excellent supply of hydro-electric power, and a population of over 9,000, while its manufactured products have an annual value of $3,500,000.

174.0 **Ste. Elizabeth**
172.0 **St. Pierre**
178.0 **St. Norbert**
196.0 **St. Cuthbert**
..... **St. Edmond**
174.0 **St. Barthelemi**
199.0 **Bois Blanc**
256.0 **St. Justin**
293.0 **Ste. Ursule Falls**
293.0 **Ste. Ursule**
..... **Premont**
548.0 **St. Paulin**
417.0 **Charette**
415.0 **St. Boniface**
474.0 **Glenada**

Typical French-Canadian villages are encountered every few miles, but the most pleasant prospect is the long stretch of rich agricultural land through which the railway runs. The farms are uniformly ribbon-like in their narrowness and marked by the intensiveness with which they are cultivated. The dwellings and out-buildings on these farms are correspondingly small as a rule, but they are pretty, and as they are treated once a year to a coat of whitewash they stand out bright and clear upon the land's surface. The traveler should keep his eyes open for the Falls of Ste. Ursule. They are situated to the right within a stone's throw of the line and are particularly interesting, falling precipitately as they do through a rocky gorge into the river a hundred feet or more below. At St. Paulin, where the foothills of the Laurentian range are more pronounced, the line reaches the highest altitude on the route between Montreal and Quebec.

Alfred
554 **Shawinigan Falls**

Shawinigan Falls is reached by a branch line running from Alfred, and is about three miles distant from the latter. Shawinigan Falls is one of the most interesting and progressive industrial towns in the Province of Quebec. From the falls of the St. Maurice, situated close to the town, upwards of 300,000 horsepower of electric energy is developed, the largest at any one point in the province, and plans are being made for the development of an additional 100,000. About half this power is used locally and the balance is transmitted to Montreal, Three Rivers and other towns. The falls present a magnificent sight, having a drop of over 150 feet. Several large industries are located in the town, the most

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outstanding being a large paper and pulp mill, with a daily output of 166 tons of pulp and 195 tons of newsprint; an aluminum plant, the only one in Canada, turning out 26,000,000 pounds annually; and factories making calcium carbide, cottins, woolen goods, magnesium, and wooden products of various kinds. Shawinigan has a population of 10,600, and with suburbs of about 14,000.

364.0 **Grand Mere** This is one of the most arresting points on the line from Quebec to Montreal. The town is situated on the St. Maurice River, which here leaps over a high cataract, thus creating a picturesque and enormous waterfall from which 165,000 horsepower of electric energy is developed. On the bank of the river, immediately adjacent to the falls, are large pulp and paper mills manufacturing daily over 200 tons of newsprint. Grand Mere has a population of 7,600, and is a prosperous industrial and commercial town with good hotels. The railway crosses the St. Maurice here, affording the traveler a magnificent view of the river and the falls. The name borne by the town had its origin in the figure of an old woman (grand mere) outlined by nature in a rock at the falls, but which was blasted away to make room for the big paper mills now located there.

444.0 **Garneau** From Garneau there is a branch line of the Canadian National Railways running in a northeasterly direction to Riviere a Pierre, over 39 miles distant, passing en route Hervey Junction.

431.0 **Proulxville**
353.0 **St. Stanislas**
350.0 **Gendron**
349.0 **St. Prosper**
115.0 **St. Cassimir**
115.0 **St. Marc**
103.0 **Lachevrotiere**
44.0 **Deschambault**
30.0 **Portneuf**
26.0 **Cap Sante**
31.0 **Donnacona**
20.0 **Ecureuils**
31.0 **Neuville**
40.0 **Cap Rouge**
47.0 **Limoilou**

Leaving Garneau, the railway strikes an easterly direction and skirts the upper shore of Tortue Lake. Approaching the St. Stanislas station the Batiscan River, a stream flowing into the St. Lawrence, is crossed. The valley of this river is very beautiful. St. Casimir is on the Ste. Anne River, which the line crosses a short distance beyond the station. At Deschambault the railway approaches the northern shore of the St. Lawrence and follows it closely until Cap Rouge is reached. At Cap Rouge, where a junction is made with the main line of the Canadian National Railways, excellent views are to be obtained of the St. Lawrence River and of the towering cantilevers of the famous Quebec Bridge.

19.2 **Quebec** Leaving Cap Rouge, a gradual descent is made into the valley of the St.. Charles River, during which the traveler obtains magnificent views of the Laurentian

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Mountains lying to the north and of the pleasant intervening country. See pages 128 to 130 for description of the City of Quebec.

ACROSS CANADA.

Montreal to Quebec Via the Main Line.

48.0 Montreal Canadian National Railways trains for the Maritime Provinces use the Bonaventure Union Depot. The "Maritime Express" is the morning train and the "Ocean Limited" departs in the evening after arrival of day expresses from the West. These trains run through to Halifax, with connection for St. John, Prince Edward Island, the Sydneys and Newfoundland. Of the various lines of railway between Montreal and Quebec, this has the shortest mileage. For particulars regarding Montreal see pages 79 to 81.

61.0 St. Henri
52.5 Point St. Charles
73.9 St. Lambert

Montreal is not left behind until after St. Henri and Point St. Charles are passed, and the Victoria Jubilee Bridge over the St. Lawrence River to St. Lambert crossed.

St. Lambert has a population of 4,000, and has several industries, among them being factories for the manufacture of fountain pens, electrical goods and furniture. There are several educational institutions and a convent.

90.0 St. Hubert
80.9 St. Bruno
62.0 St. Bazile
63.0 Belœil
83.3 St. Hilaire
99.5 St. Hilaire E.
117.0 Ste. Madeline

At Belœil one of Canada's historic rivers is crossed—the Richelieu. It was Champlain, the first of white men who came south by this route from the St. Lawrence in 1609, with his ready diary, to see the "great lake, its fair islands and fine countries," to fight the Iroquois, and to leave an imperishable mounment to his adventurous career—Lake Champlain. The Richelieu has figured in most of the important wars since that date. Explosives were extensively manufactured at Belœil during the war period.

109.0 St. Hyacinthe Population 10,900, a very desirable place of sojourn and residence. Several large and important industries. Annual factory output has a value of nearly $10,000,000. St. Hyacinthe-built church organs are known throughout Canada. Educational and religious institutions are particularly noted for their beautiful buildings. St. Hyacinthe is an important railway centre, the Grand Trunk Railway running from here to Portland, etc., the Quebec, Montreal & Southern to New England points and New York.

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111.0 **Ste. Rosalie Jct.** Until Ste. Rosalie is reached the route of the Canadian National Railways is over tracks jointly owned and used with the Grand Trunk Railway. From here the Canadian Pacific Railway run to St. Guillaume and Farnham. Ste. Rosalie is the junction point for interchange of freight traffic between the Canadian National Railways lines and its western connections. Topographically, the Canadian National Railway from Ste. Rosalie to Levis is as near an air line as the physical conditions of the country will permit, as may be judged from the fact that in the 115 miles there are 106 miles of tangents.

203.0 **St. George**

234.0 **St. Edward**

239.0 **Bagot**

274.0 **St. Eugene**

299.0 **Duncan**

262.0 **St. Germain**

288.0 **Drummondville** Population nearly 3,000. It is on the St. Francis River, and was named in honor of Sir George Drummond, the hero of the battle of Lundy's Lane in the war of 1812. Electric power, generated from Lord's Falls on the St. Francis, is used by the various manufacturers. This power, which has only been partially developed, can be increased as requirements demand. Drummondville lies between two rich farming districts, St. Germain on the west and St. Cyrille on the east, but they are only part of what has long been recognized as a rich agricultural region. Dairy farming, in particular, is carried on with great success, and a partial evidence of this is found in the fact that boxes of cheese by the thousands are handled by the railway in the course of a year. Active lumber operations are carried on in this vicinity, and large shipments of pulpwood are made from these stations. At Drummondville the line crosses a branch of the Canadian Pacific Railway.

284.0 **St. Cyrille**

304.0 **Carmel**

236.0 **Mitchell**

234.0 **St. Perpetue**

243.0 **St. Leonard Jct.**

74.0 **Nicolet** Population 2,000, is situated at the mouth of the Nicolet River on Lake St. Peter, and is the terminus of a branch line fourteen miles from St. Leonard Junction. It is a typical French-Canadian town, with a history dating back to 1660. It is the titular see of a bishop, with a beautiful cathedral containing a number of noteworthy paintings. Some of these pictures have a history.

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

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

292.0	**St. Wenceslas**	For miles the railway runs through a forest, a good hunting territory. At Aston Junction, the Canadian National Railway crosses the line of the Grand Trunk to Arthabaska. At Villeroy the Lotbiniere & Megantic Railway runs to St. Jean des Chaillons and to Lyster. Evidences of the importance of the lumber industry are to be seen everywhere, and there is much exportation of pulpwood. Further along, at De Lotbiniere and Laurier, excellent farms are seen, this being a good dairy district. At St. Apollinaire there is also good farming, and this part of the country has a fame for the quality of its cheese and potatoes. At Chaudiere Jct., where there is a connection of the Canadian National Railways with the Grand Trunk for Sherbrooke, Lennoxville and Portland, Me., a glimpse of the beautiful Chaudiere Falls is obtained, but these require a special visit before their full charm may be seen and understood. The Chaudiere River is less than 400 feet wide at the falls, and as the water is forced over the rocky precipice, three divisions are made in the face of the cataract, which unite as they near the bottom of the descent, 130 feet below.
288.3	**Aston Jct.**	
289.2	**Daveluyville**	
298.0	**Lavergne**	
299.4	**Lemieux**	
310.0	**Manseau**	
394.1	**Villeroy**	
391.3	**De Lotbiniere**	
369.5	**Laurier**	
323.1	**St. Apollinaire**	
265.0	**St. Nicholas**	
236.1	**Chaudiere**	
235.1	**Chaudiere Jct.**	
232.5	**Charny**	
70.9	**St. Romuald**	
18.9	**Hadlow**	
16.8	**Point Levis**	

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

The Quebec Bridge.

"In the annals of engineering triumphs of the world," to quote one well known authority, "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."

Its main span, 1,800 feet, is the longest in the world, being ninety feet greater than that of the famous Forth

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Bridge in Scotland. The length of the suspended span is 640 feet, of the cantilever arms 1,160 feet, and of the anchor arms 1,030 feet, while the total length of the bridge is 3,240 feet. The centre span was constructed at Sillery, about three miles below the bridge site, and is 150 feet above high water. After it had been completely assembled, and rivetted up, the span was placed on specially constructed scows and thence, guided by tugs, floated into position under the cantilever arms of the bridge and by hydraulic hoists raised, after many hours of labor, to its designed place. That the task was heroic may be gathered from the fact that the span weighed 5,000 tons and had to be hoisted 150 feet. This took place in September, 1917. A year before an attempt had been made to hoist a similar span into position, but owing to a failure in one of the castings in the hoisting apparatus it slipped and fell into the river, at the bottom of which it still lies.

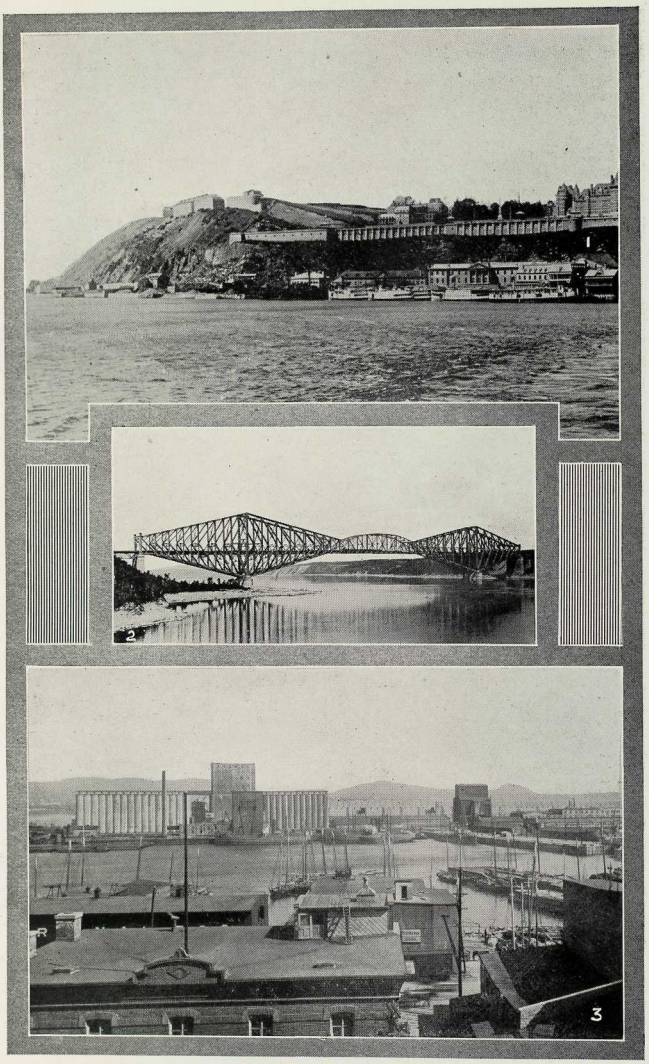
The following figures give a vivid idea of the size and proportions of the bridge:

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

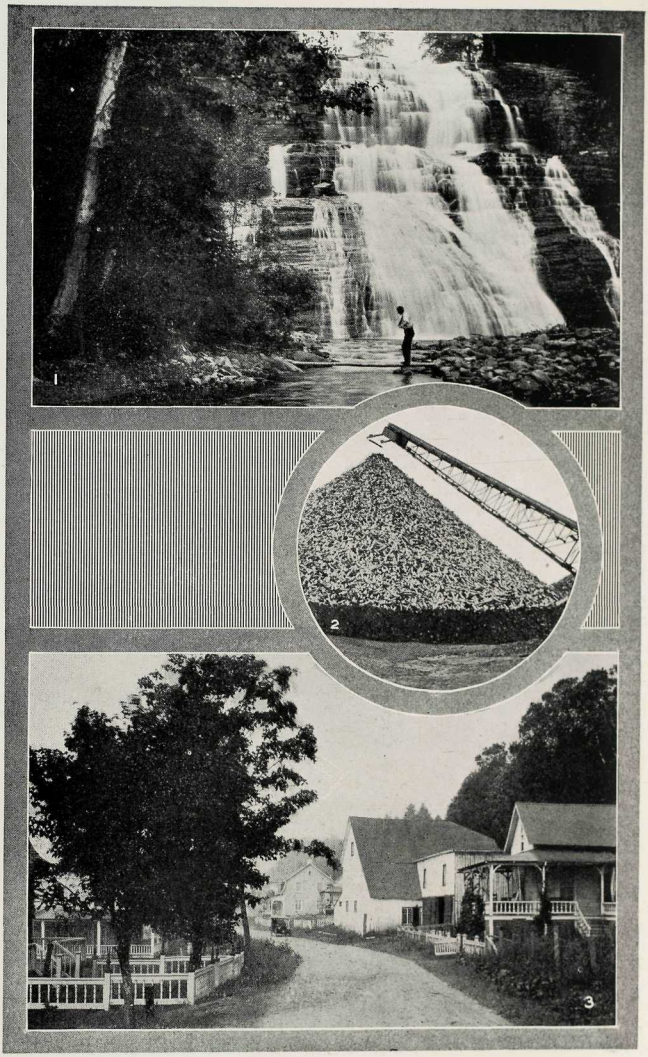
Charny is the junction point of the southern route, formerly known as the Transcontinental, with the main line of the Canadian National Railways. The southern route runs by way of Monk, Q., Edmundston, N.B., St. Leonard, N.B., Grand Falls, N.B., McGivney Junction, and Fredericton to St. John, N. B., and has opened up a country rich in agricultural, lumbering and sporting possibilities. See pages 145 to 150 for description of this route.

The City of Quebec.

It is generally conceded that Quebec surpasses all cities of the continent in the wealth and the variety of the attractions it affords the tourist. Its history is stirring, eventful,



1—The Citadel, Quebec. 2—The Quebec Bridge, the world's largest cantilever type of bridge, connecting lines of C. N. Rys., north and south of St. Lawrence River. 3—Quebec Harbor.



1—Fraser Falls, Murray Bay, Que. 2—Pulp and Paper is one of Quebec's Largest Industries. 3—A Typical French-Canadian Village.

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and romantic, while for the magnificence of its scenic effects there is no city on the North American continent its equal.

Before white men stepped upon its site it was an Indian stronghold. When Cartier first visited it in 1535, and spent a winter there as the guest of Donnacona, the chief of the Algonquin tribe, it bore the name of Stadacona. Its definite history under the rule of white men began in 1608, when Champlain formally took possession in the name of the King of France and built a fort in what is now known as Lower Town. Twenty-one years later the place was captured by the British under General Kirk. After an occupancy of three years it was restored to France, in whose possession it remained, in spite of renewed attacks by the British in 1690 and 1711, until 1759, when it was captured by forces under the intrepid Wolfe. Only once since has Quebec been subject to siege, and that was in 1775, when the Americans, under Montgomery, made an ineffectual attempt to capture it. On the escapement overhanging Lower Town is a tablet marking the spot where Montgomery fell in leading a night attack.

On the Plains of Abraham is a monument to Wolfe, and in the Governor's Gardens is one jointly honoring Wolfe and Montcalm, both of whom lost their lives in the historic battle of 1759, while on Dufferin Terrace, near where he erected the Castle of St. Louis, stands a monument to Champlain, the founder of the city. Louis Hebert, the first farmer to settle in New France, is honored with a monument standing in City Hall Park, once a part of his farm.

The famous citadel crowning the heights of the escarpment, some three hundred feet above the St. Lawrence flowing beneath, and now occupied by Canadian troops, was constructed a little less than a century ago according to plans approved by the Duke of Wellington, the hero of Waterloo, at a cost of $25,000,000. Quebec is the only walled city on the North American continent, although the limits of the city now extend far beyond these ancient ramparts.

Magnificent views are to be obtained from several parts of the city. But the finest are from the citadel. Looking down the river a glorious view is to be obtained of the St. Lawrence, with the picturesque Island of Orleans resting where the river takes a sharp turn to the right. To the left, on the north shore, is to be seen Ste. Anne de Beaupre, famous for the shrine which for over 250 years has been the Mecca of devout pilgrims seeking restoration of health, while away in the background, roughly paralleling the river, is the Laurentian range (the world's oldest mountain range) standing out in bold relief, always glorious in its color effects, and particularly when fleecy clouds floating overhead, dot its sides with sunshine and shadow.

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In its upper part Quebec is a modern city in the width of its streets and in the architecture of its public, mercantile and residential buildings, while in its lower part it is a city of the Old World set on the shores of the New. "I rubbed my eyes to be sure I was in the nineteenth century," wrote Thoreau after visiting the latter part of the city.

The harbor of Quebec is one of the most important in the Dominion. Being situated at the confluence of the St. Charles with the St. Lawrence, it has dockage on two river fronts, and ample accommodation for ocean-going steamships. For Transatlantic mail steamers it is the terminus during the season of navigation. Quebec is also an important manufacturing and commercial centre, with a population of over 94,000. Its manufactured products have an annual value of over $33,000,000.

In the vicinity of Quebec there are many points of interest, several of which are conveniently reached by the branch line of the Canadian National Railways following the north shore of the St. Lawrence to Murray Bay (La Malbaie), a distance of over eighty-seven miles, passing en route Montmorency, Ste. Anne de Beaupré and Baie St. Paul. Another branch line runs through the Laurentide National Park to Lake St. John and to Chicoutimi.

The air line of the Canadian National Railways from Winnipeg to Quebec, a distance of 1,350 miles, is the shortest rail route between those cities. For information regarding this route see pages 52 to 64 and pages 115 to 122.

ACROSS CANADA.

Quebec to Moncton.

10.0 **Levis** Population 10,500. In the days preceding British rule Levis played an important part in the sieges which took place, the heights behind the town being occupied in turn by defending and attacking parties, and many millions of dollars have since been spent by the Imperial Government on the fortifications which crown them. The town is a busy place, with many fine educational and religious institutions. A drydock, 1,150 feet long, recently completed, is one of the largest in the world, and more than sufficient in size to accommodate the largest battleship or ocean liner afloat. Connection with Quebec, immediately across the St. Lawrence, is maintained by ferry service.

87.8 **St. Joseph**
240.0 **Harlaka Jct.**
296.2 **St. Charles Jct.**
170.8 **La Durantaye**
155.5 **St. Valier**

For the next two hundred miles or so after the departure from Levis, the traveller passes through a purely French-Canadian country. One after another the typical villages come into view, with their long, nar-

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133.6 **St. Francois**
130.9 **St. Pierre**

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

53.8 **Montmagny** Population 4,200, the centre of extensive lumbering operations. There are several well-equipped saw-mills, and agricultural implements are manufactured here. The village, extending to the St. Lawrence, is quite picturesque, and there are fine drives, especially along the shore road to other villages pleasantly situated by the river.

129.1 **Cap St. Ignace**
117.3 **L'Anse a Giles**
103.2 **L'Islet**
99.0 **Trois Saumons**
176.0 **St. Jean Port Joli**
162.8 **Elgin Road**
119.7 **Ste. Louise**
100.7 **Ste. Anne**
53.7 **St. Pacome**
46.4 **Riviere Ouelle Jct.**

The real attraction of the several villages now passed does not appear when seen from the car windows, but on the shores of the St. Lawrence, some five to six miles distant, there are places which have enjoyed favour for many years as summer resorts. At L'Islet, for instance, there are many summer homes, and also at St. Jean Port Joli.

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

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

143.2 **St. Philippe de Neri**
192.1 **St. Pascal**
300.9 **Dessaint**
318.4 **Ste. Helene**
345.2 **St. Andre**
369.0 **St. Alexandre**
349.4 **Old Lake Road**

From the car windows long narrow farms, with their quaint cottages and low-lying out-buildings, will have been noticed. The explanation of their peculiar form is simple enough when it is understood that these farms, originally of fair width, have, from time to time, been divided among heirs by the simple process of running the lines from front to rear, so as to give each a share of frontage on the high-

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way and also to encourage rotation of crops. In some instances, this has made the strips very narrow. The people of this part of Canada are industrious, peaceful and plain in their tastes. All speak their mother tongue, and are fervent adherents to their mother church. In these particulars they are very much as were their forefathers of early Canada, but evidences are plentiful that they have kept pace with modern methods of farming and conducting business.

314.5 **Riviere du Loup** Population 7,700. Riviere du Loup, which is incorporated as the town of Fraserville, extends to the mighty St. Lawrence, here like a broad sea, with all its possibilities—bathing, boating and fishing, with shooting in season. There is good summer hotel accommodation. Apart from its own attractions, it is a convenient centre from which one may go to various points, either on the river where fish are to be caught or in the forest where game abounds. Near the railway the waters of Riviere du Loup have a descent of over 200 feet by a succession of falls making their way over a rocky gorge. The town has several large industrial establishments and is an important business centre. It is a divisional point of the Canadian National Railways, and the Temiscouata Railway runs from here to Edmundston and Connor's, New Brunswick.

On the opposite side of the St. Lawrence is Tadousac, at the mouth of the wondrous Saguenay River, with its towering capes (Eternity and Trinity) reaching a height of nearly 2,000 feet above the surrounding waters. This, as well as other points on the north shore of the river, is served by a steamer running from the Fraserville wharf.

245.7 **Cacouna** From Cacouna station it is an easy drive to the famous Cacouna Beach, one of the most charming of all the beautiful resorts along the St. Lawrence shore. It is only a short drive by motor from Riviere du Loup. Good hotels provide ample accommodation for summer visitors. The Cacouna is close to the shore, overlooking a stretch of sand beach a mile long, and annually enjoys the patronage of the best class of tourists. The sea bathing is splendid, the water being of an agreeable temperature. For the golf enthusiast there are splendid links.

275.0 **St. Arsene**
109.0 **Isle Verte**
139.2 **St. Eloi**
70.1 **Tobin**
114.6 **Trois Pistoles**
300.6 **St. Simon**
446.1 **St. Fabien**

At Isle Verte and Trois Pistoles the surroundings are very attractive, the villages extending back to the river and containing many of the charms such as summer pleasure-seekers wish for. Some excellent farms may be seen in this vicinity. The drives are very fine, with good roads for motoring.

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81.7 **Bic** "Bic the Beautiful" is a term that has been appropriately applied to this spot. It is a village by the shore, with mountains separating it from the country beyond. The railway winds amid the mountains, passing through cuttings blasted in the rock. On one side the cliffs tower 250 feet above the passing train, while on the other side is a magnificent panorama of bay, river and islets. The St. Lawrence is here 25 miles from shore to shore, rapidly widening in its course toward the sea. Bic is one of the finest natural watering places on the St. Lawrence, having pleasant beaches and clear, salt water to tempt bathers, while the placid surface of the mighty river invites the boatman. Hatte Bay is a delightful spot not far from Bic.

22.0 **Sacre Cœur**
77.8 **Rimouski**
96.3 **St. Anaclet**
175.8 **Luceville**

Rimouski, population 3,600, is a live town, and the country back of it is well adapted for agriculture. The lumber business is also brisk. There are several summer places at the shore of the broad St. Lawrence, and there is simple opportunity for boating and bathing. Mails from inward-bound ocean liners are landed here. A pier extending nearly a mile from shore out to deep water affords an excellent promenade on a fine summer day. At Father Point there is a telegraph and signal station in connection with ocean steamers.

262.6 **Mont Joli** Population 2,400. Mont Joli is a divisional point of the Canadian National Railways, and also the junction for the line of the Canada & Gulf Terminal Railway going to Metis Beach and Matane. Several wealthy Canadians have summer homes at Metis Beach, and there are good hotels to accommodate summer visitors. The river St. Lawrence here is magnificent in its grandeur, the outlines of the opposite shore being only as a faint line upon the horizon. The salt waves roll in on a beach four miles long, hard and smooth, and safe for bathers. The natural advantages of this part of the coast are meeting with more and more appreciation. Grand Metis Falls are reached by driving from St. Octave, about three miles. The height of the falls is about 100 feet, and the sight is a most imposing one. The golf course at Metis Beach is considered one of the best in the Province.

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

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387.1	St. Octave	From Levis to Mont Joli the railway has followed the course of the St. Lawrence. It now turns south to the Valley of the Matapedia and has to climb the hills. Between St. Moise and Val Brilliant it reaches a height of 751 feet above sea level—the highest point on the railway east of Montreal. At the stations here named are evidences of the lumbering industry.
566.6	Petit Metis	
713.0	Padoue	
644.5	St. Moise	
581.1	Sayabec	
536.7	Val Brillant	
532.0	Amqui	
503.0	Lac au Saumon	
454.0	Causapscal	
353.7	Ste. Florence	Beyond the village of Sayabec is Lake Matapedia, a beautiful sheet of water which gives birth to the famous salmon stream that flows from here to its junction with the Restigouche.
280.1	Routhierville	
140.8	Millstream	
98.1	St. Alexis	

Amqui, in the midst of a good agricultural district, is growing in importance. It is a favourite centre for sportsmen, there being excellent fishing in any of the several lakes in the vicinity, and the best of big game hunting in the fall. There is good hunting and fishing at Causapscal also.

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

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

At the junction of the Matapedia River with the Restigouche is Matapedia station and village. Close at hand is the house of the Restigouche Salmon Club, the members of

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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 what has been termed the "Sport of Kings." This part of the Matapedia is a place of singular beauty, and the charm of the scenery of mountain, valley and winding river never fails to awaken a responsive chord in those who love the artistic.

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

The Gaspé Peninsula.

The Gaspé Peninsula is one of the striking geological feats of Nature. In shape it approximates to that of the claw of a lobster, in length it is about 120 miles and at its widest part some ninety miles, while its total area is over 10,000 square miles. On the north it is flanked by the Gulf of St. Lawrence and on the south by La Baie de Chaleur.

To the tourist Gaspè Peninsula offers much that is of interest. Its scenic effects are rich, striking and varied. Historically it is of importance from the fact that it was upon its shores that Jacques Cartier first stepped on his initial voyage in 1534.

Perce and the Rock Perce and its flanked rock is one of the outstanding spots of interest on the peninsula. Perce itself has been described as "the most dramatic spot in the Gaspé Peninsula, where the powers of description fail". The land upon which it is situated pushes out into La Baie de Chaleur in lines of lofty red sandstone cliffs, with the restless sea esternally gnawing at their base. The village, which has excellent hotel accommodation, is in an undulating valley between the mountain 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 pecularity of its geological formation make Perce a place of great interest to many summer visitors, and for years it has been the objective point of scientists, literary men and artists. In the wonderful atmosphere of this part of the Gulf, the distinctness with which objects are presented to the view is surprising. The rock is an island block of reddish conglomerate and sandstone, 1,500 feet long and 300 feet in width, and rising out of the sea with perpendicular cliffs 286 feet high. Near the outer end is another smaller rock rising just as abruptly and to almost as great a height, with a clear channel separating the two. This is merely the outer pillar of what was once a natural arch, mentioned in the narratives

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of the early explorers, who described the rock as having three arches. Only one remains, and at high water it is possible to pass through it in a good sized boat with full sail set. Thousands of gulls and cormorants nest on the rocks and make a lively commotion during the day, with only a slight diminuendo during the night. This noise, however, serves a good purpose, for no friendly beacon could be more welcome to the mariner than the warning cries of the birds that out of the darkness, fog and mist proclaim the whereabouts of the rock and dangerous reefs that encircle it.

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

It was from Gaspé Basin that sailed October 3, 1914, the fleet of transports and convoying war vessels that took Canada's first contingent of 33,000 men and equipment overseas to participate in the Great War.

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

The Gaspé fisheries are regarded as the richest in the world. For centuries hardy fishermen have taken their annual toll in vast catches of codfish, and still there is no sign of depletion. Fishing and farming are frequently said to be industries which do not flourish side by side. However true this may have been in the past, it is only now partly true as regards Gaspé, for the fisher folk have discovered that those who sow may also reap, and while still following their chosen vocation they find time to raise good crops of potatoes and vegetables for their own use, and the finest of fodder for their cattle and horses.

Practically the whole of the peninsula is a fish and game region. The connection of the Quebec Oriental Railway at New Carlisle with the Atlantic, Quebec & Western Railway, making a through line from Matapedia, on the main line of the Canadian National Railways, to Gaspé, has led to some very encouraging agricultural and industrial development, and at many places the land is being cleared and tilled, while

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lumbering is being carried on with increased vigor. The railway offers convenient access to the settled portions of Gaspé, although some of the villages by the shore are a few miles distant from the nearest station .

62.4 **Flat Lands**
35.6 **Moffatt**

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

THE PROVINCE OF NEW BRUNSWICK.

Like each of the three provinces constituting the Maritime Provinces of Canada, New Brunswick possesses physical features peculiarly its own. This is particularly so in respect to its rivers. Not only are these rivers remarkable in number, but the extraordinary thing about them is the way Nature has linked many of them together either by actual contact or by convenient intervening portages. The St. John, the Miramichi and the Restogouche, all large rivers, are examples of this. Naturally this makes New Brunswick particularly attractive to canoeists ambitions to make extended trips.

Authentic history of the province dates back to 1534, when Jacques Cartier visited its shores, but it was left to an expedition (70 years later) under Samuel de Champlain and de Monts to make the first careful exploration of the country's coast line. During the seventeenth century New Brunswick—then a part of Acadia—was the scene of many contests between English and French, and finally falling to the former in 1710. Its present name it has borne since 1784, when it was separated from Nova Scotia and became a distinct province. The first settlers were the Acadians, under the French regime. Then Scottish and English settlers began to take up land, while in 1783 came the initial influx of United Empire Loyalists from the United States, on May 18th of that year twenty vessels, with 9,000 souls on board, arriving in what is to-day known as the harbor of St. John. Population of the province, according to the census of 1921, is 387,876, a gain in ten years of nearly 36,000. The province has an area of 27,985 square miles and a coast line of 600 miles.

New Brunswick is noted for its forest reserves. The provincial Government alone owns 10,000 square miles of timber lands, from which large quantities of lumber are annually obtained. Total lumber cut of the province in 1920 had a value of close to $18,500,000, while the capital investment was nearly $38,000,000. Pulpwood resources of the province are extensive, being officially estimated at 36,000,000 cords. Pulp produced by its mills in 1920 had a value of $11,664,976, of which $10,707,000 worth was manufactured for export.

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In the development of its manufacturing industries, the province had made marked headway during the last decade or two, the latest available census figures giving the factory output a value of over $100,000,000 a year. Next to products of the forest, its principal manufactured article is cottons, the annual value of which is nearly $6,750,000.

New Brunswick is particularly adapted for agricultural and dairying. Professor N. S. Shaler of Harvard University has declared it to be an "agricultural country much finer than any section of the New England States." The average annual value of the field crops for the three years ending 1921 was about $46,000,000. From its dyked marsh lands enormous quantities of hay are annually harvested. Of factory-made butter and cheese the province produces about a million dollars' worth annually. Its coal reserves are estimated at 151,000,000 metric tons, while the output in 1921 was nearly 180,000 tons. The province is rich in oil shales, mining engineers estimating the total resources at 270,000,000 tons. From the deposits in Albert County both oil and natural gas are being produced, British and Canadian capital being interested in the industry. New Brunswick has substantial water-powers, and considerable progress is being made in their development for hydro-electric purpose. The fisheries of the province are extensive, the value of their product running between five and six million dollars annually.

In a country so immense in its forest resources, it naturally follows that it affords attractions to sportsmen. For its moose New Brunswick is particularly noted, the number of which have increased during the last few years. Deer are also common, and even bear are to be had. The rivers and streams afford the best of salmon and trout fishing. The commercial fisheries are of considerable importance, the annual catch marketed having a value of over six million dollars.

42.0 **Campbellton** Population 5,570. A thriving town beautifully situated at the head of the broad estuary of the Restigouche, which discharges its flood into La Baie de Chaleur. The scenery here is entrancing, one feature of which is the background formed by Sugar Loaf, a mountain 2,000 feet in height, from whose top a glorious view is obtained of the surrounding country, while almost directly across the river, in the Province of Quebec, is Mission or Cross Point, noted for its Indian reservation of 500 Micmacs, and which can be reached by stage.

A few miles up the Restigouche River is a spot famous for a naval battle that took place there in 1760, when a French fleet, in an effort to reach Montreal after the capture of Quebec, took refuge there, only to be caught and destroyed by the alert British fleet. This battle was important from the fact that it gave the final blow to the power of France in Canada.

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Campbellton is an important lumbering and shipping centre, and is well equipped with substantial wharves. As a resort for fishing, hunting and canoeing the district is famous. For campers it is ideal.

La Baie de Chaleur When Jacques Cartier, on July 10th, 1534, sailed into this magnificent haven the day was hot, a circumstances that led to its there and then being named La Baie de Chaleur—the bay of heat. Ninety miles long and from fifteen to twenty-five miles in width, this arm of the Gulf of St. Lawrence divides the Gaspé Peninsula from the Province of New Brunswick. The depth of the bay is sufficient to ensure a safe passage for the largest ship afloat. As the bay narrows into the estuary of the Restigouche River the scene becomes bolder and more majestic, presenting one of the most superb and fascinating panoramic views in America. The region is mountainous, and almost precipitous enough to be Alpine. 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 Gaspè 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 ultramarine, and towering above them all is the famous peak of Tracadigache, flashing in the sunlight like a pale blue amethyst.

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

81.7 **Dalhousie Jct.** From this junction is a branch line of six
29.8 **Eel River** miles to Dalhousie, a town of 2,000 popul-
54.6 **Charlo** ation. It is one of the loveliest spots on the

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41.2 **New Mills**
22.5 **Nash Creek**
49.8 **Jacquet River**
93.1 **Belledune**
82.7 **Petit Rocher**
32.1 **Beresford**

line of the Canadian National Railways, and for many years has enjoyed favour as a summer resort. The bathing is ideal, and there is ample opportunity for angling and deep sea fishing, as well as numerous opportunities for water trips along the coast of La Baie de Chaleur. There is good hotel accommodation, the large summer hotel near the town being well patronized.

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

47.9 **Bathurst** Population 3,327. Bathurst is pleasantly situated on a tidal lagoon at the mouth of the Nepisiquit River, where it enters the bay of the same name, which in turn forms a part of the great Bay of Chaleur. From the town a delightful view is obtainable of the Gaspesian Hills on the opposite side of the bay. The beaches in the vicinity of Bathurst are of smooth sand and afford excellent facilities for bathing, while the harbor lends itself to motor-boating. Salmon fishing can be enjoyed on the Nepisiquit River, while in season moose and deer hunting can be found at the headwaters of the Tetagouche river. For canoe trips the district affords many and varied opportunities. Hitherto known principally as a summer resort, Bathurst has during the last few years developed considerable importance as an industrial site, particularly in respect to the lumbering and pulp industries. At Bathurst Beach, an ideal resort, there are summer cottages for the accommodation of summer tourists.

90.6 **Nepisiquit Jct.**
102.7 **Gloucester Jct.**
338.1 **Red Pine**
520 2 **Bartibog**
332.1 **Beaver Brook**

From Bathurst the line of the Caraquet & Gulf Shore Railway goes to Caraquet, Shippegan and Tracadie. Along the line are many noted trout rivers. Geese, brant, and duck of all descriptions that frequent the Atlantic coast are very plentiful, and the sportsman can be sure of comfortable lodgings.

The Miramichi District.

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

138.0 **Newcastle** Population 3,500. The town is situated on the north shore of the Miramichi River, at a point where the latter is practically an arm of the sea. It is one

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of the oldest towns in the district, and in the forest conflagration of 1825, when six thousand square miles of territory was swept by fire, was for the time-being wiped out of existence. Near the depot are the huge towers of a wireless station, which was during the war under control of the Government. Beautiful driveways are in the vicinity of the town. By steamer there are delightful summer excursions from Newcastle to Bay du Vin at the mouth of the great river, calling on the way at Chatham, Loggieville, Escuminac, Burnt Church, etc. A branch of the Canadian National Railways runs from Derby Junction to Chatham and Loggieville.

Newcastle to Fredericton.

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

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

99.6 **Chatham** Population 4,500. Ranks next to St. John as a shipping port of New Brunswick. It was here that the first steam saw mill was built.

32.8 **Loggieville** The terminus of the branch line, and important as a fish-packing and manufacturing centre.

On the Main Line to Moncton.

56.4 **Barnaby River**
304.0 **Rogersville**
269.0 **Kent Jct.**
200.3 **Harcourt**

Resuming the journey on the main line, Rogersville will be noticed as a lumbering centre, and there are good farms on this section.

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299.4 **Adamsville**
215.7 **Coal Branch**
262.3 **Canaan**
216.3 **Berry Mills**

Between Miramichi and Moncton the railway passes through a country that does not show its merits when seen only from the car windows. The line is so far from the shore that none of the flourishing settlements are seen, and the traveller gets a wrong impression of what is really a fine part of New Brunswick. There is a rich farming and fishing district all along the coast, and there are rivers of which only the headwaters are crossed by the railway. The Richibucto is one of these and the village of the same name, twenty-seven miles from Kent Junction, is reached by the Kent Northern Railway. It has much to commend it as a summer resort, and there is no limit to bathing and boating possibilities. Attention is now being given to scientific oyster culture, new beds having been laid and old ones re-stocked. The Richibucto is one of the principal streams where experiments are being carried on. The village of St. Louis, seven miles distant, is noted as a resort for the sick and infirm, who seek the healing waters of a grotto in the nature of the famed one of Our Lady of Lourdes.

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

50.0 **Moncton** Population 17,500, and with its suburbs about 25,000. It is the second largest city in New Brunswick, and is steadily growing in importance. Its geographical position and excellent railway facilities make it a distributing centre of great importance to the surrounding country—a situation of which many large wholesale houses have taken due advantage. Here the Canadian National Railway lines from Montreal and Quebec for Halifax and St. John, and many branch lines converge. Workshops and offices of the Canadian National Railways are located in Moncton, employing over 3,500 hands.

Moncton is a manufacturing city of some importance, the annual output of its factories having a value, according to latest statistics of over $7,500,000. The town is fortunate in having cheap power in the natural gas which is piped thereto from wells in Albert County, where there are also extensive oil shales, in the development of which British capital is taking a keen interest. Moncton is well built, has modern stores, many imposing buildings and fine residences, while its new hotel is a credit to the city and a great convenience to travelers.

The town has many attractions for tourists. Its most unique attraction is the famous "bore", or tidal wave, that

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twice a day comes tumbling up the Petitcodiac River to a height of four to five feet. Golfers can find opportunity for playing their favorite game, while for motorists there are many pleasant and picturesque drives.

Moncton to St. John.

105.1	**Jones**
80.7	**Boundary Creek**
103.5	**Salisbury**
81.7	**River Glade**
96.2	**Petitcodiac**
160.1	**Anagance**
91.8	**Penobsquis**
66.9	**Plumweseep**

From Moncton, the line runs through one of the most fertile and cultivated sections of the Province to St. John, the commercial capital of New Brunswick. Until nearing the valley of the Kennebecasis the best of the country is not seen from the railway. From Salisbury a branch line runs to Hillsboro and Albert. At Hillsboro there are extensive gypsum quarries and a splendidly-equipped plant for the manufacture of plaster. Hillsboro may also be reached by a delightful drive of seventeen miles along the Petitcodiac River from Moncton. The Rocks at Hopewell Cape—one of Fundy's tidal phenomena—attract many visitors. There is considerable lumbering at Riverside and Albert, and this section of the Province is a rich farming district.

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

69.2 **Sussex** Population 2,200. Is picturesquely situated in the beautiful valley of the Kennebecasis, and is a handsome and well-built town. In the midst of a fine farming district, it is a good trading centre, and has several large and important industries, including the manufacturing and bottling of aerated waters. The waters of the sulphur springs are said to have medicinal qualities that are highly beneficial. A Government military camp is in the vicinity. Excellent opportunities for trout fishing are found in nearby lakes and streams.

73.4	**Apohaqui**
51.2	**Norton**
35.0	**Bloomfield**
35.1	**Passekeag**
26.7	**Hampton**

From Sussex to Hampton the course of the Kennebecasis is followed, and again from Rothesay until a few miles before St. John is reached. This is one of the most picturesque train rides in Canada.

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29.1	**Lakeside**	From Norton the line of the Fredericton & Grand Lake Coal & Railway Company runs to Chipman and Minto, where there are extensive coalfields, thence to Fredericton. The country about Norton is well adapted for agriculture. This is a well-known territory for the hunter of big game.
18.8	**Nauwigewauk**	
28.4	**Hammond River**	
130.0	**Model Farm**	
154.0	**Quispamsis**	

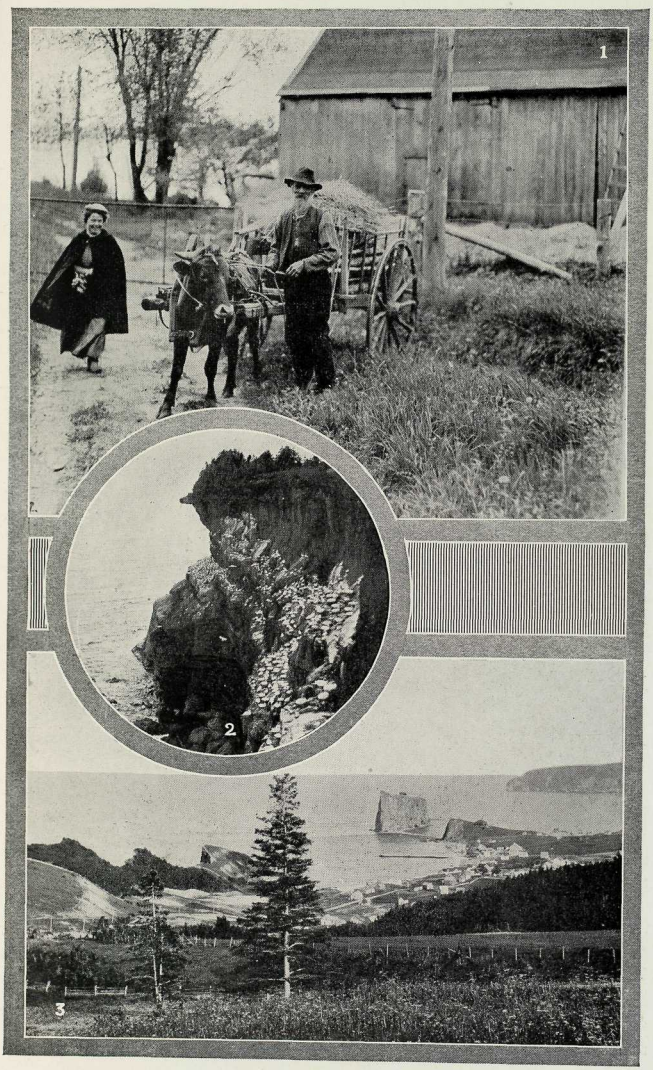
Hampton is a pleasant village with much to commend it to the visitor. It is the shire town of King's County. Besides enjoying favour as a summer resort, it has some important industries, including saw mills, a woodworking factory and a match factory. From this point another branch line runs across the country to the village of St. Martins on the Bay Shore, where summer visitors will find splendid bathing and quiet enjoyment.

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

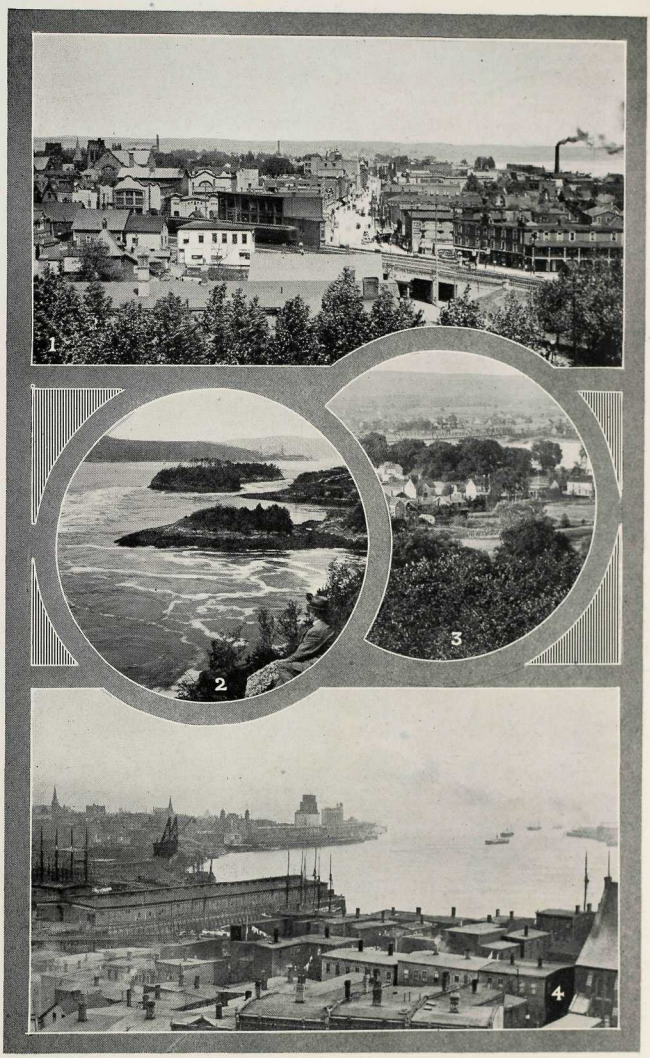
12.8	**Cold Brook**	Approaching St. John, several pretty suburban villages are passed. Principal of these is Rothesay, which is finely situated on Kennebecasis Bay. The many beautiful homes testify to its popularity as a place of residence. At Riverside is the home of the Riverside Golf and Country Club.
29.3	**Brookville**	
68.8	**Torryburn**	
40.4	**Renforth**	
20.1	**Riverside**	
23.0	**Rothesay**	

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

21.4 **St. John** Population 47,166. Was founded in 1783 by United Empire Loyalists, who are reputed to have landed at the foot of what is to-day known as King Street. The harbor is spacious and deep, and is navigable at all times and seasons, is a winter port for Atlantic liners, and



1—This Quebec Habitant Holds by Primitive Methods. 2 and 3—Perce Rock, Gaspe, Que.



1—Moncton, N.B. 2—The Saint John River. 3—Fredericton, Capital of New Brunswick. 4—Saint John, N.B.

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the year round for the West Indies, Boston and coast cities. The Harbor is well equipped with docks and grain elevators, while a drydock 1,150 feet in length is being constructed at Courtenay Bay. The St. John river, draining an area of 30,000 square miles after a flow of 450 miles, and which, with its tributaries, furnishes 1,300 miles of navigable water, discharges its flood into the harbor through a narrow, rocky gorge, famous in Indian lore. At this gorge are the famous Reversing Falls, so called because at high tide the water of the harbor, being above the level of the river, has a perceptable drop up-stream. Down this river is annually floated approximately 125,000,000 feet of timber, to be turned subsequently into lumber and wood pulp. During the season of navigation there are regular steamer sailings up the St. John to Fredericton, a distance of 62 miles, and affording one of the most delightful river trips on the continent, for the river is famous for the magnificence and diversity of its scenery.

St. John city has several small park areas, while at Rockwood, a suburb, is a park of surpassing beauty from which a magnificent view of the Bay of Fundy is obtained. Near the mouth of the river is the site of old St. John Fort, erected in the early days of the French regime, and made famous for its defence by Madame La Tour early in the 17th century. Fort Frederick now occupies the site. On Carlton Heights is a Martello Tower erected over a century ago.

St. John is an important manufacturing wholesale and commercial centre. Factory product has a value of over $40,000,000 annually.

(See page 151 for continuance of route "Across Canada" to Halifax.)

QUEBEC TO ST. JOHN

(Via the Transcontinental and Valley Railway.)

By this route the traveller is carried through that part of the Province of Quebec lying south of the St. Lawrence and the centre of the Province of New Brunswick.

19.0 **Quebec (Palais Station)** Leaving the Palais Station for St. John, N.B., the railway, after following the picturesque valley of the St. Charles for several miles, reaches the escarpment on which the northern abutment of Quebec's famous bridge rests. In crossing the St. Lawrence the traveller is carried over this bridge.

170.0 **Bridge**
232.5 **Charny**
219.0 **Diamond**

Continuing from Charny, the railway takes a southeasterly direction, and a short distance beyond St. Jean

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.....	St. Jean Chrysostome	Chrysostome turns due south until St.
339.0	Beaudet	Isidore is reached, crossing in the
455.0	St. Isidore	meantime Riviere le Bras. There is
565.0	St. Anselme	considerable mixed farming in this
681.0	Ste. Claire	part of the country. From St. Isidore
744.0	Frampton	the line runs direct east to St.
786.0	Ste. Malachie	Alselme, thence again turning south
		and following closely the Etchemin
836.0	Abenakis	River until crossing it as Ste.
934.0	St. Damien	Malachie is approached. Lying ap-
.....	St. Lazare	proximately southeast is the Beauce
996.0	Armagh	gold mines which at one time
1114.0	Ste. Euphemie	had some fame. Leaving Malachie,
1214.0	Rosaire	the eastern bank of the Etchemin
		is again skirted until Abenakis is
1316.0	Langelier	river is skirted until Abenakis is
1232.0	Ste. Apolline	reached, when the line turns north-
1215.0	Bras d'Apic	east, following as it does so the
		Abenakis River and then Riviere du
1252.0	Therien	End. Approaching Rosaire Riviere
1162.0	Monk	du Moulin is crossed.
1092.0	Lafontaine	Until Langelier is reached the
.....	Daly	altitude continues to increase. Here
1202.0	Lefebvre	the highest point on the route is
1111.0	Holliday	touched. A short distance south of
.....	Bretagne	Lefebvre is Ste. Anne Lake. Through-
1106.0	Lippee	out this part of the route the
.....	River Manie	country is typically French-Canadian
1140.0	Lapointe	and is well watered, as the numerous
1207.0	Picard	streams crossed indicate.
1259.0	Pelletier	Approaching Pelletier, the railway takes a
.....	Ste. Eleuthere	sharp turn to southeast and is soon skirt-
709.0	Estcourt	ing the shore of Pohenegamook Lake. At
650.0	Riviere Bleue	the southeast tip of this narrow lake the
672.0	Glendyne	line takes a sharp turn to the northeast
736.0	Courchesne, Que.	and enters Estcourt, in the meantime the
676.0	Lac Baker, N.B.	elevation, during a run of eleven miles,
603.0	Caron Brook	has declined about 575 feet. In order to
516 4	Baker Brook	negotiate this grade it is the custom to
493.2	Albertine	break up heavy trains. Leaving Estcourt,

the line runs east for a few miles, and shortly after crossing the Blue River the upper tip of Long Lake is reached. The shore of this lake is followed until near its centre, where, at a narrow part, it is crossed and its northern shore skirted until within a short distance of Courchesne. The latter is the last station on the route within the Province of Quebec. Leaving Courchesne, and entering the Province of New Brunswick, the railway, continuing south-

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east, encounters Baker Lake and closely skirts it for its entire length. From Baker Brook to Edmundston the railway closely follows the northern shore of the St. John River.

475.0 **Edmundston** Edmundston, with a population of over 4,000, is situated on the St. John near where that river takes a turn to the southeast. It is an important railway centre and a divisional point of the Canadian National Railways. Other lines entering the town are the C. P. R., the Temiscouata and the B. and A. R. Edmundston has several industries, among them being a large bleached pulp mill, wood-working plant, cement block plant, and shingle mill. The town has steam and hydro-electric power, the latter being owned by the municipality. Among the religious institutions is a convent. Edmundston is the centre of a farming and lumbering district, and is a headquarters for sportsmen, fish and big game being abundant in the surrounding country. The population is largely French-Canadian.

470.0 **St. Basil**
474.0 **Green River**
455.0 **Quisibis**
454.0 **Siegas**
464.0 **St. Leonard**
479.0 **Bellefleur**
574.9 **Grand Falls**
630.0 **Drummond**
660.0 **Peterson**
..... **Davis**
738.0 **Blue Bell**
466.6 **Plaster Rock**
538.0 **Longley**
1194.0 **Summit**

Leaving Edmundston, the railway continues to follow the St. John until Grand Falls is reached, where the river turns south and the line points eastward. From here to Napadogan, a distance of a little over seventy-six miles, there are practically no settlements, only a succession of hard and soft wood lands, covering a hilly country liberally supplied with boulders. At Blue Bell is encountered the summit between the Tobique and St. John Rivers. The four-tenths grade generally adopted when the railway was being constructed was abandoned at Summit, there being an east and west down grade of 666 feet in thirteen miles from an elevation of 1,194 feet. A splendid view of Blue Mountain is obtained from Summit.

The Tobique River is crossed over one of the largest bridges on the line. It is a three-deck truss span, each 140 feet; one deck plate girder span of 80 feet, and two deck girder spans of 100 feet each. Total length of the bridge is 710 feet. Plaster Rock, which lies to the north of here, at the terminus of a short branch line, is the centre of a district noted for the adaptability of its soil for potato growing. After crossing the Tobique the line for the next few miles follows the eastern branch of the Wapskehegan River.

837.2 **Juniper**
796.5 **Deersdale**

The country lying west of Juniper to the St. John River is peculiar for the limestone for-

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899.2 **Napadogan**
821.7 **Maple Grove**

mation which obtains. Napadogan is a divisional point on the line, the railway shops and the dwellings of the employees occupying a clearing in the green woods. There is a well-appointed restaurant here.

The Allegheny Mountains are much in evidence in northern New Brunswick. They cross the St. John River between Woodstock and Aroostock, and enter the interior of the province, running northwesterly parallel with the Atlantic Coast. In thin recesses rise the sources of the Miramichi, Nepisiquit, Upsalquitch, and Tobique Rivers. The construction of the railway across these hills involved engineering difficulties of great magnitude, huge embankments and great bridges having to be created. The rocks of these mountains contain lime plaster and silica, rendering the soils disintegrating from them very fertile in the Aroostock country around Madwaska, Plaster Rock, Grand Falls, and extending to the banks of the Restigouche.

Blue Mountain, Ox Mountain, Pet Mountain, and Bald Mountain, from which all the northern rivers emerge, are the highest in the province, running two thousand feet in height, and from their crowns present scenes of grandeur that with further railway development will attract tourists who see sublimity only in the Swiss Mountains. In constructing the line of the Canadian National Railways it naturally follows that lower levels were sought and high altitudes avoided. But that does not prevent the eye of the traveler resting on magnificent bits of mountain scenery. In this broken and rocky country, where enormous granite boulders dispute with towering fir trees the right to exist, numerous wild animals find their abode, thus making it excellent hunting ground.

Some fifteen miles before McGivney Junction is reached the railway comes in contact with a magnificent hardwood forest and follows it until that place is entered. The trees in this forest are large and mixed in character, with beech, maple and birch predominating.

571.6 **McGivney Junction** From here a connecting line runs to Moncton, serving en route a number of towns and villages and a mixed farming district. Chipman, the most important town on this route, is approached over a viaduct 1,173 feet in length. It is the centre of an extensive lumbering and fertile farming district, and being situated on Grand Lake (with an area of 74 square miles, the largest in the province) steamboat connection with St. John can be made here. Lying about eighteen miles from Chipman are the Minto coal fields, estimated by geologists to contain

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138,000,000 metric tons of coal. Large shipments of coal have been made from this district during the last few years. From Bantalor, another of the points on the McGivney-Moncton route, a canoe trip of 110 miles may be taken down the Cains River, which flows into the Miramichi at Blackville. A line also runs approximately north from McGivney Junction to Newcastle, on the main line of the Canadian National Railways.

Leaving McGivney Junction over the Fredericton-Newcastle sub-division for St. John, the railway follows the banks of the Nashwaak River, a stream which joins the St. John near Fredericton.

35.0 **Fredericton** This is the capital of New Brunswick, a distinction it has possessed since 1788, prior to which it was the site of a humble Acadian village. Here the St. John River has a width of nearly a mile—about the width of the Hudson at Albany—while in the background are immense forests on gradually rising hills. And the city is in keeping with its environment. The dignified Parliament Buildings, the Cathedral—an architectural gem in a perfect setting—the elm-lined streets and avenues, the beautiful homes, all combine to lend that air of distinction which a city of Fredericton's importance should have. In its Parliament Buildings are a famous library of 14,000 volumes, and some notably historical paintings. The city is also a seat of learning, both the University of New Brunswick and the Provincial Normal School being located here. Being situated in an excellent farming community, Fredericton is naturally of considerable importance as a distributing centre, while the output of its manufacturing industries have an annual value between $2,500,000 and $3,000,000. Among the city's many outdoor attractions is a good golf course. Its population, according to the 1921 census, is 8,114.

What is termed the middle Upper St. John extends from Fredericton in a northwest direction to the Grand Falls, and while not navigable for large steamers affords excellent opportunities for motor boating and canoeing. This part of the St. John is also traversed by the Valley Railway running from the city of St. John to Centreville, traversing an interesting and picturesque country and noted for its mixed farming and fruit cultivation.

20.0 **Lincoln**
19.0 **Oromocto**
71.0 **Gagetown**

Leaving Fredericton over the Valley Railway for St. John, the traveller is borne along the banks of the lordly St. John River, aptly termed "The Rhine of America." In the vicinity of both Lincoln and Oromocto some fine farms are to be seen. Gagetown is the shire town of Queen's County, and is a quaint place

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that will attract the visitor. For some miles beyond Gagetown the river flows through a rich and fertile intervale. At Hampstead, Evandale and Oak Point the scenery is entrancing, and particularly in respect to views of the river.

21.0 **Westfield** This place is beautifully situated on the river, and is a favorite summer resort for residents of St. John. At Westfield, the train leaves the line of the Valley Railway and to St. John the route is over the rails of the C.P.R., the St. John River being crossed over the famous Reversing Falls, a magnificent view of which is to be obtained from the train.

Quebec to Lake St. John and Chicoutimi.

(Through the Laurentide Park).

19.0	**Quebec**	To sportsmen and lovers of nature the
556.0	**Valcartier**	Laurentide National Park is rich in its at-
706.0	**Riviere a Pierre**	tractions. The park which lies north of the
.....	**Linton Jct.**	City of Quebec, comprises 2,500 square
1195.0	**Lake Edward**	miles of wild mountainous country inter-
550.0	**Chambord**	sected with rivers and streams and dotted
19.0	**Chicoutimi**	with lakes. Lake Edward, the largest

body of water between Quebec and Lake St. John, possesses great attractions for the sportsman, whether angler or hunter. It has a length of twenty miles, is beautifully wooded to the water's edge and is dotted with numerous picturesque islands. The waters of the lake are clear and cool and in its depth linger monster red-bellied trout, often running in weight from four to six pounds. Fishing outfits, canoes and guides can be obtained for those who wish to either fish or hunt.

From the north the best entrance to the Laurentide Park is at Metabetchouan. From this point it is a fifteen-mile drive to Lac de la Belle Riviere, at which the Superintendent has a camp; from the end of the lake it is only six miles by canoe to the Riviere aux Ecorses, a famous fishing ground, where splendid speckled trout may be caught. The most notable fishing in the Park is at the discharge of the Grand Lac Jacques Cartier, there being speckled trout of remarkable size here. At Eboulments and Ste. Anne, near the shore of the St. Lawrence, the altitude reaches 2,500 feet, while one peak in the Valley of the Gouffae is estimated at 3,200 feet.

Valcartier, a little over 16 miles from Quebec, is the site of Canada's famous military camp, at which the first Canadian contingent received its preliminary training in 1914. At Chambord Junction, 176 miles from Quebec, the railway

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divides into two branches, one of which runs to Dufferin and the other to Chicoutimi, each skirting Lake St. John. Chicoutimi is not only famous as a Summer Resort, but as an important industrial centre as well, particularly in connection with the manufacture of pulp, of which 60,000 tons a year are exported to Great Britain. The Chicoutimi Pulp Company is erecting a new pulp mill with a capacity of 25,000 tons, while Price Bros. propose building a mill of 100 tons capacity. The former has 20,000 horse power of hydro-electric energy under development.

ACROSS CANADA

Moncton to Truro

56.6 **Humphrey**
148.4 **Painsec Jct.**
46.8 **Shediac**
10.1 **Pt. du Chene**
49.9 **Calhoun**
29.0 **Memramcook**
28.0 **College Bridge**

Returning to the main line at Moncton for Halifax, there is a double track to Painsec Jct., from which point a branch line runs to Shediac and Pt. du Chene. Shediac is a well-known seaside resort, with good boating and bathing. At Point du Chene there is an extensive sand beach, and the place is much in favour with the residents of Moncton, many of whom have summer homes at the beach, and also at Cape Brule, further along the shore. There are fish packing plants at Point du Chene, from which large shipments are made to Canadian and American markets.

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

21.1 **Dorchester** Population 1,400, the shire town of Westmoreland County. The village is pleasantly situated on the high ground above the valley through which the railway runs. In the run between Sackville and Dorchester the tourist obtains excellent views of those verdant dyked marsh lands for which the Maritime Provinces are famous. A marsh once established is always fertile, its vitality being maintained by the deposit of rich alluvium which is left when the turbid tides are allowed to overflow the land. It is said that four inches of this muddy sediment, supplied in layers of about one-tenth of an inch each tide, will ensure abundant crops for a century. Three tons of hay to the acre is a common yield, and a crop is always assured. The hay and clover crop of New Brunswick and Nova Scotia had an annual average value of $45,660,000 during the three years ending 1921.

24.3 **Sackville** Population 3,265. The town is pleasantly situated, and being the junction at which a branch of the

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Canadian National Railways diverges for Prince Edward Island, is a strategical railway point of importance. This branch is the principal link between the railways on the main land and those on the Island Province. As a manufacturing and business centre Sackville is of considerable importance. The golf course near the town is considered one of the most "sporty" in the Maritime Provinces.

THE PROVINCE OF PRINCE EDWARD ISLAND.

Prince Edward Island is unique among the provinces composing the Dominion.. It is the only province distinctly an island and is the smallest, being 2,184 square miles in area with a population of 88,536, of which 98½ per cent. is native-born, while over 84 per cent. is rural. Indian aborigines knew it as Abegweit (Rest on the Wave), and Henry Ward Beecher designated it the "Gem of the Northern Sea." The Island is situated in the Gulf of St. Lawrence, and is separated from New Brunswick and Nova Scotia by the Northumberland Strait, its greatest distance from the main land being thirty miles and its nearest seven miles. From tip to tip the Island is one hundred and thirty miles, while its width varies from two to thirty miles. For beauty of rural scenery and rich fertility of soil it is known as the "Garden of the Gulf." Although devoid of extensive forest areas, the island has its woodlots, while liberally scattered throughout its surface are the stately elm, the sturdy oak, the delicate white birch, the slender Lombardy poplar, and the dark conical spruce, imparting to the scenery a park-like effect such as is to be found in many parts of rural England.

Fanned as it is by cooling ocean breezes, and possessing mile after mile of delightful sandy beaches for bathing, the Island is ideal as a summer resort, a fact which is sustained by its increasing popularity. Arms of the sea cut into the land in all directions, creating landscapes and seascapes of surpassing loveliness. Numerous trout streams furnish sport for the angler, and deep sea fishing is easily obtainable.

Prince Edward Island was first settled by the French in 1663, but its real development began in 1755 by the advent of the Acadians who had been deported from Nova Scotia. Under the French occupancy it was known as L'Isle St. Jean. Its present name was conferred in 1799 in honor of Edward, Duke of Kent, the father of the late Queen Victoria.

Agriculture is the principal industry of the province, the field crops having an annual average value for the last three years of nearly $18,500,000. Live stock on its farms have a value of over $12,000,000, and its factory made butter and cheese of nearly $1,250,000 a year. Fish caught and marketed have an annual value of over $1,700,000. For its Malpeque oysters the Island possesses a continental reputation. The

yearly output of its factories, the most important of which are allied to the fishing industry, is valued at $3,200,000. During the past decade Prince Edward Island has obtained considerable fame in respect to its fox-raising farms, there being, according to the latest available official figures, 306 of these farms with foxes aggregating over $3,000,000 in value.

The Island has nearly three hundred miles of railway, owned and operated by the Canadian National Railways. No part of the province is more than ten miles from the railway, and three-fourths of its area is within five miles of it. The roadways of the Island are excellent and the scenery through which they run delightful.

From Cape Tormentine, New Brunswick, the train is carried across the Northumberland Strait on the steamship "Prince Edward Island" to Borden, a modern port with an immense pier and a substantial dock.

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8.0 **Charlottetown** Population 13,330. It was founded in 1769, is the capital of the province and in appearance suggests the capital of some neat European principality rather than that of a province in the New World. The city is pleasantly situated, its streets are liberally flanked with shade trees, imposing public buildings and pleasant residences well furnished with lawns and gardens. Victoria Park is convenient to the city and is a place of natural beauty. The golf links at Belvedere have a reputation which has reached far beyond the confines of the island. The city is flanked by the rivers Hillsborough and York, and has a fine harbor opening into Hillsborough Bay. Early French settlers entering Charlotte Harbor named it Port la Joie as an intimation of its beauty.

8.0 **Summerside** Population 3,230. The town is second in size and in commercial importance on the Island. It has many excellent stores, handsome residences and much to attract the summer visitor. From a hill in the rear of the town a glorious prospect of the country and of the waters to the north and south is obtained. Looking in one direction, Bedeque Bay is seen with all its attractive surroundings, while beyond it lies Northumberland Strait, with the coast line of New Brunswick in the distance. Summerside has good hotel accommodation and many attractive places for excursions can be easily reached from here.

Alberton, Tignish, Souris, Montague, Georgetown, Murray Harbor, Mount Clement and Mount Stewart are the other principal towns on the Island.

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

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

THE PROVINCE OF NOVA SCOTIA.

Nova Scotia is to the tourist a land of many interests. In varied and striking scenic effects and in romance and history it is rich. In its rivers, streams and bays there are for the sportsmen game fish and in her backwoods are to be found such wild animals as moose, deer and bear; along its sea coasts are a multiude of picturesque summer resorts, where bathing, boating and yachting can be enjoyed to the full and in safety. In its interior, and abutting on the shores of the Bay of Fundy, is the far-famed Land of Evangeline, one of the most romantic pieces of country on the continent. It was from Grand Pré in this district that in 1755 the Acadians were deported by New England troops because of their intrigues with the French Government or the overthrow of British rule.

The French, after an abortive attempt six years before, occupied the province in 1604, and gave it the euphonious name of Acadia, which was changed to Nova Scotia in 1621 by James I of Great Britain. In the struggle between British and French for the possession of the continent, the province was the scene of many bloody conflicts, the most important of which was the battle of Louisburg, in 1758.

Nova Scotia has an area of 21,428 square miles and a population of 524,600, of which about 87 per cent. is native-born. The outstanding agricultural features of the province are its dyked marshes on which enormous crops of hay are produced. These dyke lands, which are as picturesque as they are productive, had their origin 222 years ago through the enterprise of the early Acadian settlers, and comprise 50,000 acres. For its apples, most of which are grown in the valleys of the Evangeline section of the country, the province is famous, the annual yield usually exceeding 1,500,000 barrels running in value from $10,000,000 to $11,000,000. The field crops of the past three years have had an annual average value of $47,000,000, of which more than one-half was hay and clover.

Industrially the Province of Nova Scotia has made considerable headway during the last few years.. This is particularly true of the iron and steel industry, its mills being the largest in the Dominion. Shipbuilding, textiles, sugar, refined oil, railway cars, boots and shoes, pulp, cured and canned fish are prominent among its other industries. Latest available statistics give a value of $139,206,696 a

year to manufactured products of the province. Its commercial fisheries yield between $13,000,000 and $15,000,000 worth annually. The lumber cut in 1920 had a value of close to $9,500,000.

Among the mineral products of the province, coal is by far the most important. The output in 1921 is placed at 5,734,653 tons, and having a value of about $31,200,000. The known coal areas of Nova Scotia are enormous, roughly speaking there being seams from about the centre of the province to the eastern tip of Cape Breton. They even extend into the Atlantic in Cape Breton, the proof of which is found in the fact that some of the seams beneath the ocean's bed have been worked for several years. Geologists are of the opinion that seams also extend into the Gulf of St. Lawrence. Scientists estimate the coal reserves of the province at 9,718,968,000 metric tons.

The first body of British to settle in Nova Scotia comprised 2,500 disbanded soldiers who landed in 1749 at what is now the site of Halifax. Following the American Revolutionary War 28,000 United Empire Loyalists settled in the province, making the third great influx from this source.

59.4 **Amherst** Population 10,000. Amherst is in more respects than one a place of particular interest to the tourist. It is situated near the head of Chignecto Bay, not far from a strip of land eleven miles in width over which some years ago an abortive attempt was made to construct a marine railway for the purpose of conveying vessels from the head waters of the Bay of Fundy into the Northumberland Strait. Not far from the city are also the ruins of Forts Cumberland and Lawrence, the scenes of conflict between British and French in the early history of the country.

As an industrial centre Amherst is one of the most important in Nova Scotia, its factories turning out large quantities of various kinds of merchandise. Plants for the manufacturing of railway cars, machinery and engines are among its principal industries. Latest available statistics give the annual factory output of Amherst a value of about $8,000,000. The surrounding farming country is excellent.

28.2 **Nappan**
31.1 **Maccan**
133.6 **Athol**
198.6 **Springhill Jct.**

A Government Experimental Farm covering about 300 acres, part of which is under high cultivation, is at Nappan. Considerable attention is paid here to the raising of beef cattle and the winter feeding of animals, with the object of stimulating the better care of live stock. At Maccan the Nova Scotia coal fields commence to put in an appearance, a branch line running from here to Joggins, and from Springhill Junction to Springhill Mines. Parrsboro, on the shores of the Bay of Minas, has many attractions for the summer visitor.

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169.3 **River Philip**
92.0 **Oxford Jct.**
150.6 **Salt Springs**

From Oxford Jct. a branch of the Canadian National Railways, known as the short line, runs to Pictou. This branch serves the manufacturing town of Oxford, Pugwash, and the villages along the shores of the Strait of Northumberland. It traverses a rich farming country, and the fisheries and lumbering operations contribute to the wealth of the district. At Scotsburn, the co-operative creamery has an extensive business.

The Wentworth Valley.

106.0 **Thomson**
283.5 **Greenville**
310.7 **Westchester**
616.6 **Folleigh**

Resuming the journey on the main line, the railway crosses over the Cobequid Mountains, and at Folleigh Lake it will be noted an altitude of 611 feet is reached, the second highest point on the Canadian National lines east of Montreal. The scenery among the mountains is more than picturesque. Sometimes the eye will catch a pastoral picture of a winding valley, dotted with cottages in the midst of fertile fields, while far below a glistening of water tells where the river flows through the bright green intervales, or leaps in fairy-like cascades in its journey down the hillside. The glorious panorama is continued as the train runs its course through the picturesque Wentworth Valley. At other times the train passes through long and deep cuttings, where the masses of rock bear witness to the labour required to break down the barriers of nature. Then, again, the road takes a short cut from hill to hill, as to Folleigh Valley, which is spanned by a viaduct six hundred feet long and eighty-two feet above the little stream which trickles below. In the early Fall, when the autumnal tints have just touched the leaves, the valley is a riot of colour.

335.3 **Londonderry**
195.7 **East Mines**
155.7 **Debert**
84.8 **Belmont**

From Londonderry into Truro the waters of the Cobequid Bay are seen in the distance, and the railway passes through an excellent farming country.

59.7 **Truro**

Population 7,651. The town is both attractive and enterprising. Its streets are wide, flanked with shade trees, while well-kept lawns and tasteful flower beds are common to houses both large and small, thus presenting a pleasant view to the eyes of visitors. Truro has a number of industrial establishments with an annual output valued at nearly $4,000,000. It is also the business centre of a large lumbering and farming district, and as such is yearly growing in importance. The town is beautifully situated at the head of Cobequid Bay, and by the Cobequid range of mountains is sheltered from the cold winds of the Gulf. The

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foundation of the town dates from 1760. The local golf course is one of the finest in the Maritime Provinces.

Victoria Park, with its well-wooded hillsides, winding sylvan pathways, and a cascade of fifty feet in height, is one of nature's particularly attractive beauty spots. Situated on the heights of old Truro is the Provincial Agricultural College, with its five hundred acres of land and commanding edifices. Its live stock is reputed to be among the finest owned by any public institution in the Dominion, among them being many animals possessing a reputation for winning international prizes.

The Mulgrave-Sydney division of the Canadian National Railways runs from Truro to the Sydneys, and the Dominion Atlantic from here to Windsor.

Truro to the Sydneys.

110.9	**Valley**	The Canadian National Railways has a morning and evening train from Truro to the Sydneys, the Ocean Limited from the west connecting with the evening train. It is a beautiful country between Truro and Stellarton on the southern loop or main line of the Canadian National Railways, and walks, drives and excursions by rail from Truro or New Glasgow along the pretty hills, vales and streams will bring much pleasure.
219.9	**Union**	
316 2	**Riversdale**	
447.3	**West River**	
565.6	**Gordon Summit**	
392.8	**Glengarry**	
203.0	**Hopewell**	
148.0	**Eureka**	
140.8	**Ferrona Jct.**	

62.1	**Stellarton**	These four towns practically adjoin each other and are indeed a hive of industry. Situated in one of the largest and best developed coal areas in Canada (Stellarton has the thickest seam of coal in the world, 37 feet), and the output from the mines is enormous. There are several very important manufacturing industries, chief of which is the British Empire Steel Corporation's rolling mill and forging plant at New Glasgow, a town with a population of 9,000. Further mention of this company's operations are given in connection with Sydney, Sydney Mines and North Sydney. The car works at Trenton is another evidence of this corporation's energies, and still more recent addition to its activities is the steel shipbuilding industry.
222.7	**New Glasgow**	
227.7	**Westville**	
44.0	**Trenton**	

10.7 **Pictou** Population 3,111. Pictou is one of the oldest towns in Nova Scotia, pleasantly situated and substantially built. The surroundings are delightful, and it is a charming place for a summer visit. It is important as a railway and

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steamship terminal, and besides has several large manufacturing industries. From here steamers run to ports on the north shore of Cape Breton, to the Magdalen Islands and to Prince Edward Island.

143.0	**Woodburn**	On the way from New Glasgow to Antigonish are many pretty villages surrounded by a fertile country. Fine farms are seen everywhere, and there is a general look of prosperity. The scenery in the vicinity of Antigonish is charming. Approaching the village after leaving Barney River, the route is through a canyon for several miles, this being part of the beautiful Piedmont Valley. Near Antigonish is Sugar Loaf Mountain, 750 feet, from which can be seen the distant shores of Cape Breton. Only a few miles from the town is Gaspereau Lake, which is fully 500 feet above the sea level.
69.0	**W. Merigomish**	
20.0	**Merigomish**	
263.0	**Piedmont**	
154.0	**Avondale**	
205.0	**Barney River**	
418.0	**Marshy Hope**	
148.0	**Brierly Brook**	
252.0	**James River**	

15.0 **Antigonish** Population 2,500. Antigonish is one of the prettiest villages in the eastern section of Nova Scotia. Its tidy dwellings stand amid beautiful shade trees on low ground, while the hills rise in graceful cones near at hand. Among these hills are sweet and pleasant valleys, and the brooks are clear as crystal. The village is the seat of the Bishop of Antigonish. St. Ninian's cathedral is a fine edifice, built of stone and erected at a great expense. It will seat 1,200 persons. St. Francois Xavier College is located near it, and has a large number of students from all parts of the Maritime Provinces.

The community is largely composed of Highland Scotch. In this part of the country, as through Cape Breton, Gaelic is extensively spoken, and for the benefit of the older people sermons in that tongue are preached from time to time in the cathedral and other churches.

Lochaber Lake is one of the beauty spots of the neighborhood. It is about five miles long, and varying in width from a few hundred feet to nearly half a mile. Its water is deep and clear, while its banks are abrupt and picturesque. The lake is about thirteen miles from Antigonish, and is reached by a road that runs, amid rich foliage, its entire distance.

22.0	**South River**	The monastery of Our Lady of Petit Clairvaux at Tracadie, which was its proper title, was founded in 1820. The members of the community are Cistercian Monks, though commonly called Trappists from
27.0	**Pomquet**	
76.0	**Heatherton**	
132.0	**Bayfield Road**	
131.0	**Afton**	

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41.0 **Tracadie** their obedience to the rule of La Trappe,
132.0 **Linwood** the founder of the Order. From Heather-
301.0 **Har au Bouche** ton there is a stage route to Guysboro.

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

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

Cape Breton, Nova Scotia.

Cape Breton is usually spoken of as an island, but it actually consists of a number of islands. Water, fresh and salt, has been distributed very liberally in this part of the world, and it is to this that Cape Breton owes much of its charm. The land, of course, does its share as a part of the beautiful picture. For the summer visitor the island has everything to be wished for—bold scenery and fine prospects, charming vale and river districts, beautiful woods, romantic gorges, sparkling waterfalls, sunny skies, delightful temperature and invigorating air. Nature has liberally endowed this section of the Dominion, for Cape Breton is very rich in minerals. The productive coal areas cover about two hundred and fifty square miles. Gypsum is found in many places, and evidences of petroleum have occurred. Deposits of gold and copper are known. Its fisheries are of great wealth.

Cape Breton has many smiling acres that await the settler, the raising of sheep offering special opportunities. The quality of the soil is equal to that of any other part of

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Nova Scotia. For the sportsman there is caribou hunting, salmon, tuna, sword fish, and any amount of trout fishing.

Cape Breton has been so far removed from the bustle of the world in the past that there is a freshness about it that may be sought for in vain along the beaten highways of travel. It was on Cape Breton Island that John Cabot landed 425 years ago and hoisted the Royal Standard of England.

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

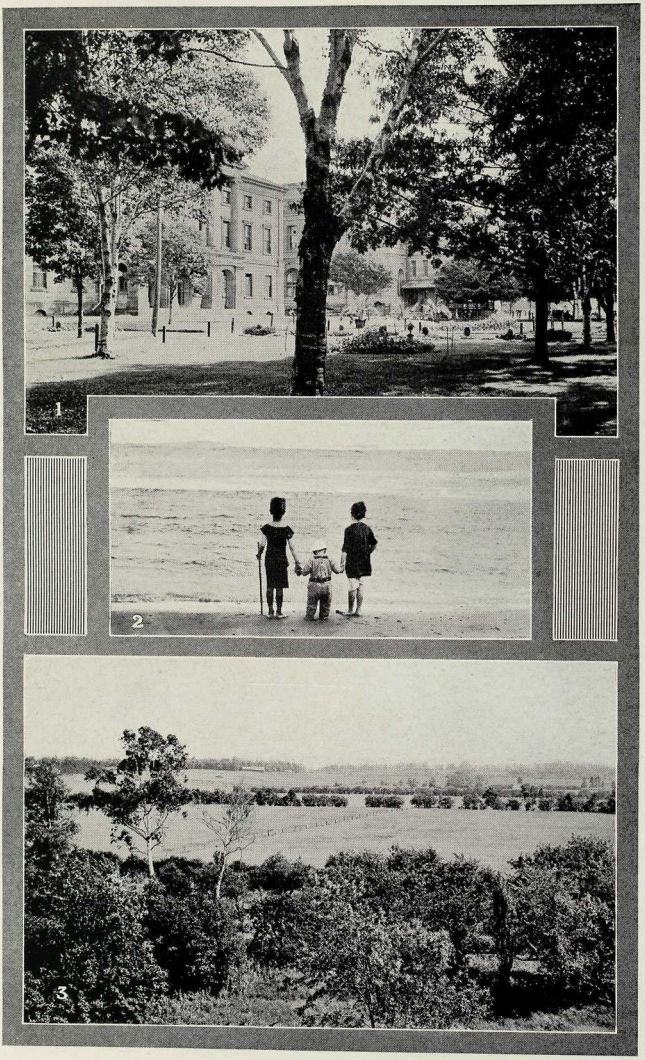
142.0 **Mine Road**
133.0 **MacIntyre Lake**
214.0 **West Bay Road**
72.0 **River Denys**
12.0 **Orangedale**
15.0 **Alba**
9.0 **McKinnon Har.**
12.0 **Iona**

From Orangedale the village of Whycocomagh is reached by a delightful drive of seven miles around the shore of the basin forming the termination of St. Patrick's Channel, an arm of the Bras d'Or. This is one of the beauty spots of Cape Breton.

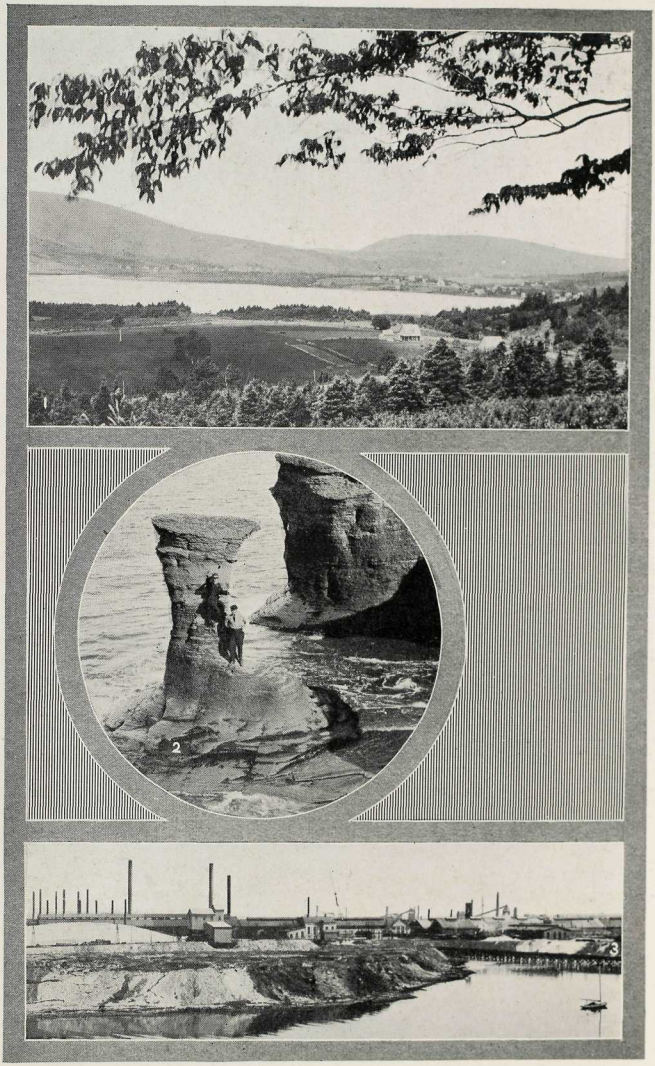
From Iona is steamer connection with Baddeck, a delightful sail of twelve miles. Approaching Baddeck, "Beinn Breagh" is on the right, where is seen the beautiful estate of Dr. Alexander Graham Bell, the owner of which is known to the world as the inventor of the telephone. To the seeker of recreation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

The Bras d'Or Lake.

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



1—Charlottetown, Capital of Prince Edward Island. 2—Waiting for the Tide.
3—Prince Edward Island, a Million Acre Farm.



1—Whycogomah, N.S. 2—Lingan Bay, N.S. 3—Steel Industry, Sydney, N.S.

Altitude

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

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

26.1	**Christmas Island**	The railway follows the shore of the lake for about thirty miles. At every turn new features claim wonder and admiration. Here a cluster of fairy isles, here some meandering stream, and here some narrow strait leading into a broad and peaceful bay. High above tower the mountains with their ancient forests, while at times bold cliffs crowned with verdure rise majestically towards the clouds, all combining to form a scene of rare beauty, surpassing the power of pen to adequately describe.
14.0	**Shenacadie**	
12 0	**Boisdale**	
21.0	**Barrachois**	
37.0	**George River**	
11.0	**Watson**	
21.0	**Little Bras d'Or**	
35.0	**Florence**	

The Three Sydneys.

61.0	**Sydney Mines**	Included within the term of "The Sydneys" are three towns, namely, Sydney, North Sydney and Sydney Mines. The name, derived from that of Lord Sydney, was bestowed 138 years ago when that worthy was British Secretary of State for the Colonies. Still another important town which can lay claim to being within the district is Glace Bay, fronting on the Atlantic about fourteen miles from Sydney.
41.0	**North Sydney**	
8.0	**Sydney**	

Altitude

Sydney Harbor is one of the finest in the world.. It is two miles wide at its mouth, extends inland for four miles, has an area of over twenty-five square miles and is free from both rocks and shoals. Within its confines all the navies of the world could be provided with anchorage at one and the same time. During the Great War, Sydney Harbor was one of the principal points from which ships were convoyed to Europe. In one convoy alone over seventy vessels were included. Owing to the extent to which that part of Nova Scotia reaches into the Atlantic, Sydney Harbor is nearer Europe and Africa than any other harbor on the continent, and is even nearer Rio de Janeiro than New Orleans by 600 miles. Furthermore, a vessel can leave the Sydney Harbor, and by way of the St. Lawrence and its canals and the Great Lakes sail over 2,000 miles into the heart of the Dominion.

For the tourists the harbor provides excellent facilities for delightful steamboat, motor boat and yachting trips through the far-famed Bras d'Or Lakes, to the north shore of Cape Breton, and St. Ann's Bay.

Sydney Mines—The town has a population of 8,328 and is located on the northwest point of Sydney Harbor where it joins the Atlantic.. As may be gathered from the latter part of its name the town is an important mining centre, the annual output of coal being approximately 900,000 tons. A decade or two ago it was less than a quarter of a million tons. It is also the site of one of the plants of the British Empire Steel Corporation, the equipment consisting of blast furnaces, open hearth steel furnaces, coke oven, engineering shops and coal washers. The steel billets produced here are shipped to the forging mills of the company at New Gasgow, N.S. Factory product of the town has an annual value of over $5,500,000. An electric car line connects with North Sydney.

North Sydney—The principal importance of the town lies in its facilities as a shipping port. Being but three miles from the coal and steel producing centres of the district, it has been equipped with extensive docks and the most modern facilities for shipping coal and receiving iron ore from the British Empire Steel Corporation's areas at Conception Bay, Newfoundland. North Sydney is the port from which steamers regularly run to Port aux Basques, the sea voyage across Cabot Strait occupying only six hours, connecting there with trains running to St. John's, Newfoundland. There is also a ferry service from North Sydney to the neighboring city of Syndey. The town, which has a population of 6,500, is well built, and along its water front are some fine old residences.

Altitude

Sydney—Sydney is the site of the principal blast furnaces and immense steel plant of the British Empire Steel Corporation, the whole works forming practically a town of itself. It is also the headquarters of its allied company, the Dominion Coal Company, operating twenty-three collieries at Glace Bay and New Waterford. The two companies also own coal mines at Springhill, iron mines in Newfoundland, limestone quarries in Cape Breton, piers and shipping pockets at all important shipping points on the Canadian Atlantic and the St. Lawrence River, and over 120 miles of railway and steamships carrying millions of tons of coal and iron ore annually. Sydney was originally founded by 3,000 United Empire Loyalists who settled here after the American Revolutionary War. Population of the city in 1921 was 22,545.

Near the city are many trout streams and a multitude of attractive places for a day's outing. The links of the Lingan Country Club have an established reputation in the golfing world. Bowling greens and tennis courts are an added attraction.

Mira Bay is reached via the Sydney & Louisburg Railway, and is a delightful place for a day's outing. A steamer runs up the Mira River, a waterway of wonderful scenic beauty. At Glace Bay (population nearly 17,000), 14 miles by rail from Sydney, there is a Marconi wireless station with a range of 3,000 nautical miles.

Louisburg is the terminus of the S. & L. R. The quaint old town is visited every summer by hundreds of tourists. There still remain the grass-grown ruins of the former greatness, but the city, as the French built it, has vanished from the face of the earth. A monument erected by the Society of Colonial Wars commemorates the first capture of Louisburg by Pepperell's forces in 1745. Its final capture by the British was in 1758. Around the rock-bound shores the Atlantic surges sound the only requiem of the city made desolate. Some curious old-time implements of war have been found around the site of old Louisburg. A Marconi wireless station is now established there.

ACROSS CANADA

Truro to Halifax

140.1	**Hilden**
100.0	**Brookfield**
96.5	**Alton**
81.9	**Stewiacke**
57.5	**Shubenacadie**
54.2	**Milford**

From Truro to Halifax the Canadian National Railways runs through a fine country, the most flourishing portion of which is not seen by the traveller. Large tracts of rich intervale and excellent upland combine to make one of the best farming districts in Nova

Altitude		
50.0	**Elmsdale**	Scotia. Dairying and lumbering are extensively carried on. The Stewiacke River, which waters this district, takes its rise among the hills of Pictou, and flows for forty miles or so until it empties into the Shubenacadie, a large and swift stream which was at one time looked upon as a future highway of commerce across the province. Nature had placed a chain of lakes at the source of the river, and engineering skill would have little trouble in constructing a canal to Halifax. At Elmsdale there are extensive clay deposits, and the Oldham gold mines are about seven miles from Enfield. An interesting feature about Windsor Junction is a mass of enormous rocks which have the appearance of having been split by the hammers of Titans. "Noah must have thrown his ballast overboard here," facetiously remarked Joaquin Millar, the famous American poet, when his eyes rested upon the scene. From Windsor Junction a branch line runs past Waverley, where there are gold mines in operation, to Dartmouth, and from here also runs the Dominion Atlantic Railway to Windsor, thence through the Annapolis Valley—the Land of Evangeline—to Yarmouth.
60.5	**Enfield**	
61.9	**Oakfield**	
57.7	**Grand Lake**	
79.4	**Wellington**	
94.1	**Kinsac**	
128.4	**Windsor Jct.**	
135.6	**Lakeview**	
42.2	**Bedford**	
9.4	**Rockingham**	
14.5	**Dartmouth**	Population 7,900, is directly opposite Halifax and connected with that city by an excellent ferry service. It has several well-established manufacturing industries, the principal being sugar and oil refineries. Annual value of the town's manufactured products is $17,500,000. The Brightwood Golf and Country Club is very beautifully situated in Dartmouth.

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

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

Historical Halifax.

Altitude
58.9 **Halifax** Population 58,372. Capital of Nova Scotia and one of the chief terminal points of the Canadian National Railways. The city occupies a high rocky peninsula, was first settled by the British in 1749, and is one of the most strongly fortified points on the continent. The old citadel, standing on an eminence of some 225 feet, in the heart of the city, is of particular interest to sight-seers. Its harbor is one of the four greatest in the world, and is accessible at all hours of the day the year round to the largest sea-going steamers. Bedford Basin, the innermost harbor, has a circumference of twenty miles. To meet the ever-increasing dimensions of ocean-going vessels, and the vast expansion of Canadian trade, new docks and railway terminals, covering an area of over 200 acres, are in course of construction. When completed they will be architecturally worthy of the city and fill all the requirements of present-day travel, making Halifax the most modern and commodious ocean terminal on the Atlantic coast.

Geographically, Halifax is advantageously situated. It is nearer Liverpool than is New York by over 600 miles, while as a connecting link with the Pacific coast and the Orient it also has the advantage, the distance from Liverpool via Halifax and Prince Rupert to Yokohama being 10,961 miles, compared with 11,961 via New York, a saving of 1,900 miles.

Halifax is a point of particular interest to Americans. Away back in the days of the French regime, when it was known by the Indian name of Chebucto, it was the appointed rendezvous of a French fleet that was to descend upon the coast of New England, an attempt which failed because the full complement of ships, owing to the effects of a storm, were unable to reach port in fighting shape. During the Revolutionary War and the War of 1812 Halifax was the rendezvous of the British navy, and it was into its port that the Shannon towed the Chesapeake as a prize after their famous historical encounter, while during the war between the Northern and Southern States it was the port of exit and entrance for many of the vessels engaged in blockade running. Melville Island, on the northwest arm of the harbor, served as a residenec for American soldiers captured during the War of 1812. Dartmouth College, the leading university of the province, had its origin in the customs duties collected by troops from Halifax during the few months they held Castine, Maine.

Halifax, generally recognized as the key to the strategic situation of Canada and the North-West Atlantic, is gar-

Altitude

risoned by Canadian troops, and, with the fortification at the citadel, York Redoubt and McNab's Island, is regarded as practically impregnable.

There are many points of interest to tourists in the city. Among them are the Parliament Buildings, St. Paul's church erected by the British Government in 1750, and one of the oldest religious edifices in the Dominion, the drydock and shipbuilding yards, the public gardens, said to be the equal of any on the continent, and Point Pleasant Park, the Northwest Arm and its delightful bathing spots, while in the city and its environs are many excellent driveways. Halifax is also a city from which many interesting side trips can be made.

Halifax has a number of important manufacturing industries, their annual output having a value of close to $22,000,000. It is also an important wholesale distributing centre.

Halifax to Yarmouth

The route along the southern shore over the Canadian National Railways from Halifax to Yarmouth is delightful, passing as it does through a region of marvelous coast scenery and many picturesque summer resorts with magnificent stretches of broad, smooth breaches where the Atlantic surf invites the bather. There are inlets, rich in beauty, which make boating alluring. Everywhere there is the best of deep-sea fishing, while in the lakes and rivers trout and salmon abound. It is doubtful if any other part of Nova Scotia offers more abundant attractions—and that is saying a great deal of a country where beauty is everywhere.

59.0 **French Village** Good fishing can be found here, sea trout being especially plentiful in May and June. Comfortable accommodation can be obtained, as well as reliable guides. Hunting is good in the fall.

St. Margaret's Bay Delightful scenery surrounds the bay, and from high hills splendid views of the coast can be obtained. The village is a favorite stopping place for motor tourists.

46.1 **Chester** This little town is beautifully situated on rising ground overlooking Mahone Bay, an expanse of water with no less than 365 picturesque islands guarding the inner waters of the basin from the swell of the ocean beyond. Chester has been in much favor as a summer resort for some years, but it is only beginning to enjoy the advantages that improved railway service can give. There are a number of beautifully constructed bungalows here, and a sum-

Altitude

mer hotel that is delightfully modern in every particular. There are other hotels and a few private residences where excellent board is given. Chester Basin is glorious for yachting, and motor boats may be hired. Excellent bathing is obtained on the shores of the bay and on the smooth white beaches of the rolling ocean beyond. For those who enjoy golf opportunity is afforded on the excellent links of the Chester Club.

Chester is not without historical interest. Oak Island, one of the numerous islands in the adjacent bay, is said, according to tradition, to have been utilized by the famous Captain Kidd for the hiding of the treasure he had captured during his privateering adventures. But although much money has, in modern days, been spent in efforts to discover this alleged treasure none has been found. During the war of 1812 the bay was on one ooccasion the scene of an encounter between a British vessel and an American privateer. Even the Flying Dutchman is said to have been seen in this bay.

33.6 **Ingramport** Skirting the shores of the harbor here the traveler obtains a glimpse of this busy little coast town, noted for the lumber and fish it exports.

84.9 **Mahone** The town, reached from Mahone Junction, snuggles at the head of the bay, half-hidden by encircling hills covered with shaggy pines. In the vicinity are many places of historical interest, and apportunities for boating, bathing and fishing abound.

30.0 **Lunenburg** Centre of a great fishing industry, and aptly termed the "Gloucester of Nova Scotia". The town is situated on a peninsula and built on a series of slopes. It was founded in 1750, the original settlers being Germans from Hanover. But while it still retains traces of its old-world origin, it is on the other hand one of the most modern and prosperous towns in the province. Lunenburg possesses excellent facilities for bathing, boating and fishing, and has good hotel accommodation. Population 2,792.

10.9 **Bridgewater** Situated as it is on the picturesque La Have River, is aptly termed the "City of Pines". The town and attractive surroundings make it a pleasant place of sojourn. Tempting roads reach back into the country, where the river Have winds through forest glades, with grassy by-paths bordered by beds of plumed ferns. A favorite drive is down one bank of La Have to Crescent Beach at its mouth, a distance of twenty miles, and back by way of Petite Riviere, Italy Cross and Heb's Cross. Population of the town is 3,147.

Altitude

From Bridgewater there is a train service by branch lines running to Middleton and Port Wade. Branching off at New Germany, the railway goes through Brookfield Mines and South Brookfield to Caledonia.

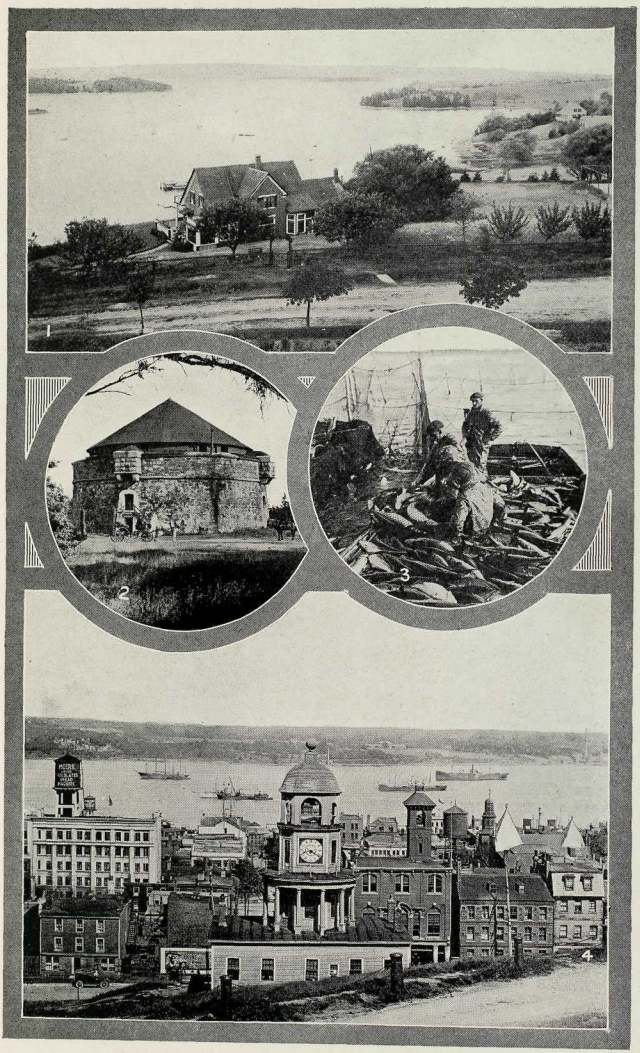
310.0 **Caledonia** Here is the gateway to a district for fishing and hunting regarded as the finest in Nova Scotia. Over 130 lakes, rivers and ponds, including the splendid lakes of Kejimikujik and Rossignol, are accessible from this station. Kejimikujik, or "Fairy Lake", was the famous hunting territory of the Micmacs. It is a fine sheet of water broken by bays and inlets and studded with wooded isles. Here is the Kejimikujik Rod and Gun Club lodge, offering at reasonable rates the privileges and comforts of a well-conducted hotel to desirable guests. In the park-like grounds about the shores are pretty bungalows which can be rented. For those desiring a quiet vacation, with attractive features of outdoor amusement, no finer spot could be found. The best of guides are available for sportsmen who wish to take any of the many attractive canoe trips. From here it is possible to canoe to the Liverpool River, and on to the ocean. There is an excellent canoe trip from here to Rossignol, or down the Shelburne River. Further particulars of these canoe routes are given in the publication "Playgrounds of the Martime Provinces." In addition to the club house, there are the Minard Camps, where summer vistors will find excellent accommodation, with the most inviting opportunities for pleasurable fishing excursions.

There is good hotel accommodation at Caledonia, and a pleasant sojourn can be made here. The fishing waters are within easy reach, and the forests, where moose and deer abound, are not far distant. The best of guides can be engaged.

70.1 **Middleton** Middleton is also a town in the Annapolis Valley, where the finest of apples are grown. In June the orchards are gay with blossom, and Middleton and surroundings are very beautiful.

31.0 **Port Wade** From Middleton, the railway climbs the ridge of the mountain, following the course of the Nictaux River to Nictaux Village, where the deposits of iron ore were vigorously worked up to a few years ago.

24.6 **Medway** Medway, on the southern shore route, has a fine harbor dotted with numerous islands, and where boating is delightful. Tuna are sometimes caught in the harbor, and arrangements for this exciting pastime can easily be made. Deep sea fishing is to be had here and trout abound



1—Chester, N.S. 2—Old Martello Tower, Halifax. 3—Fishing is one of Nova Scotia's Main Industries. 4—Halifax, Capital of Nova Scotia, from the Citadel.

Altitude

in nearby lakes. On the Medway River good salmon fishing is to be had. Good boarding accommodation and reliable guides can be secured.

10.4 **Liverpool** Liverpool is situated at the mouth of the River Mersey, and is one of the most progressive towns in this part of Nova Scotia. It has several important industries, while its streets are noted for their handsome residences and fine lawns. Liverpool was first settled by pioneers of pilgrim stock, and the locality is held to contain more descendants of the Mayflower immigrants in proportion to population than even Massachusetts, while serving as posts at street corners in the town are up-turned cannon, relics of bygone days. Population 2,294. At Fort Point is an interesting old ort.

The Mersey River drains a lake system of over fifty square miles, including the famous Rossignol section, which is perhaps the best for fishing in the province. From Indian Gardens, twenty-four miles from the station and eighteen miles up the river, are paddle ways where moose, bear, partridge and rabbits abound, the best hunting grounds being in the neighborhood of the Gardens, Broad River and Ten Mile Lake. There is fishing for speckled trout and grilse in the Mersey River, as also for sea trout and salmon in the Medway.

59.9 **Port Mouton** Good trout fishing is to be had at Mitchell's Brook and Minnow Lake. This is a good section for hunting. Near Port Mouton the railway crosses a section of the shore, where the sea rolls in on a smooth sand beach quite close to the line, making a pleasant view for passengers.

19.6 **Lockeport** Lockeport is on an island joined to the mainland at its nearest point by a substantial iron bridge over which passengers are conveyed by motor cars. There is also a ferry of 3½ miles for those who prefer to reach Lockeport by water. To the left the bay runs inland for a number of miles, while to the right a low shielding promontory noses defiantly out to sea. The harbor is notably free from squalls, thus affording splendid opportunities for yachting and boating. The bathing beach, a glistening crescent of hard white sand, extends for a mile or more, and serves as well for a promenade and general playground. There being no dangerous undertow or surf, it provides safe bathing even for children. Fishing is the principal industry of the town, and among the fish caught in the waters outside the bay are sword fish and tuna, both descriptions of which find their chief market in Boston.

Altitude

The town itself is in a composite setting of murmuring forest and rumbling sea, and from a brow of a hill on the road to the station a delightful view is obtained. In the vicinity are a number of pretty country places, among them Brighton, Osborne, Allendale and Bay Head. Trout and salmon may be caught in the Rivers Jordan and Sabe and at Cannon Hills, and in the vicinity of these rivers moose and bear hunting can be obtained.

71.4 **Shelburne** Shelburne is a progressive town whose history dates back to the time when the land was Acadia. Its founders were United Empire Loyalists from the New England States who settled there in 1783. It is an important business and industrial centre. In the days when wooden vessels monopolized the carrying trade of the ocean, Shelburne was one of the leading shipbuilding centres of Canada, and within the last few years vessels have been constructed there for foreign countries. The town possesses a fine harbor, it being ten miles long and three miles wide, with ample depth to float the largest vessels. Opportunities for yachting, boating and bathing are unsurpassed anywhere. Neither is there any lack of good fishing. Salmon can be caught in the Clyde River and trout in the Roseway and Jordan Rivers. Deep sea fishing the tourist can have to his heart's content, and in the fall good hunting is to be had in the vicinity. The town affords excellent hotel accommodation and has a population of 1,360.

27.7 **Port Clyde** Fishing is especially good here, and in the fall it is an excellent hunting centre. It is one of the oldest towns on the south shore.

10.9 **Barrington**
10.3 **Barrington Passage** Barrington, with a population of 1,567, is an interesting seaport possessing many attractions for the summer visitor. Fishing is its most important industry. Three miles from the town is Barrington Passage, the site of a powerful wireless station having a radius sufficient to reach the British Isles. From here there is a ferry to Clark's Harbor.

Clark's Harbor has a population of 1,000, and affords excellent opportunities for fishing of all kinds, and in the autumn there is good moose hunting in the vicinity. It is a busy fishing and fish packing centre.

14.0 **East Pubnico**
10.0 **Pubnico** Pubnico is one of the oldest Acadian settlements in Canada, having been founded in 1650 by D'Entremont, a member of the Bourbon family.

Altitude

66.0 **Lower Argyle** These villages are in the centre of a fine
40.0 **East Argyle** fishing and hunting country, and were founded by Scottish settlers early in the last century. The country in the vicinity is noted for its rugged grandeur, its excellent farms and pleasant residences. Moose are plentiful in the neighboring woods during the fall and winter.

53.0 **Belleville** Belleville is noted for its attractions for sportsmen, the vicinity affording good hunting and excellent fishing.

54.0 **Tusket** A pretty little Acadian village, and a favorite excursion point for tourists sojourning at Yarmouth, As a starting point for canoe trips it is ideally situated, there being from here the choice of many interesting routes. Fishing in the vicinity is excellent.

12.0 **Yarmouth** Yarmouth is the southwestern terminus of the line, and as the western gateway of Nova Scotia to the ocean is the port of entry and departure for a regular line of steamers running between it and Boston, as a result of which it is annually visited by a large number of American tourists. Some five centuries before Columbus discovered America the site of the Yarmouth of to-day was visited by Norsemen, as is evidenced by the Runic records carved by them on two stones located near the town. Champlain visited the locality in 1604, and the first settlers were French, who, because of their non-participation in the intrigues of the time, were exempted from the fate of their Acadian compatriots in the general deportation of 1775. In 1761 came the first English-speaking settlers—a company of Puritanss from Cape Cod, descendants of the Mayflower pilgrims, including among them people with such characteristic names as Seale Landers, Waitstill Lewis, Moses Perry, Consider Fuller. These settlers were a hardy and industrious people and under their influence Yarmouth was soon making rapid headway.

Yarmouth is delightfully situated, has many handsome residences, fine public buildings, and is an industrial and business centre of importance. Its connection with the fish-industry is extensive. Large quantities of fresh fish are shipped from here to the markets of Boston and New York. There are also large plants for the curing of fish. In the days of wooden sailing vessels Yarmouth was a large shipping centre, and its yards still turn out vessels for the fishing industry. The town was one of the first in Canada to have an electric street railway. Hotel accommodation is among the best in the Maritime Provinces. Population 7,100.

The golf links occupy an elevated ridge overlooking the harbor, and afford one of the finest views to be had in the province. Bay View Park adds interest to a pleasant sail across the bay. The drive to Milton Highlands, north of Yarmouth, matches the scenic beauties of Scotland; the roads which wind around mist-capped hills and the silver chain of lakes having a true Gaelic quality. The road to Port Maitland, twelve miles from Yarmouth, lies through the little villages of Hebron, Wellington, Hartford and Lake Darling, all suitable retreats for a quiet vacation. Chebogue is an ideal resort where fine surf bathing and deep-sea fishing can be enjoyed.

CANADIAN NATIONAL RAILWAYS

MILEAGES

TRANSCONTINENTAL SERVICES

		MILES
Vancouver to Montreal	2938	
Montreal to Halifax	842	
		3780
Vancouver to Quebec	2916	
Quebec to Halifax	708	
		3624
Vancouver to Toronto	2874	
Toronto to Halifax	1176	
		4050

MISCELLANEOUS

Vancouver to Winnipeg	1565
Winnipeg to Toronto via C. N. Rys.	1309
Winnipeg to Toronto (C. N.-T. & N. O.-G. T.)	1258
Prince Rupert to Winnipeg	1752
Toronto to Ottawa	247
Toronto to Montreal	334
Ottawa to Montreal	114
Quebec to St. John (via Quebec Bridge)	501
Moncton to St. John	90
Halifax to Yarmouth	250
Truro to Sydney	224

Total Mileage Can. Nat.-Grand Trunk Rys. 22350

CANADIAN NATIONAL---GRAND TRUNK

FACTS

THERE are 38,896 miles of railway in Canada.

Canadian National Railway System operate over 56% of the total mileage of the Dominion of Canada.

Canadian National-Grand Trunk is an amalgamation of the lines of the Canadian Northern, the Intercolonial, the National Transcontinental, the Grand Trunk and the Grand Trunk Pacific Railways, constituting the greatest single railway system in the world.

Canadian National-Grand Trunk Railways traverse every province in the Dominion of Canada, and serve each of the nine Provincial capitals.

Canadian National-Grand Trunk serve every important city and seaport in the Dominion.

Canadian National have a net-work of lines in the Prairie Provinces giving to the prospective settler his choice of lands for grain-growing and cattle-raising.

Canadian National Telegraph Co. operates 102,000 miles of wire. Direct exclusive connection with the Western Union Telegraph Company, reaching 75,000 points in Canada, United States and Mexico. Cable service to all parts of the world. Money transferred by cable or telegraph.

Canadian National Express Company operates on all lines of the Canadian National-Grand Trunk Railways, giving the best service possible in the handling of merchandise, money, valuables, etc. Money Orders are on sale at all Canadian National Express offices.

Canadian National operate a fleet of steamers on the Pacific Coast between Seattle, Vancouver, Victoria and Prince Rupert.

Canadian National Railways operate the Canadian Government Merchant Marine with sixty-six vessels carrying Canadian products over the seven seas.

Canadian National-Grand Trunk Railways operate the following hotels: Chateau Laurier, Ottawa; Prince Arthur, Port Arthur; The Fort Garry, Winnipeg; the Prince Edward, Brandon; The Macdonald, Edmonton; the Highland Inn; Algonquin Park, Ont; Jasper Park Lodge, Jasper, Alta.; the Minaki Inn, at Minaki, Ont., and the Log Cabin Camp Hotels, Nominigan and Minnesing in Algonquin Park.

Canadian National-Grand Trunk serve the whole of the "Highlands of Ontario", including the beautiful resort districts of the Muskoka Lakes, Lake of Bays and Algonquin Park.

Noted trains are **"The Continental Limited"**, all steel equipment, Vancouver to Montreal.

"The National", all steel equipment, Winnipeg to Toronto.

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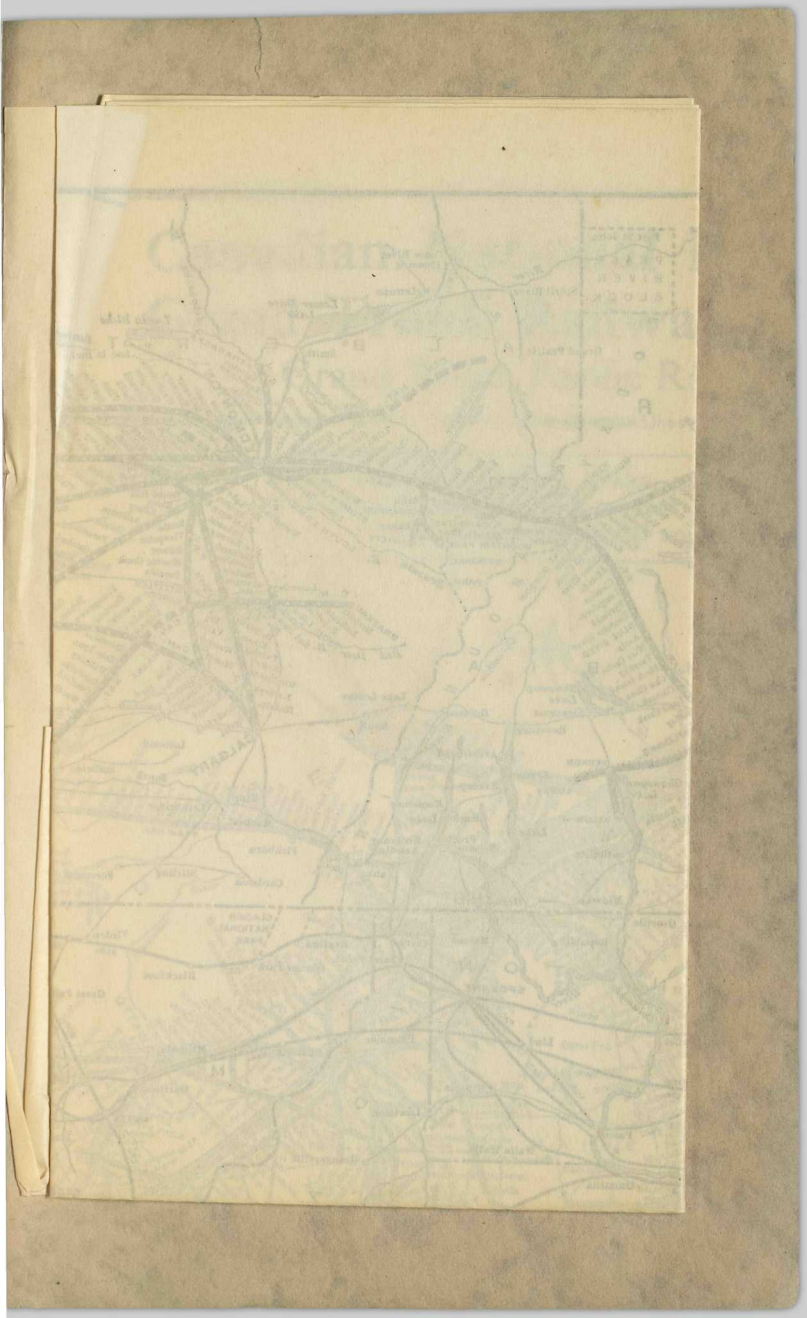

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See Canada's highest peaks, yet travel at lowest altitude and easiest gradient of any transcontinental route.
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