

Tours in Québec

CANADA

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Tours **in Québec**
CANADA

Published by the

PROVINCIAL TOURIST BUREAU
ROADS DEPARTMENT
QUEBEC

1ST EDITION

May, 1931

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FOREWORD

COVERING an immense territory and possessed of a strikingly interesting character and individuality, the Province of Quebec offers a veritable treasure of attractions to the tourist.

Landscapes of alluring charm, in all possible variety of arrangement, rivers and lakes, mountain and shore, sombre virgin forest and smiling green meadows, foaming cataract and placid lowland stream—all thrown into uniquely charming, often fantastic, juxtaposition—and panoramas so grand and altogether noble as to defy description in words, make good its claim to unexcelled physical beauty.

It is a land of romance and absorbing historic interest, few countries having quite as much of the dramatic in the stories of their past. It is quaint in its architecture, in the aspect of its towns and villages, in the character of its people, their customs, manners, even their ideals and aspirations being moulded largely by tradition. Its Old World atmosphere is intriguing to the stranger; and its summer climate, a glorious alternation of bright, balmy days and cool, but not *too* cool, nights, is unsurpassed for comfortable travelling.

All through the Province are scattered summer resorts ranging from the ultra-fashionable watering place to the modest, sedate place of sojourn in the hills. Each has its facilities for one or more of such diversions as bathing, canoeing, golf, tennis, riding, driving, etc. And the sports of fishing and hunting are practised with success from one end of the Province to the other.

With a view to facilitating the planning of an itinerary in the Province of Quebec, the Department of Roads has prepared the present guide. It is essentially a booklet of practical information.

The descriptions of the various points to be visited are of necessity extremely brief; but once a selection is made, all additional information may be promptly obtained by writing the Department of Roads, Parliament Buildings, Quebec.

The trips suggested are amenable to an almost infinite variety of combinations, and may easily be varied to suit the traveller's individual taste, his inclinations, and the time at his disposal.

It would be impossible to set a limit to the time required for any particular trip, since one tourist would be inclined to tarry awhile at places while another would rush through without stopping—a matter of purely individual taste. The mileage is, however, indicated in each case, so that the tourist may work out a schedule to suit his own convenience.

Excursions are planned over excellent, well conditioned, well marked roads into every settled region of the Province without exception. Some of them can be made in a day, while others require several days; and in many cases a week or more will not be found too long for full enjoyment of the outing. Hotel and boarding house accommodations throughout, even in the remoter districts, are altogether exceptional as to both standard and rates, and good garages are to be found almost everywhere.

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NOTE.—The present booklet replaces the booklet "4, 5 and 6 Days in Quebec."

MONTREAL & VICINITY

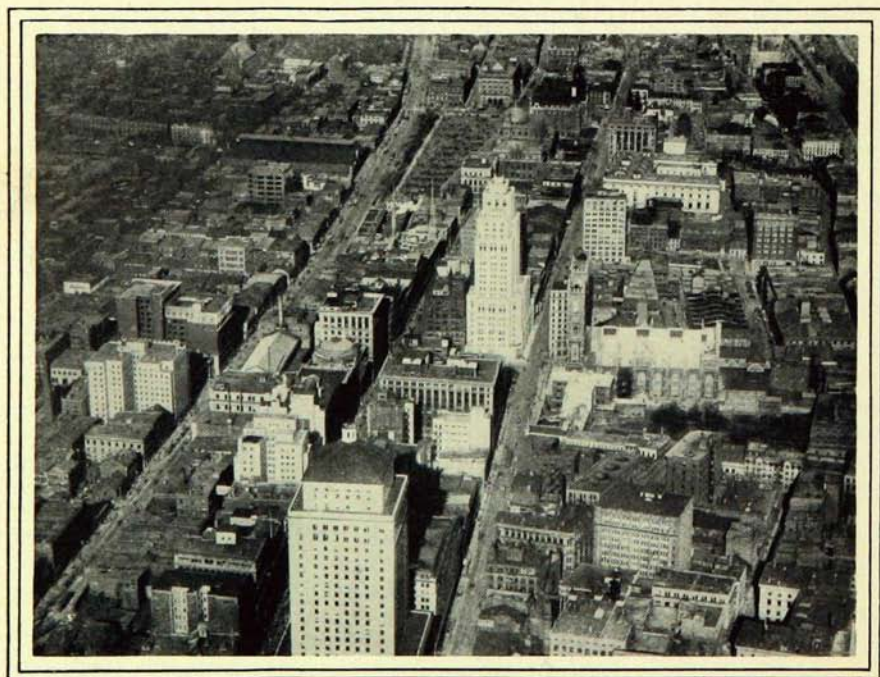
THE CANADIAN METROPOLIS

THE vast majority of the tourists who come from the United States to Canada with the intention of visiting the Province of Quebec land in Montreal.

They naturally make the city their headquarters and it is there that they plan their subsequent movements.

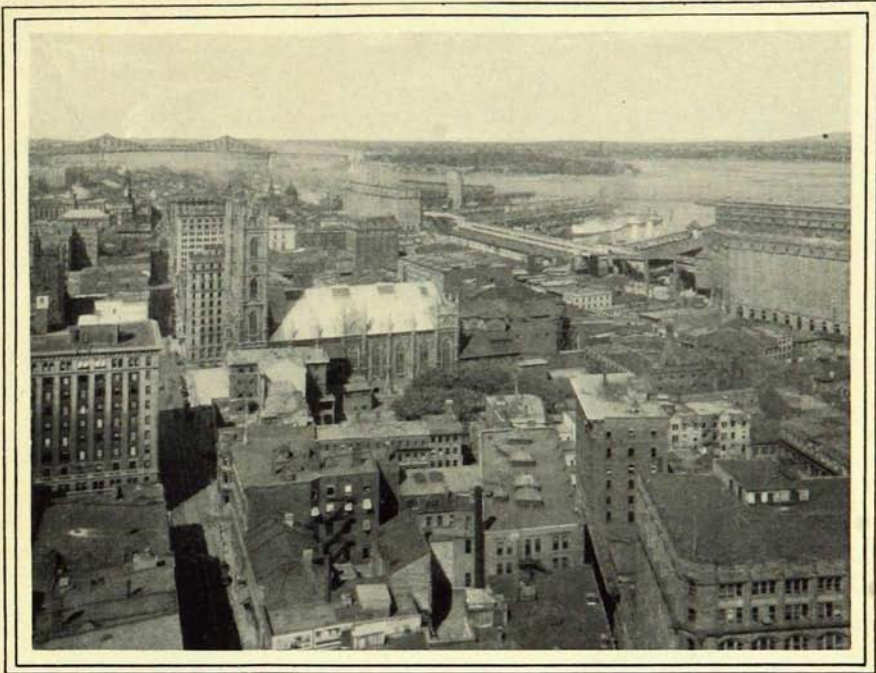
It is therefore only natural that the present guide-book should describe Montreal and its main attractions, before attempting to even suggest any excursions into the surrounding country.

The City of Montreal, the Metropolis of Canada, is the hub of the good roads system of the Province of Quebec. It is the centre towards which converge many of the principal highways of the Province. The sister Province of Ontario, the States of New York and Vermont, as well as the other parts of the Province of Quebec, are linked to it by the following highways: Montreal-Sherbrooke-Thetford Mines-Quebec (Highway No. 1), Edmundston-Rivière-du-Loup-Quebec-Montreal-Toronto (No. 2), Montreal-Malone (No. 4), Montreal-St. Albans (No. 7), Montreal-Hull-Aylmer-Pembroke (No. 8), King Edward (No. 9), Montreal-Mont-Laurier-Mani-



A Section of Montreal

(Cie Aérienne Franco-Canadienne, Montreal)



A Section of Montreal showing St. James St. and Notre Dame Church

waki-Hull (No. 11), Montreal-Rouse's Point, via St. Jean (No. 14), Montreal-Ottawa via Pointe-Fortune (No. 17), Montreal-Terrebonne-Saint Donat (No. 18), Montreal-St. Hyacinthe-Richmond (No. 32), and Round the Island of Montreal (No. 37).

Montreal is also linked with other parts of the Province by ferries and bridges, and has, in addition, first class railway connections with all parts of the Province and of the Dominion.

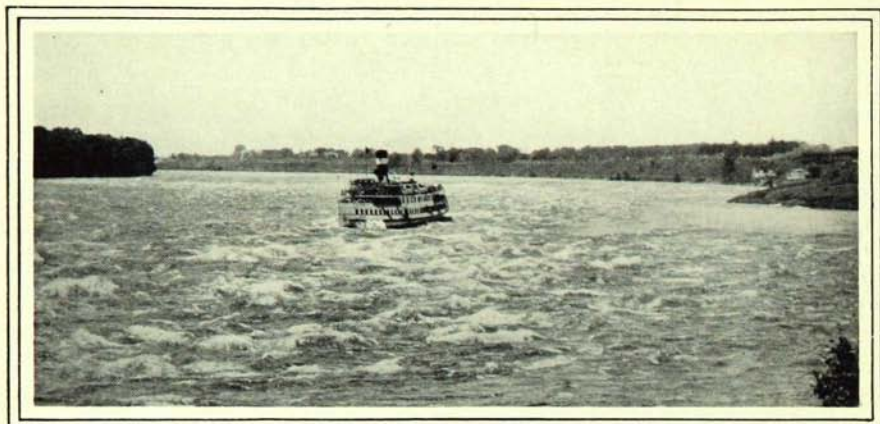
The tourist will naturally first wish to visit the Metropolis, and if he has only a very short time at his disposal he will find the first suggestions in this booklet will adequately suit his purpose and give him the opportunity of making a few short but exceedingly interesting excursions within a radius of only a few miles.

MONTREAL

MONTREAL FACTS.—The City of Montreal (pop. 1,000,000; 1,200,000 including suburbs) is the largest city of Canada, the fifth largest city of America, and is the Canadian commercial, industrial and financial metropolis. It is the second French city in the world by its population. Its port, 1,000 miles from the Atlantic, is open eight months of the year, is America's principal port after New York, and the chief port in the world for wheat export.

Montreal's grain elevators have a capacity of 12,000,000 bushels. Montreal has a floating dry-dock 600 feet long and 135 feet wide, accommodating vessels up to 25,000 tons. Wharves are $8\frac{1}{2}$ miles long, and the harbor railroad 65 miles long.

Outstanding industries are tobacco, paint, textiles, shoes, cement, pulp and paper, steel-works, foundries, sugar refineries, a flour-mill (the largest in the world), glass-works, metallurgies, car building factories and ship-repairing dry-docks. There are many thousand industrial establishments, making \$1,000,000,000 business per year.



"Shooting the Rapids" of the St. Lawrence River

The Canadian Pacific and Canadian National Railways (the two largest transport organizations in the world) have their headquarters at Montreal.

The value of new construction averages \$30,000,000 a year.

Canada's leading banking institutions have their headquarters at Montreal.

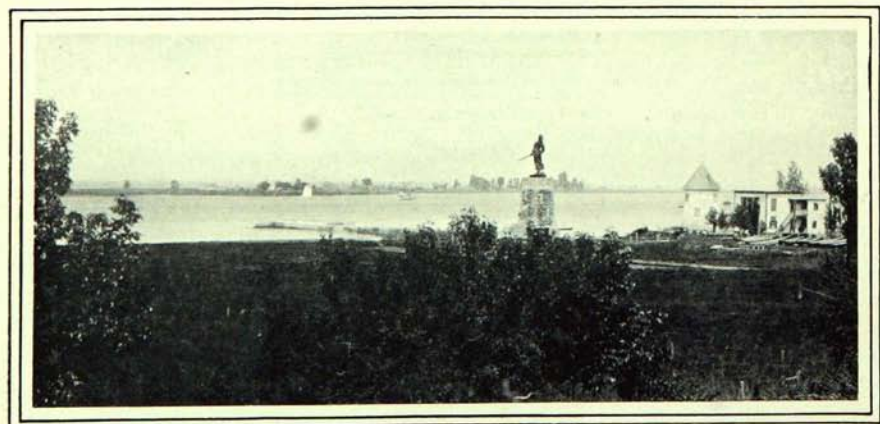
There are in Montreal 250 churches, distributed as follows: Roman Catholic, 105; Church of England, 34; United Church of Canada, 35; Synagogues, 38; Presbyterian Church, 21; Baptist Church, 10; various creeds, 7.

Two universities (Montreal University for French students and McGill University for English students) and a number of classical and commercial colleges give superior training and education.

Numerous theatres give latest theatrical successes and hits and classical plays and contribute to the entertainment of residents and visitors.

Five French and three English dailies give home and world news.

HISTORICAL SKETCH.—In 1640, Jérôme le Royer de la Dauversière, with Barons de Fancamp and de Renty, and a few associates, founded Notre Dame Society and acquired the Island of Montreal from Jean de Lauzon and the Compagnie des Cent Associés. In 1641, Paul Chomedey de Maisonneuve left La Rochelle, France, for Canada, with a few



The monument to the famous heroine, Madeleine de Verchères

soldiers and settlers, and on May 16, 1642, the small colony, accompanied by Jeanne Mance, a young girl who had taken passage on the same ship, landed at what is to-day Montreal, and took possession of the Island, which was placed by Maisonneuve under the protection of the Blessed Virgin and called Ville-Marie.

Such were the humble beginnings of the great city of to-day.

Many vestiges of its early origin and relics of its glorious past are still to be found in the modern city as it stands at present, and this blend of the old and new forms one of Montreal's principal attractions.

While Montreal is essentially a French city, and the majority of its people speak the language of the old mother country, it has, like all other large modern cities, acquired quite a cosmopolitan aspect. There is a large English-speaking population, and other nationalities are all represented by considerable groups of people from practically all parts of the Old World.

The French and English languages are both spoken throughout the city, while a babble of many other tongues may be heard in various quarters of the Metropolis.

WHAT TO SEE IN MONTREAL.—It would take a great deal more space than is available in a tourist guide to give even a mere list of the numerous sights that may interest



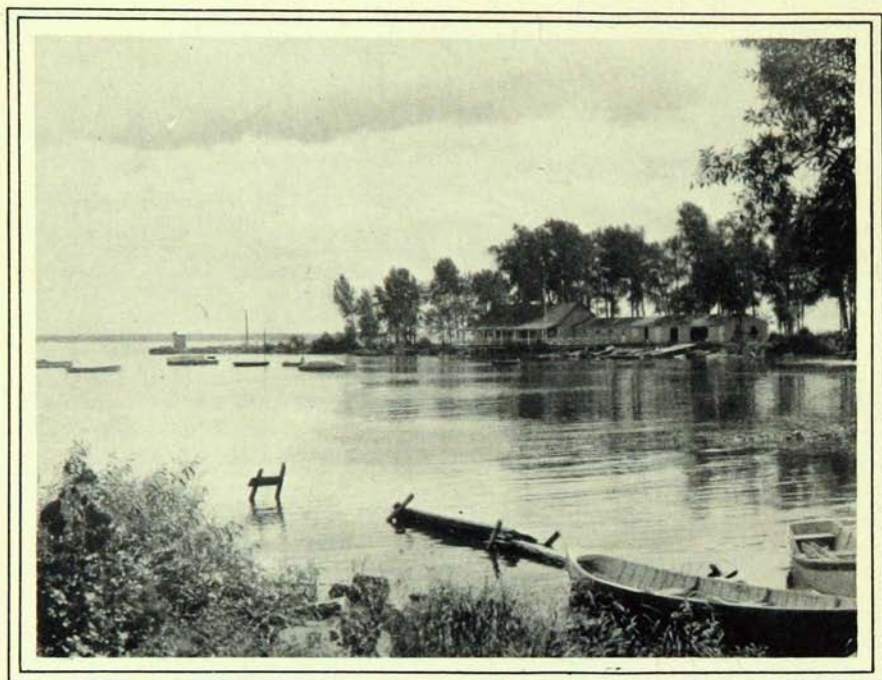
A romantic spot in the vicinity of Montreal

the visitor in a city the size of Montreal, and it is therefore necessary to mention only a few of the most outstanding of those attractions.

There is the "**Old Montreal**" in a square included between McGill Street, Fortification Lane, Berri Street, and the St. Lawrence River. In it are to be found many old buildings and other monuments of the early days of the settlement: **Place d'Armes**, where, in 1644, 200 Iroquois were defeated by Maisonneuve and 30 of his companions; **St. Paul Street**, the oldest street in Montreal; the **Château de Ramesay**, built in 1705, and the site of many historic events; the remnants of the "**Fort des Messieurs**," built at the foot of Mount Royal for the protection of the young colony against the Indians; the **House of the Patriots**, on St. Paul Street, over 100 years old; the old **Roscoe Hotel**, on St. Paul Street; the **McTavish House**, built about 1790; the **Desmarchais House**, at Notre Dame des Neiges, built 200 years ago; the old **St. Sulpice Seminary**, the construction of which was begun in 1680; and many others.

In addition Montreal has a very large number of **historic monuments**; in fact, the multitude of statues and groups that ornament its public squares, give it a most distinctive French atmosphere.

Montreal has been called the "**City of Churches**" on account of the many beautiful houses of worship it contains. **Notre-Dame-du-Bon-Secours** church was built in 1657, burned and reconstructed in 1711; **Notre-Dame** church is a replica of Notre-Dame of Paris, and its towers are 227 feet high; **St. James** cathedral is a replica of the famous church of St. Peter's in Rome.



A bit of scenery on beautiful Lake St. Louis, near Montreal

In the nomenclature of the sites of Montreal special mention must be made of **St. Joseph's Oratory**, erected by and now in charge of Brother André, who is known as the "miracle man of Montreal."

HOTELS.—The city offers the very best of hotel accommodation for tourists, only the larger ones being mentioned here: Mount Royal, Windsor, Ritz Carlton, Queens, Place Viger, La Corona, Grand Union, Plaza, Iroquois, Papineau, New Carlton, Roy, Roncari, New Majestic, Prince of Wales, Ryan, Ford and Lasalle.

INFORMATION BUREAUS.—**Provincial Tourist Bureau** (operated by the Roads Department), New Court House, Notre Dame St. East; **Montreal Tourist and Convention Bureau**, New Birks Building, Phillip's Square; **Montreal Historic Guides**, 1013 Dominion Square. These bureaus will supply free of charge Quebec road maps, booklets and information.

SIDE-TRIPS

There are some delightful short trips that can be made from Montreal by those who have only a short time to stay in the Province of Quebec.

AROUND MONTREAL ISLAND.—One of these trips consists in the tour of the Island of Montreal, over Highway No. 37, distance 75.76 miles. It is an excursion of lively interest, remarkable for the variety and beauty of the scenery and the many historic souvenirs encountered en route. Many of the places visited are well known country resorts where golf, tennis, bathing, canoeing, and all other amusements peculiar to summer resorts enjoy a great vogue. Among those resorts are: Cartierville, Roxboro, Senneville, Ste. Anne-de-Bellevue, Beaconsfield, Pointe Claire, Dorval and Lachine.

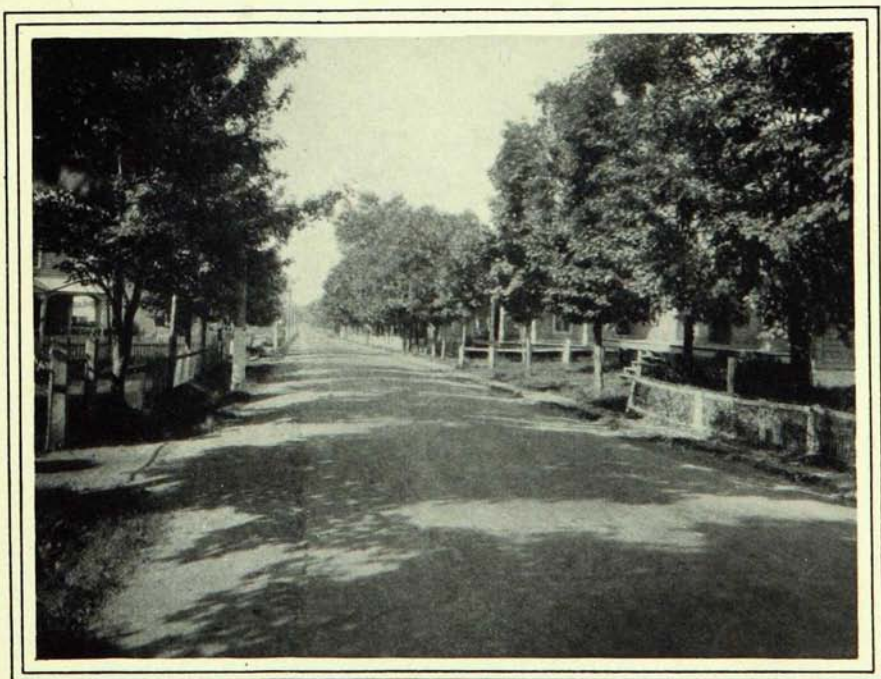
AROUND ILE JÉSUS.—Another tour consists of the trip around Ile Jésus, a length of 44.94 miles from Montreal and return. All the municipalities are well frequented summer

resorts renowned for the excellence of the hotel service they provide. They are: St. Vincent de Paul, St. François-de-Sales (by way of Montée du Moulin), Ste. Rose, Laval-sur-le-Lac, Ste. Dorothée, L'Abord-à-Plouffe, and Laval-des-Rapides.

AN HISTORIC SPOT: FORT CHAMBLY.—In the historic valley of the Richelieu River, 19.63 miles from Montreal, is still another attraction for the short time tourist. The old Fort Chambly dates back to 1665. It was restored in 1693 and partially burned by the Iroquois in 1702. It was originally only a wooden structure, but it was reconstructed in stone in 1710. It was captured by the British in 1760. Montgomery took it in 1776 during the War of Independence and burnt it, leaving only the four walls. During the war of 1812-14 a number of American prisoners were held in the fort, and it was from there that the raid on Plattsburg was started. Fort Chambly was finally restored by the Canadian Federal Government in 1880 and has since been maintained as a historic monument.

OTHER SHORT OUTINGS.—With the many splendid highways leading out of Montreal, there are naturally an infinite number of short outings that can be made by the visiting tourist. To mention only a few of them, there is a delightful trip to **Verchères**, only 22½ miles from Montreal. It was at Verchères that a young girl, Madeleine de Verchères, when only fourteen years of age, with the assistance of her two young brothers, aged ten and twelve respectively, two soldiers and an old man of over eighty, held a fort for eight days against a horde of Iroquois Indians, in 1692. The Iroquois were routed when reinforcements arrived from Montreal. A monument commemorates this historic event.

There is also a visit to the **St. Hubert Aviation Field** with its great mooring mast for dirigibles, only 12.29 miles from Montreal; the Indian Reserve of **Caughnawaga**, just across from Lachine, a distance of 20.62 miles; **Beauharnois**, the site of a huge new hydro-electric development, about 35 miles distant; and several other localities within easy reach from the metropolis, including the fine summer resorts and camping places along the St. Lawrence, on the **Lake of Two Mountains** and the **Ottawa River**, such as Oka, with its great Trappist Monastery, Como, Hudson, Rigaud, and Pointe-Fortune, the latter the farthest away, only 65.30 miles from Montreal.



A Rural Highway in Quebec

THE LAURENTIANS

TO THE North and North-West of the City of Montreal extends one of the finest touring regions in the entire Province of Quebec for those who delight in peaceful although impressive scenery and glorious mountain, lake and valley landscapes.

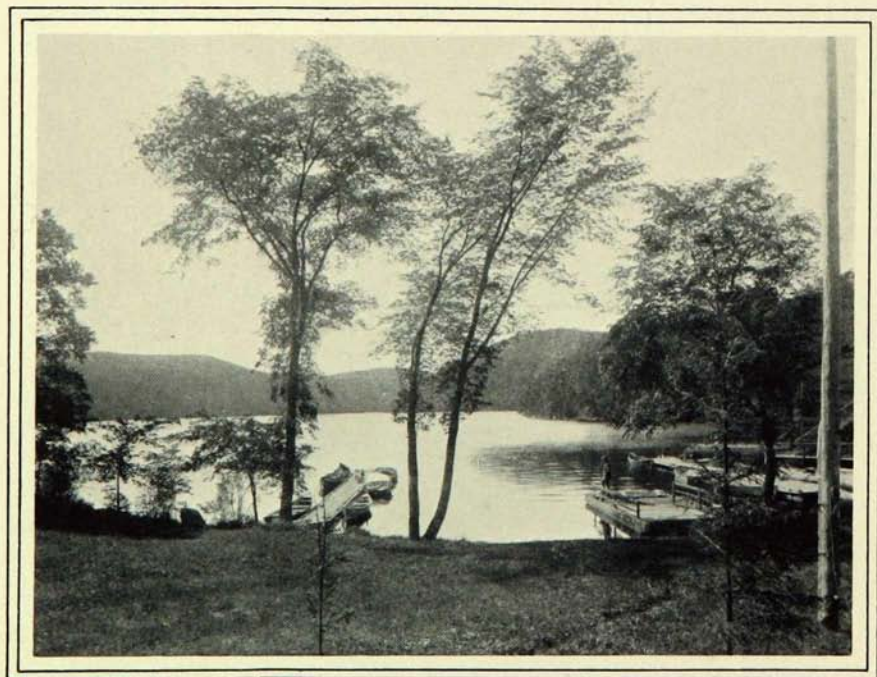
The territory is that which has been often referred to as the "Switzerland of Canada". The breath of the pine, the glow of a warm bright sun, the clear air of cool refreshing nights, the pristine beauty of sparkling lakes and rushing streams in the setting of primeval green forests; the soothing smile of a gleaming moon in the hush of the wilderness, the glory of a glistening sunrise over green-mantled hills, or the phantasmagoric glow of a purple and crimson sunset, are some of the delights the visitor to the Laurentians may enjoy.

The region is well covered by a most adequate system of excellent roads leading out of Montreal into that ideal vacation land.

Several tours into the Laurentian country are hereafter outlined, and they can all be made in relatively short time.

LACHUTE, STE. AGATHE-DES-MONTS, ST. JOVITE

The first suggestion is along the following lines: Montreal to Lachute, over Highway No. 8; Lachute to Ste. Agathe-des-Monts, over Highway No. 30; Ste. Agathe to St. Jovite,



Myriads of lakes adorn the Laurentians

over Highway No. 11; and return to Lachute over Highway No. 31 and hence back to our starting point, Montreal, over Highway No. 8.

This tour is 220.22 miles in length, made up as follows: Montreal-Lachute: 49.07 miles; Lachute-Ste. Agathe: 42.65; Ste. Agathe-St. Jovite: 19.80; St. Jovite-Lachute: 49.63; and Lachute-Montreal: 49.07 miles.

MONTREAL-LACHUTE.—Starting from Montreal the tourist passes through several prosperous settlements where gardening and general farming are the people's principal occupations, although there are some small industrial plants in most of those localities. **Pont-Viau, Laval-des-Rapides, L'Abord-à-Plouffe, St. Martin, Ste. Dorothee, St. Eustache** (with its historic church which still bears the marks of shots from cannon fired during a fight between forces of "patriots" and "regulars" during the armed rebellion in Lower Canada, in 1837-38); **St. Augustin, Ste. Scholastique, and St. Hermas** are the villages met en route. All these settlements are situated near lakes or rivers where fishing can be indulged in most successfully and they are summer resorts much frequented by residents of Montreal and visiting tourists.

Lachute is a thriving town of nearly 4,000 population, and a rather important industrial centre, containing as it does pulp and paper mills, a textile factory, grist mills, silk factories, a foundry and other manufacturing plants. The town is situated amidst most picturesque country.

Nine miles south of the town of Lachute is located the historic village of **Carillon**, the scene of the heroic defence, in 1660, of a small fort, by Dollard Des Ormeaux, who, with sixteen whites and fifty friendly Indians, withstood for ten days the repeated onslaughts of eight hundred bloodthirsty Iroquois. Dollard and his gallant companions were killed, but their splendid deeds of valor discouraged the enemy and saved the young colony from utter destruction by the Redskins.

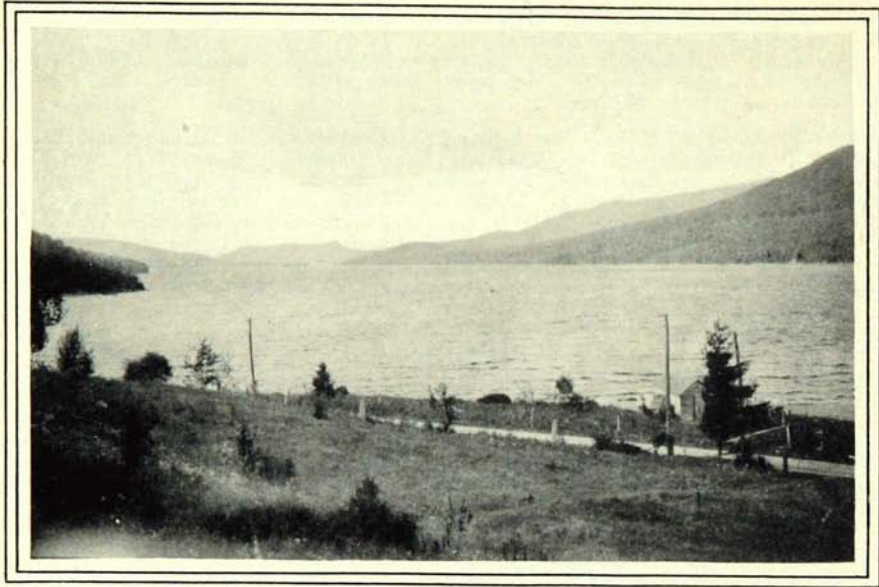
Lachute has first class hotel accommodation and garage facilities.

LACHUTE-STE. AGATHE.—From Lachute the tourist follows Highway No. 30 as far as Ste. Agathe-des-Monts.

The superb mountainous country, partly wooded, is a tourist region rich in every variety of natural resources and landscapes of opulent coloring. The tranquil surface of the



At Ste.-Agathe-des-Monts, along Highway No. 11



A Lake in the Laurentians

numerous lakes and the impetuous currents of the streams are complements to the many panoramas which pass in uninterrupted procession before the dazzled gaze of the tourist.

The traveller penetrates into the Laurentians proper. He will now pass through a succession of summits, hillocks, slopes and valleys, all of beautiful outlook, and swarms of lakes, which are as pearls scattered throughout the vast solitude. He enters into the miniature "Switzerland of Canada."

The first settlement is **Hillhead**, where farming and lumbering are the chief occupations of the inhabitants. The nearby forests harbor deer and other varieties of game.

Lakefield is the next stop. Situated near two pretty lakes, it is a picturesque summer resort.

Mille-Iles is the next village, in a mountainous, forest-covered region dotted with lakes and intersected by rivers, all teeming with fish.

Then **Morin Heights**, which is a country resort of intense picturesqueness, frequented by numerous tourists.

St. Adolphe-de-Howard comes next, located on the shore of magnificent Lake St. Joseph. It is an agreeable summer resort only ten miles from Ste. Agathe-des-Monts. There are about forty lakes within the confines of the parish. There is good hotel accommodation and several cottages for rent during the summer months.

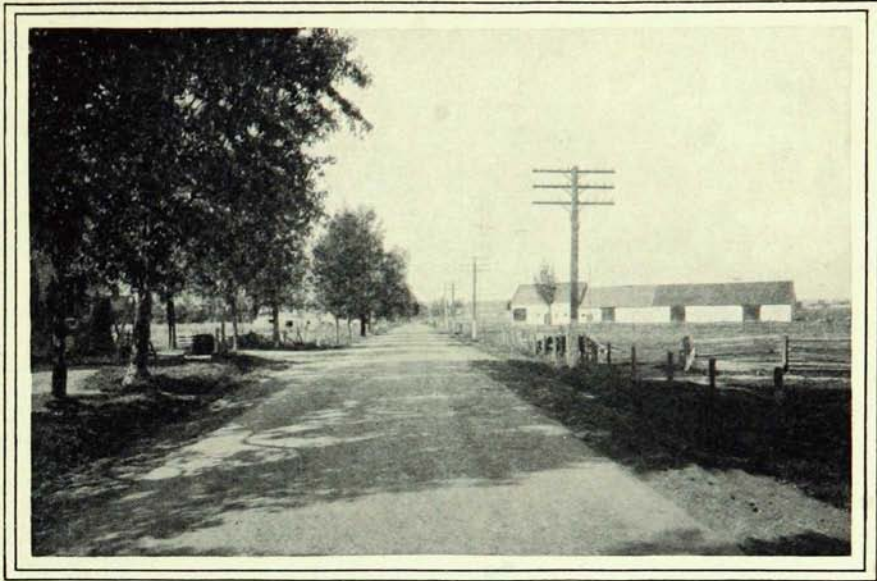
STE. AGATHE-DES-MONTS.—The tourist finally reaches Ste. Agathe-des-Monts, the best known and most popular summer resort in the Laurentian Mountains.

Built partly on the slope of a mountain and partly surrounding Lake des Sables, the circumference of which is eight miles, it offers a great beauty of natural charm and a variety of diversions.

There are several first class hotels and boarding-houses, as well as splendid camping grounds. A great many city folk have their summer residences at Ste. Agathe.

The climate is remarkably healthful. On the slope of the mountain is a famous sanatorium for the treatment of patients suffering from lung trouble, and along the lake shore are a number of finely equipped vacation colonies for children and adults.

From Ste. Agathe the tourist proceeds along Highway No. 11 to **St. Jovite**, a splendid and most popular resort with fine accommodations, passing through the two very picturesque villages of **Ivry** and **St. Faustin**. Both settlements are located near numerous lakes and they have good hotels and first class tourist camps.



Smooth Highways cover the Province

STE. AGATHE-ST. JOVITE-LACHUTE.—The traveller then turns homeward on his last lap, via Highway No. 31. He goes through the villages of **Arundel, Batesville, Weir, Lakeview, Harrington East, Lost River, Carlin Corner, Pinehill, Dalesville** and **Brownsburg**, all located in dense forest country, intersected by a great many rivers and dotted with lakes; and from Lachute he once more gets on to Highway No. 8 to return to his starting point, Montreal, covering the same ground over which he travelled on his outward journey.

MONTREAL, MONT-LAURIER, HULL

A second suggestion for a tour in the Laurentian district consists in a trip from Montreal to Mont-Laurier, thence to Hull, over Highway No. 11 and return to Montreal via Highway No. 8. The total distance covered would be 412.86 miles, made up as follows: Montreal to Mont-Laurier 169.15 miles, Mont-Laurier to Hull 120.14 and Hull to Montreal 123.57 miles.

This tour could be varied by travelling from Montreal to Lachute over Highway No. 8, thence Highway No. 31 to St. Jovite, or again from Lachute to Ste. Agathe via Highway No. 30, and continuing from either St. Jovite or Ste. Agathe to Mont-Laurier and Hull over Highway No. 11. It is merely a matter of choice since the distances are very much the same whatever route may be selected.

That portion of Highway No. 11 which leads from Mont-Laurier to Hull lies through the very picturesque Gatineau Valley.

The tour starts once more from Montreal, and since the alternate routes via Highways Nos. 30 and 31 have already been described, it will be assumed that the tourist is to travel throughout over Highway No. 11 from Montreal via Mont-Laurier to Hull, and back to Montreal over Highway No. 8.

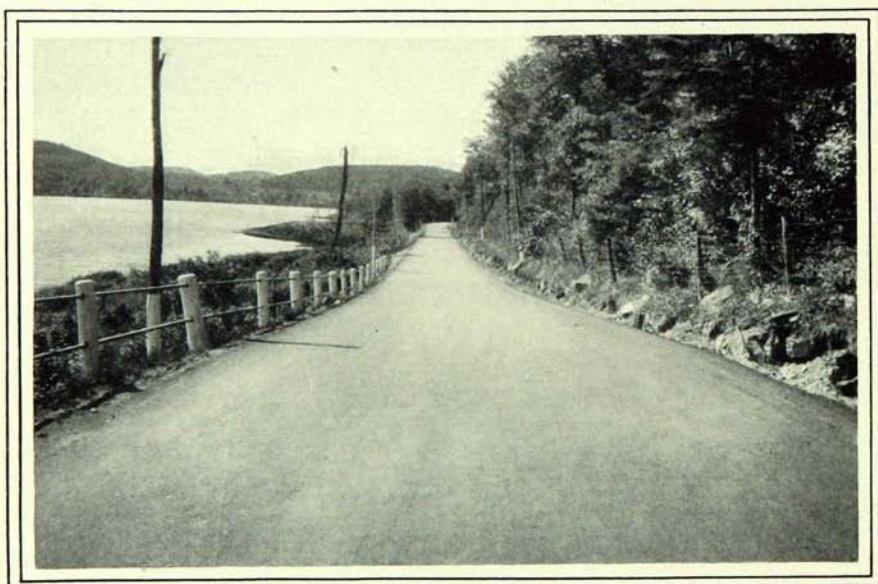
THROUGH MOUNTAINOUS COUNTRY.—With the exception of the first thirty miles or so, the entire trip is made through the Laurentian Mountains between Montreal and Mont-Laurier. Nearly all of the twenty-five localities met along the way are country resorts frequented by city folk and tourists in large numbers, and consequently there is first class accommodation in them all, while they offer the varied attractions of hunting, fishing, bathing, boating, canoeing, golf, tennis and all other forms of amusement.

The Mont-Laurier-Maniwaki-Hull section of the Highway is perhaps less known to the travelling public. It follows, almost the whole way, the most picturesque Gatineau Valley, through a richly wooded region and a land of considerable scenic beauty.

MONTREAL-MONT-LAURIER.—After leaving Montreal the tourist passes through **St. Elzéar**, a pretty little farming community; **Ste. Rose**, picturesquely situated on the banks of the River des Mille-Iles, and the town of **Ste. Thérèse**, an important agricultural and industrial centre, with a population of about 6,500 inhabitants. Ste. Thérèse has a number of important manufacturing plants, a beautiful church, educational institutions, well-conducted commercial establishments and good hotel and garage accommodation. The motorist next passes through the village of **St. Janvier**, an essentially agricultural municipality.

ST. JÉRÔME is the largest industrial centre in the district north of Montreal. Its development is due to its ideal location on the Rivière-du-Nord, from which the hydro-electric power is secured for its many manufacturing plants. It is a most prosperous community and has a large number of educational and commercial establishments. It is known as the "**Queen of the North**" and has a population of over 9,000.

Shawbridge and **Piedmont**, the next villages, are pleasant summer resorts with many beautiful lakes in the near vicinity. Shawbridge has of late assumed quite an importance as a winter sports centre.



Along Trout Lake, on Highway No. 11, near Ste.-Agathe-des-Monts

Mont-Rolland, which is met next, is an agricultural community, but near the village are located important pulp-mills and a large hydro-electric plant. About one and a half miles further lies the village of **Ste. Adèle**, most picturesquely situated on a hill overlooking a region of the Laurentians. **Val-Morin**, a short distance out, is a very pretty village, built near a lake surrounded by lofty mountains, and it is a most popular summer resort.

Ivry, **St. Jovite** and **Ste. Agathe** have already been dealt with in tour No. 1.

The parishes of **La Conception**, **Labelle** and **L'Annonciation** are chiefly known as hunting and fishing resorts. There are many lakes in that part of the country and the forests are replete with all kinds of game.

Nomingue, on the shore of Great Nomingue Lake, is most attractive to the lovers of beauty in nature. It is situated in the midst of a number of lakes teeming with fish and

the nearby forests all harbor a variety of game. Nomingue is an Indian name meaning "red paint." The Iroquois used a red lime, of which there is a deposit in the neighborhood, as a war paint in times long past.

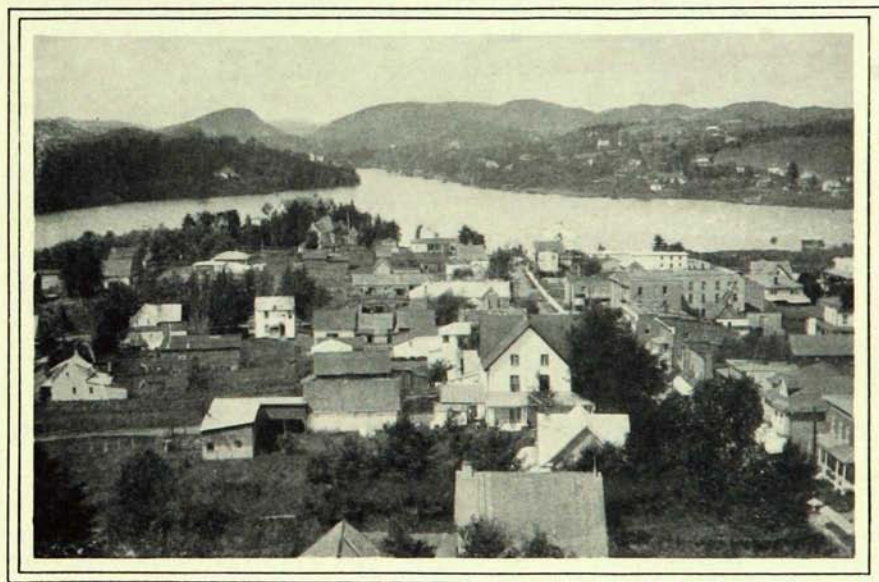
The tourist then passes through **Lac-Saguay, Guénette, Lac-aux-Ecorces** and **Val-Barrette**, all situated in a region literally dotted with lakes large and small.

MONT-LAURIER.—Finally the traveller reaches Mont-Laurier, with a population of some 2,200 souls. The town is situated on the bank of the Rivière-du-Lièvre, near l'Orignal Rapids. There are at Mont-Laurier several important industrial plants, and in the neighborhood are located mica mines and granite quarries and great hydro-electric potentialities.

The town is situated in proximity to lakes well stocked with fish and forests abounding in game.

DOWN THROUGH THE GATINEAU VALLEY

MONT-LAURIER-HULL.—As the tourist swings his car southward on his way to Maniwaki and Hull, he enters a country which until a few years ago was practically unknown, and which has but recently been opened up to settlement and to industrial development.



Ste-Agathe-des-Monts and Lake des Sables, Highway No. 11

He first strikes **St. Jean-sur-le-Lac** situated in a very pretty country, and **Ste. Famille-d'Aumond** on the bank of the Joseph River. They are two small farming communities.

Maniwaki, the next settlement, has a population of over 1,100 souls, and is also populated by farmers who make a good living on most productive lands. This locality includes an Indian Reserve. **Messines, Bouchette, Gracefield, Kazubazua, Low, Farellton, Wakefield** and **Chelsea** are the localities situated along the highway before one reaches the city of Hull. They are all very pretty little villages, where general farming and lumbering are the chief occupations of the people. As they are located near rivers and lakes they have in recent years become well frequented summer resorts. At Chelsea there is a vast hydro-electric plant which will, it is expected, develop in the very near future nearly 300,000 h.p. of energy.

The Gatineau Valley is most interesting from a tourist point of view on account of the beauty of its landscapes and its many natural attractions. It is very rich in mineral



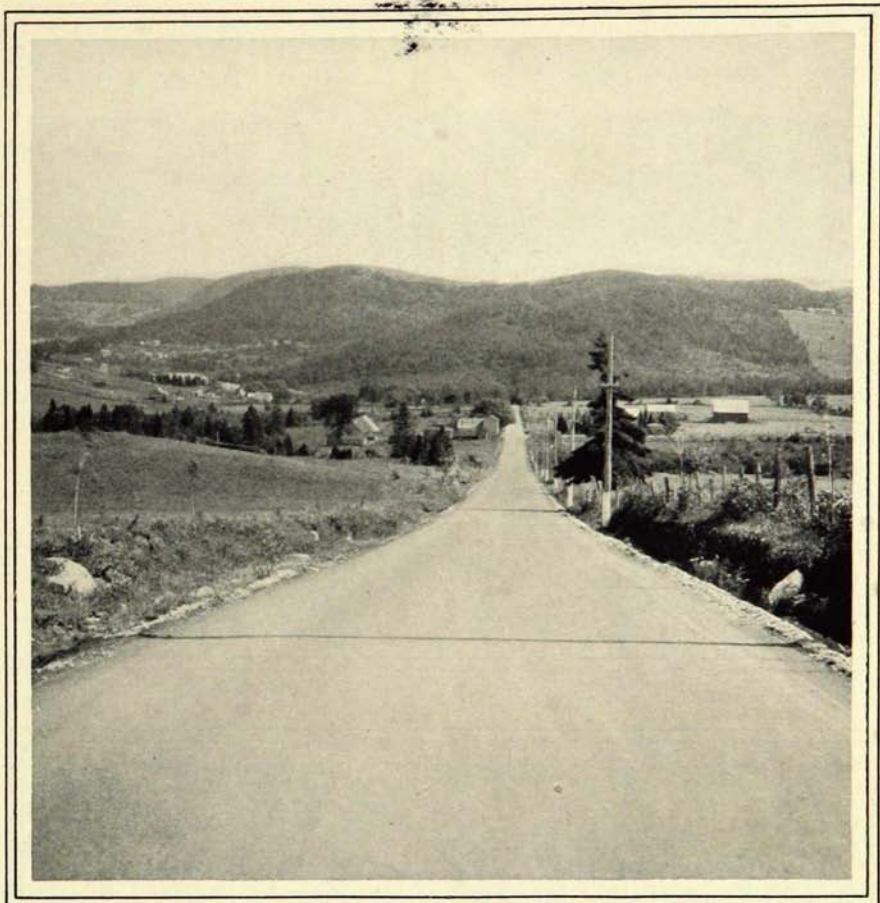
Windsor Station, Canadian Pacific Railway, Montreal

deposits, particularly mica, feldspar, plumbago, molybdenite, limestone, iron-ore, and phosphate of lime, all offering abundant supplies of raw material for intense future industrial developments.

THE CITY OF HULL.—Hull, bordering the Ottawa River and opposite the Federal Capital of Canada, is a city of over 28,000 population. It is, after Montreal and Quebec, the most important industrial and commercial centre in the Province of Quebec. It possesses within its limits some of the largest lumber mills in the Dominion, pulp and paper mills, cement, lime, woollens, clothing, jewelry, iron and steel, agricultural machinery, furniture, cardboard and paper boxes, matches, tents and awnings, asphalt, etc., manufacturing concerns, practically all operated by the electric energy developed on the Ottawa and Gatineau Rivers, which provide nearly 800,000 h.p., mostly used locally.

The general business of the city of Hull has developed remarkably in the last few years, its commercial houses catering not only to local needs but also to those of a vast neighboring territory.

An idea of the importance of the city may be gained from a glance at the latest report of the municipal valuator, which states that at the end of 1929 there were in the city of Hull: 9 churches and chapels, 23 schools, 60 factories, 493 stores, 5,393 dwellings, 13 theatres and public halls, 7 banks, 207 offices, 22 hotels and restaurants, and a hospital and orphanage. The total valuation of the real estate in the city is over \$30,000,000.



Highway No. 11, looking towards Val-Morin

THE HOMEWARD STRETCH

HULL-MONTREAL.—From Hull the tourist switches on to Highway No. 8, which leads him back to Montreal along the southern slope of the Laurentians, and practically by the shore of the Ottawa River.

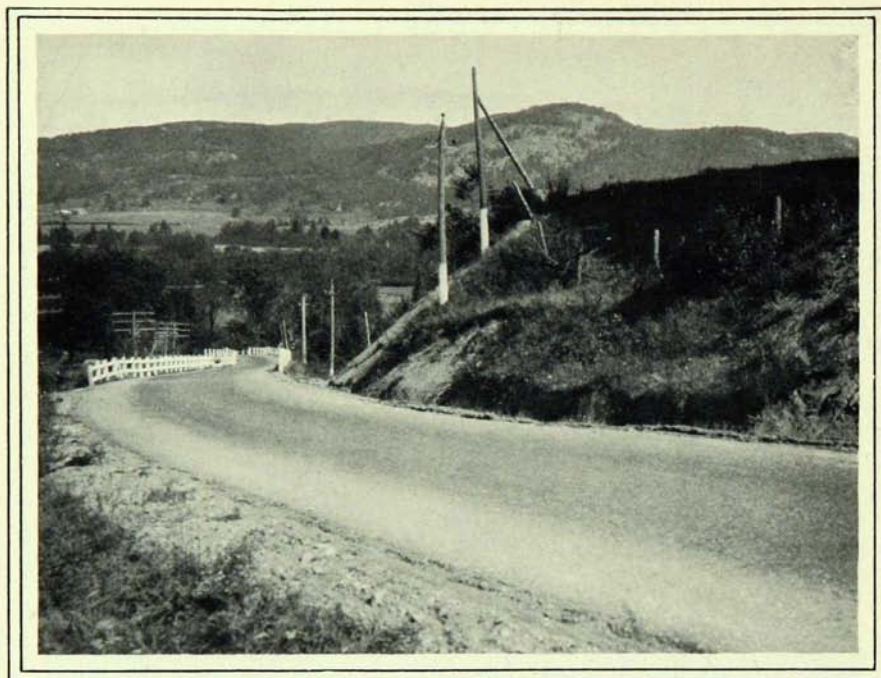
This part of the tour is by no means the least interesting of the entire trip. The traveller passes through some remarkably interesting country where the scenery is probably just as fascinating as it is at any point along Highway No. 11.

Many of the localities along the Highway are well known and renowned summer resorts where a great number of city folk and tourists eager for the peaceful happiness of rural life and the intimate communion with nature are wont to spend the summer days.

Pointe-Gatineau is a very pretty village situated on a "point" of land formed by the meeting of the Ottawa and Gatineau Rivers.

Templeton, the next settlement, situated on the slope of the Laurentian Mountains, is the rendezvous of anglers and hunters, since the lakes and streams in the near vicinity are teeming with fish and the forests harbor game of every description in large quantities.

Angers, Masson, Thurso and Plaisance are all villages where agriculture and some lumbering provide occupation for an industrious population. Four miles north of Masson, on the Rivière-du-Lièvre, is situated the town of **Buckingham**, an important industrial centre where are established several large lumber concerns.



Highway No. 11 between Shawbridge and Piedmont



A section of Hull, on Highway No. 8

Papineauville, a village of some 1,700 population, takes its name from Louis-Joseph Papineau, who at the time of the "Rebellion" of 1837 exercised a very great influence over the people of Lower Canada by his winning eloquence. The village is very picturesque in its setting and contains a number of summer residences occupied during the holiday season by Montrealers.

Montebello has some historic buildings, including the Papineau manor, the old seignorial manor on Aronson Island, just opposite the village, and some old houses.

"**Lucerne in Quebec**," a newly established recreation land of some 80,000 acres, fronting on the Ottawa River at Montebello, and reaching far northward into the Laurentian lake and mountain region, has of late come into great prominence as a summer resort of continental repute. It offers a blend of sports, recreation, leisure and seclusion. The old manor has been converted into a beautiful club house, and there are a number of log cabin homes deep in the silence of the forest. There is a beautiful golf course and several tennis courts, and many facilities for all other forms of summer amusements.

Next come **Pointe-au-Chêne**, **Calumet**, **Grenville** and **St. Philippe**, all very pretty villages situated on the banks of rivers, and offering all the attractions of country summer resorts.

Finally the tourist reaches **Lachute** and once more travels over that route which has already been described, back to his starting point, Montreal.

MONTREAL, STE. AGATHE, ST. DONAT

This tour covers a total distance of 145.83 miles, and is made up as follows: Montreal-Ste. Agathe, via Highway No. 11, 63.25 miles; Ste. Agathe-St. Donat, over an improved secondary road, 20 miles; St. Donat-Terrebonne, via Highway No. 18, 54.84 miles; and Terrebonne-Montreal, over the same highway, 17.74 miles.

The route from Montreal to Ste. Agathe has already been described in connection with another trip.

From Ste. Agathe the road runs past **Lac du Brulé**, a fine sheet of water with good fishing, and through the little settlement of **Lanthier**, and up to beautiful **Lake Archambault**, one of the finest lakes in the Province, situated at an altitude of 1,284 feet above sea-level, in a splendid setting of mountains. The village of **St. Donat** is built on the shores of that lake and is a delightful place for a real rest in the "bosom of nature." The lake offers every possible opportunity for all kinds of summer sports, while fishing in its waters is always rewarded by a fine string of fish.

Leaving St. Donat the tourist comes to another fine expanse of water, **Lake Ouareau**, where there is also excellent fishing.

Next along the line of travel, on Highway No 18, are the villages of **Notre-Dame-de-la-Merci**, **St. Théodore**, **Ste. Julienne**, **St. Esprit** and **Mascouche**, and the traveller reaches the town of Terrebonne.

TERREBONNE, pop. 3,000, is a prosperous industrial and agricultural centre. It possesses some fine religious and educational buildings and some old houses dating back to 1784.

The road from Terrebonne to Montreal runs through **St. François-de-Sales**, **St. Vincent-de-Paul** and **Pont-Viau**, three pretty little villages and well-known summer resorts.

MONTREAL, L'ASSOMPTION, RAWDON TERREBONNE, MONTREAL

Another excursion takes the tourist from Montreal to L'Assomption over Highway No. 2 and hence to Rawdon via Highway No. 33, the total distance to Rawdon and back, via Terrebonne, being 109.89 miles made up as follows: Montreal to L'Assomption, 24.70 miles; L'Assomption to Rawdon, 35.95 miles; Rawdon to Terrebonne and Montreal, 49.24 miles. From Rawdon the tourist proceeds on the same highway, (No. 33) turning west to the junction of Highway No. 18, and comes back to Montreal via Mascouche and Terrebonne.

The route lies on Highway No. 2 through **Montréal-Est**, where large cement plants, huge oil storage tanks and extensive railway sheds are located; **Pointe-aux-Trembles**, an industrial centre with a number of factories; then over the two bridges leading to **Charlemagne**, **St. Paul-L'Ermite** and **L'Assomption**.

From L'Assomption the tourist follows Highway No. 33 to proceed to Rawdon. He travels through a picturesque region which owes its prosperity to extensive tobacco growing.

L'Épiphanie and **St. Jacques**, the two parishes situated between L'Assomption and Rawdon, are nicely located. They are important business centres with a number of plants for the preparation of tobacco in its various forms.

St. Jacques was originally settled by Acadians in 1772, and it contains one of the finest temples of Romanesque style in the Province.

Rawdon is a well-frequented summer resort with excellent hotel accommodation and is the natural stop for a rest or a meal.

MONTREAL, BERTHIER, ST. MICHEL-DES-SAINTS

This is another very interesting trip. It takes the tourist through picturesque country to the rather important industrial town of Berthier and hence into the mountainous district to St. Michel-des-Saints.

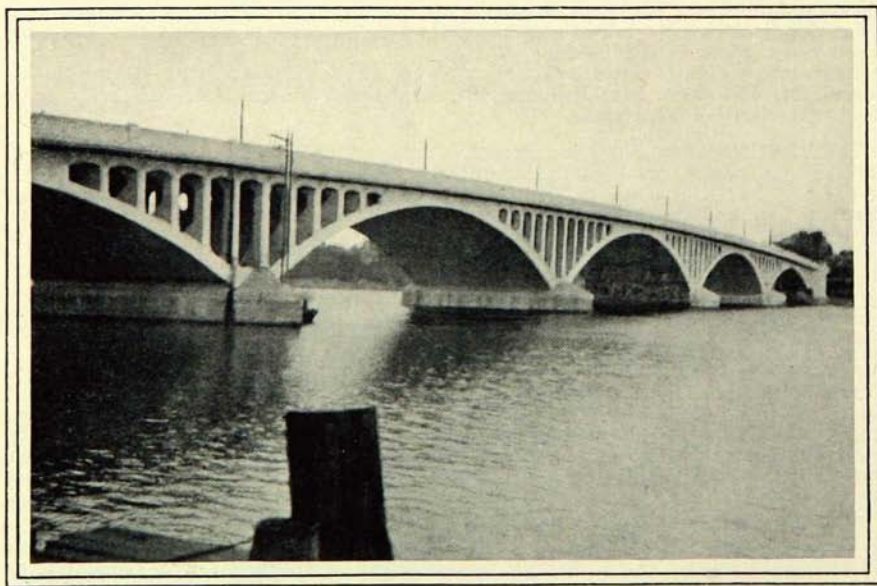
The total length of the tour is 117.73 miles one way, or 235.46 miles to St. Michel and back to Montreal. From Montreal to Berthier, over Highway No. 2, is 50.34 miles; and from Berthier to St. Michel-des-Saints, 67.37 miles, via Highway No. 43.

The route between Montreal and Berthier has been described in the preceding chapter.

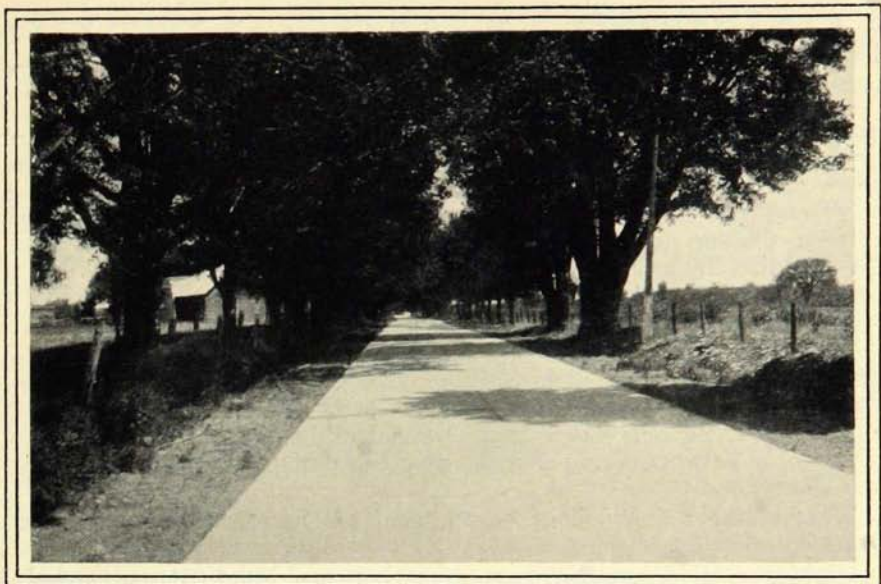
From **Berthier** the road runs, for the first half, to St. Gabriel-de-Brandon, through slightly hilly country, and then traverses a more mountainous region, densely wooded and dotted with many lakes which make of it a fine sporting country. The striking contrast between these two sections of the highway cannot fail to arouse the lively interest of the traveller.

The tourist passes through **St. Norbert** and **St. Gabriel-de-Brandon**, the latter an exceedingly attractive summer resort with invigorating pure mountain air. There is good hotel accommodation at St. Gabriel and not far from the village is located Camp Orelida, an ideal vacation camp for children, and regular tourist camps.

St. Damien, **Ste. Emélie-de-l'Énergie** and **St. Zénon** are most picturesquely located on the banks of rivers surrounded by dense forest.



Viau Bridge, over Rivière des Prairies



A modern Quebec Highway

St. Michel-des-Saints, the terminus of the trip, is a great lumbering centre with a large number of sawmills. It is situated at an altitude of over one thousand feet above sea-level and is yearly frequented by crowds of tourists and sportsmen.

The return trip is made over the same highway to Ste. Emélie-de-l'Energie. Then Highway No. 48 will take the tourist to Joliette through **St. Jean-de-Matha** and **St. Félix-de-Valois**.

JOLIETTE is a town of 11,000 souls, and an important centre from the commercial, industrial and educational points of view. The town has more than sixty industrial and business houses. It has some fine buildings, including a cathedral church. Joliette is situated at the foot of the Laurentians, only a few miles from a vast fishing and hunting territory.

From Joliette, the return trip is made via Highway No. 41 to St. Jacques, and then via Highways Nos. 33 and 2 to L'Assomption and Montreal respectively.

OTHER SHORT TRIPS

There are a number of other tours that can be made in that part of the Province by those who have only a short time at their disposal.

A run of 35.63 miles from Joliette to St. Côme, over Highway No. 42, is a most pleasant excursion.

The traveller penetrates into a most picturesque hilly country, traversing the foothills of the Laurentians, where lakes and rivers abound in many varieties of fish.

The route leads through **St. Ambroise**, **Radstock** and **St. Alphonse-de-Rodriguez**, three very pretty villages with good accommodation for travellers.

A trip from **Louiseville** (on Highway No. 2) to **St. Alexis-des-Monts**, a distance of only 24.66 miles, constitutes another delightful short outing.

The tour is made over Highway No. 44, which skirts on the greater part of its course the picturesque bank of the Rivière du Loup, and north of St. Alexis extends one of the best known and most popular hunting and fishing regions in that part of the Province.

St. Alexis-des-Monts, the terminus of the trip, is situated in the midst of mountains, hence its name "des monts" (of the mountains). It occupies a picturesque, enchanting site which attracts and holds the attention of the traveller.

MONTREAL TO QUEBEC

HIGHWAY No. 2, which takes the tourist from the Metropolis of Canada to the Ancient Capital, is built along the early war-path of the Indians which later became the route followed by the "coureurs des bois" and the merchants centuries ago, when they carried their wares between the two first important settlements in the young colony. To-day the road literally swarms with motorists during the summer season. It is not only one of the most picturesque of the highways in the Province, but it is also one which runs through a region replete with historic souvenirs.

Montreal is once more the starting point for this most interesting trip. The highway is hard-paved throughout, offering ideal travelling conditions. The distance between the two cities is 179.20 miles. The highway lies along the St. Lawrence practically the entire distance. It veers slightly inland only between Berthier and Yamachiche and between St. Augustin and Quebec.

Most of the municipalities encountered are upwards of two hundred years old.

Highway No. 3, another connection between Montreal and Quebec, via the south shore of the St. Lawrence, affords also much historic and scenic interest. A description of that route follows that of Highway No. 2 via the north shore.



Shawinigan Falls, on Highway No. 19 (Interprovincial Airways Ltd., Grand' Mère)

ALONG THE NORTH SHORE

Leaving Montreal the tourist passes through **Montréal-Est**, where large cement plants, huge oil storage tanks and extensive railway sheds are located.

Pointe-aux-Trembles (pop. 4,000), the next town, is quite an industrial centre with a number of factories. It is the last locality east on the Island of Montreal.

The motorist then crosses two bridges to **Charlemagne**, a prosperous small farming community, and proceeds to **St. Paul-L'Ermite**, a very pretty village on the banks of the L'Assomption River.

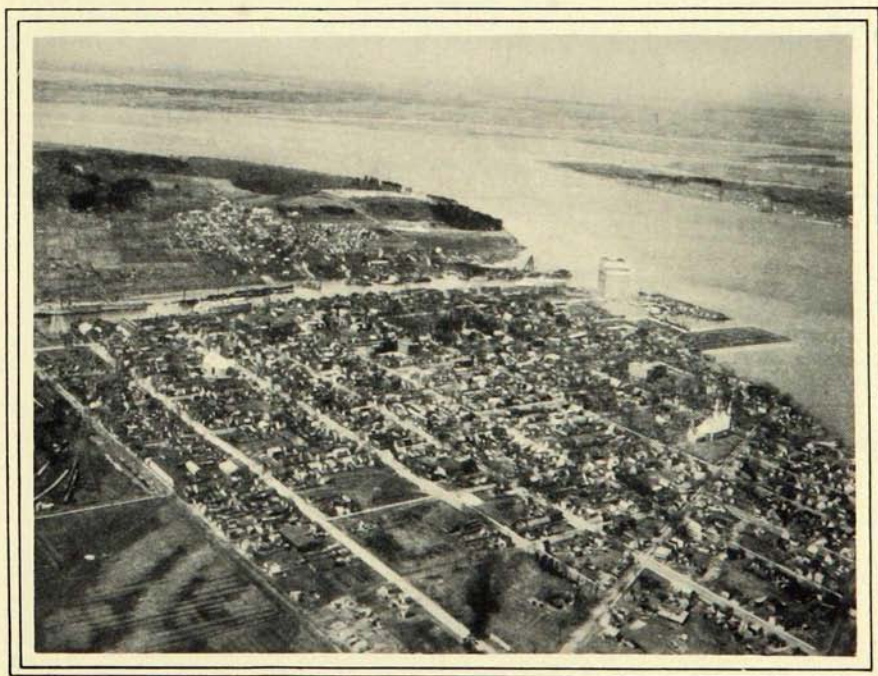
L'Assomption, the next town, pop. 1,200, is an agricultural centre and a summer resort. This locality dates back to 1724 and possesses several century-old houses.

Leaving L'Assomption the tourist reaches **St. Sulpice**, a typical French-Canadian village situated on the banks of the St. Lawrence and a popular summer resort.

There is a shorter connection between Charlemagne and St. Sulpice passing through the parish of **Repentigny**, a very old locality with all the charm of olden days, and preserving an ancient windmill situated directly along the highway. If the latter connection is selected the tourist, when in the village of Charlemagne, will turn right over a gravel road instead of proceeding ahead. This gravel road is in first class shape and is an alternative stretch of Highway No. 2.

Lavaltrie and **Lanoraie**, east of St. Sulpice, on the banks of the St. Lawrence, preserve their French-Canadian character despite their being much frequented summer resorts.

Berthier, pop. 4,000, is an important industrial centre, the principal plants being a very large distillery and a match factory. Berthier is the site of the first Protestant church built in Canada after the conquest. Erected in 1786, its historic ruins are still to be seen. Berthier is a convenient stop for a meal, or for an over-night stop, according to time of departure. The Manoir and the Canada Hotel afford excellent accommodation.



Sorel, on Highway No. 3

(Interprovincial Airways Ltd., Grand'Mère)



Trois-Rivières, on Highway No. 2

(Interprovincial Airways Ltd., Grand' Mère)

From Berthier the tourist proceeds via **St. Cuthbert**, founded in 1770; **St. Viateur**, and **St. Barthélemy**, to **Maskinongé**, a parish that was "born" in 1714.

Maskinongé is one of the best developed and most prosperous agricultural centres along the highway. From Maskinongé the traveller passes to **Louiseville**, where there are some houses dating back to pre-conquest days.

Yamachiche, the next parish, is a prosperous farming community. It is the site of the great trans-Atlantic receiving station of the Marconi Company. It dates back to 1702 and still contains some very old and well preserved buildings.

Pointe-du-Lac, the next locality, is an ideal country resort, well shaded and possessing a beautiful beach. Camping sites and cabins have been arranged especially for the tourists and there is good hotel and boarding-house accommodation.

TROIS-RIVIÈRES.—Trois-Rivières, which is about half-way between Montreal and Quebec (96 miles from Montreal), situated at the mouth of the St. Maurice River, on the St. Lawrence, is one of the most important industrial and commercial cities in the Province of Quebec. It is essentially a French-Canadian city.

Trois-Rivières was founded by Lavolette in 1634, nearly three centuries ago and eight years earlier than the City of Montreal. It is, nevertheless, a most modern city in every respect. It has a population of over 36,000 souls and its growth and development have been phenomenal within the last fifteen years.

Trois-Rivières possesses a well-equipped harbor on deep, non-tidal water, which affords all desired facilities for ocean transport.

But what has contributed most to the wonderful growth of the city is its ideal situation near the magnificent sources of hydro-electric power of the St. Maurice River, and the proximity of this supply of energy has not only contributed to the development of the city itself, but has also permitted the establishment of such important industrial centres as Shawinigan Falls, Grand'Mère and La Tuque, all situated in the same region. The tourist should drive northwards and visit these three most interesting localities after visiting Trois-Rivières. A description will be found in this same chapter.

The principal industry of Trois-Rivières is that of pulp and paper. Three immense mills are located in the city and another just outside the city limits. In addition there is a large thread mill, a foundry, factories producing gloves, shoes, caskets, iron wire, etc. There is also an exhibition ground.

Trois-Rivières is the seat of a bishopric and possesses several great institutions of learning and the only school of instruction in paper making in the country.

Worthy of note to those who love old things are: the Anglican Cathedral, built prior to 1700; the Tonnancourt House, dating from the early days of the eighteenth century; the Boucher de Niverville Manor, built in 1756; the Ursuline Convent, built in 1700; the De Gannes House, built in 1754; and the Hertel de la Frenière House, mentioned in old documents dated 1791. There is also an old mill erected in 1781 with stone taken from an even older construction built in 1679.



Grand'Mère, on Highway No. 19

(Interprovincial Airways Ltd., Grand'Mère)

There is a regular ferry service connecting Trois-Rivières with the south shore of the St. Lawrence, at St. Angèle, on Highway No. 3.

Trois-Rivières has excellent accommodation. Principal hotels: Château de Blois, Laviolette Street; St. Louis, rue des Forges; Canada, Champfleury Street; Dufresne, rue des Forges; other hotels and numerous restaurants.

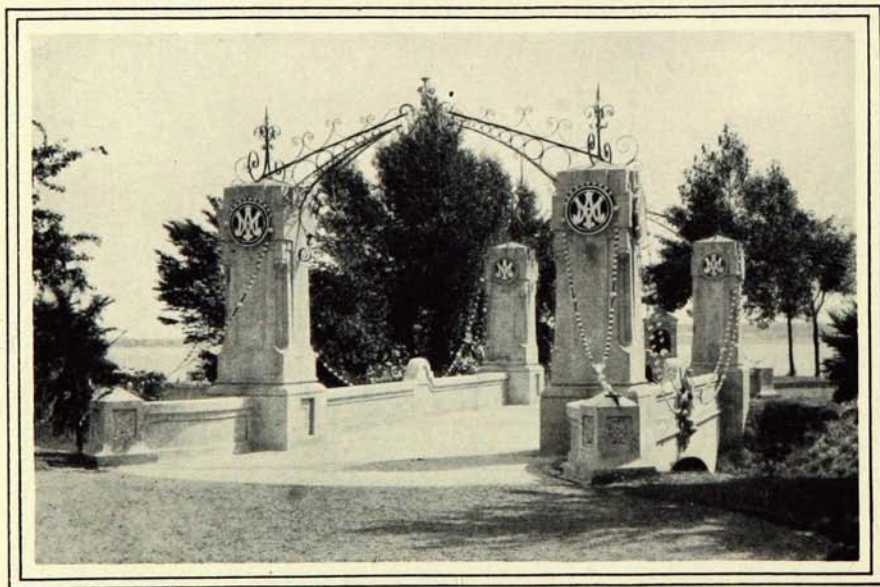
CAP-DE-LA-MADELEINE, three miles east of Trois-Rivières, pop. 9,000, is an industrial centre and a place of pilgrimage visited yearly by over 150,000 pilgrims. An "obliged" stop for the visiting tourist.

The latter then passes successively through **Champlain**, founded in 1664; **Batiscan**, dating back to 1684; **Ste Anne-de-la-Pérade**, a parish established in 1693; **Les Grondines**, which can trace its history to 1680; **Deschambault**, founded in 1712; where he will find many old houses and other buildings dating back to the early French régime, and which are all beautifully situated along river banks and amidst attractive scenery. **Portneuf**, **Cap-Santé**, **Donnacona**, **Les Ecureuils**, **Neuville** and **St. Augustin** are all pretty villages along the highway and in all of them the tourist can spend an hour or so "browsing" among the old souvenirs of long ago.

The traveller then reaches **L'Ancienne-Lorette**, which was founded in 1673 and which is to-day inhabited by the descendants of the ancient Huron Indians, and passing through **St. Foy**, one of the oldest parishes in the Province, since its registers date back to 1638, he finally gets to the great old city of Quebec.

The tourist may enter Quebec by the lower section of the City, via **Les Saules** and **St. Malo**. All he has to do is to turn left instead of right at the station of L'Ancienne-Lorette. Indications to this effect are posted promiscuously along the road.

Quebec.—179.20 miles from Montreal. Description to be found a few pages further on.



The "Pont des Chapelets", at Cap-de-la-Madeleine

ALONG THE SOUTH SHORE

As already stated, there is a second way of getting to Quebec from Montreal. It is via Highway No. 3, known as the Lévis-Fort Covington Highway. The distance between Montreal and Quebec is 186.09 miles, and the trip is made through a most scenic part of the Province, once more mostly along the shore of the St. Lawrence River.

The St. Lawrence is crossed either via Victoria Bridge leading to St. Lambert, on the South Shore, or via the Montreal Harbor Bridge, a most modern 2¼-mile suspended highway to Montreal South, near Longueuil.

St. Lambert and **Longueuil** are industrial centres with populations of nearly 10,000, with excellent camping grounds.

The first parish the tourist then strikes is **Boucherville**, one of the oldest settlements in the Province, since it was founded in 1668. It is a popular summer resort.

Varenes, next on the route, is also a very old parish with some most interesting ancient buildings. Many residents of Montreal have their summer homes in that locality.

Verchères has already been mentioned in connection with a suggestion for a short trip from Montreal.

Contrecoeur, **St. Roch-de-Richelieu** and **St. Ours** are all pretty villages and nicely situated, the first named on the banks of the St. Lawrence, and the two others on the banks of the Richelieu River.

St. Roch and St. Ours were the scenes of stirring events in Quebec's past history.

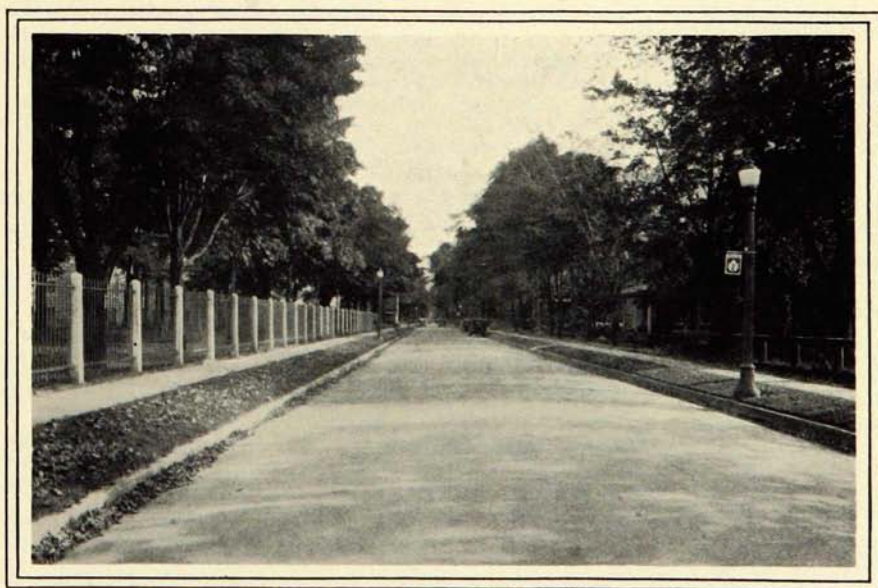
SOREL.—The traveller next strikes the town of Sorel, situated on the St. Lawrence, at the mouth of the historic Richelieu River. It is connected with the north shore by regular ferry service and to other parts of the Province by several highways.

Sorel stands on the site of the old Fort Richelieu, erected in 1665. The town was at one time an important garrison town, the fort and barracks being occupied in olden days by about 2,000 officers and men. The fort has disappeared and a monument marks the site where it stood in the town's early history.

Sorel has many interesting old buildings, particularly the old residence of the Governors of Canada, inhabited at one time by a prince of royal blood, governors and general officers.

The town has large shipbuilding and repairing plants on a well-equipped modern harbor. The surroundings of Sorel are most picturesque.

From Sorel to Ste. Angèle-de-Laval, the road curves inward from the St. Lawrence River, and the scenery encountered is therefore somewhat different. The tourist goes through some delightful little agricultural villages, including **Yamaska**, **St. François-du-**



Entering Trois-Rivières, Highway No. 2

Lac, Pierreville, St. Antoine-de-la-Baie-du-Febvre, the town of **Nicolet** and **St. Grégoire**, to reach the river once more at **Ste. Angèle-de-Laval**, where a ferry operates regularly to and from Trois-Rivières.



The Yamaska River and the City of St. Hyacinthe

NICOLET is the most important locality along that section of the highway. It has a population of over 3,000 souls. It is beautifully situated on the banks of the Nicolet River. It has a number of fine educational establishments and one of the finest cathedral churches in the Province of Quebec.

Bécancour, Gentilly, St. Pierre-les-Becquets, Deschailions, Leclercville, Lotbinière, Ste. Croix and St. Antoine-de-Tilly are the next municipalities that are met with on the route, and they all offer a great deal of interest to the tourist, since they are typically French-Canadian and quite different from what can be seen elsewhere. The scenery between Ste-Angèle and the Quebec Bridge is among the grandest in America.

A wonderful sight.—As the tourist approaches the village of **St. Nicolas** he can see, looming in the distance, the towering steel structure of the great **Quebec Bridge**, and he has the option of either proceeding upon his way as far as **Lévis** and ferrying across to Quebec or of following the road over the famous bridge right into Quebec, without passing through **Lévis** at all.

The bridge is particularly noted for its single central span, the longest and heaviest in the whole world. The bay between the piers is 1,800 feet long.

A magnificent view of the St. Lawrence and the country on both the north and south shores, as well as some of the beautiful scenery in the far distance, can be obtained from the bridge as the traveller passes over it by way of the very fine roadway. Tourists coming from Montreal on Highway No. 3 will naturally cross the bridge to Quebec, entering the city via Highway No. 1.

If the traveller continues on his way when he gets to **St. Nicolas**, he goes through **St. Romuald, St. Téléphore and St. David**, three rather important parishes, with a few small industrial plants and monumental stone works, and finally reaches the city of **Lévis**.

LÉVIS.—The history of the city dates back to 1647 when the first settlers located there. It is a very interesting place to visit since it has many old and modern buildings and many large industrial plants.

Lévis is an historic city. It was on its heights that General Wolfe, who captured Quebec for the British in 1759, erected his batteries that set fire to Quebec's cathedral and many of the old buildings in the city across the river.

Near the city are several forts which at one time formed part of the defence of the city of Quebec.

A regular ferry service runs between **Lévis** and **Quebec** throughout the year every 20 minutes.

ERRATUM:- The "Note" in connection with the three ferries (see page 29, second paragraph) is misplaced and refers to the South Shore route to Quebec via Highway No.3 described in pages 27 and 28. The route between Montreal and Quebec via Rougemont, St. Hyacinthe and Drummondville is free from ferries, excellent bridges affording throughout an undelayed trip.

MONTREAL TO QUEBEC VIA ST. HYACINTHE AND DRUMMONDVILLE

Another route between Montreal and Quebec is available via St. Hyacinthe and Drummondville. Leave Montreal via Victoria Bridge or the Montreal Harbor Bridge, turning left on Route No. 3 on the opposite shore, and right on Route No. 1 at Longueuil. Follow Route No. 1 to the village of Rougemont. Near the eastern limit of Rougemont, turn left on Route No. 12 to St. Hyacinthe. Leaving St. Hyacinthe, proceed on the same highway to Drummondville and Ste. Angèle, opposite Trois-Rivières. Continue on Route No. 3 to Lévis and Quebec. The distance to Ste. Angèle is 126 miles, and 212 miles to Quebec.

Note.—Three ferries are met en route to Quebec: across the Richelieu River between St. Roch and St. Ours; across the Yamaska River between the west and east sections of the village of Yamaska; and across the St. François River between St. François-du-Lac and Pierreville. These ferries do not delay the trip, as they operate continuously between opposite shores. Modern steel bridges are to be erected shortly over these rivers.

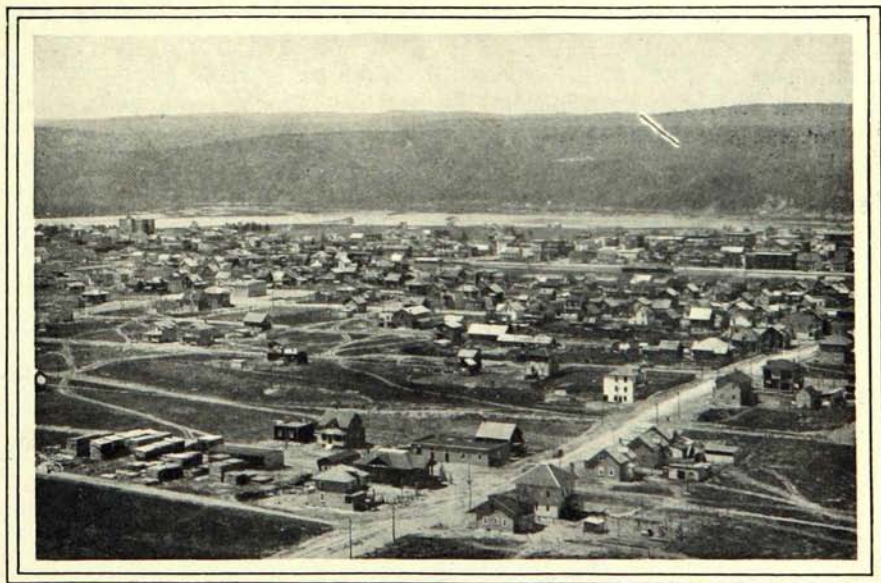
This trip is made inland as far as Ste. Angèle. Then the tourist follows the south shore of the St. Lawrence to Lévis.

Two important cities are met with between Montreal and Ste. Angèle: **St. Hyacinthe** and **Drummondville**, a description of which will be found in the chapter devoted to Southern Quebec.

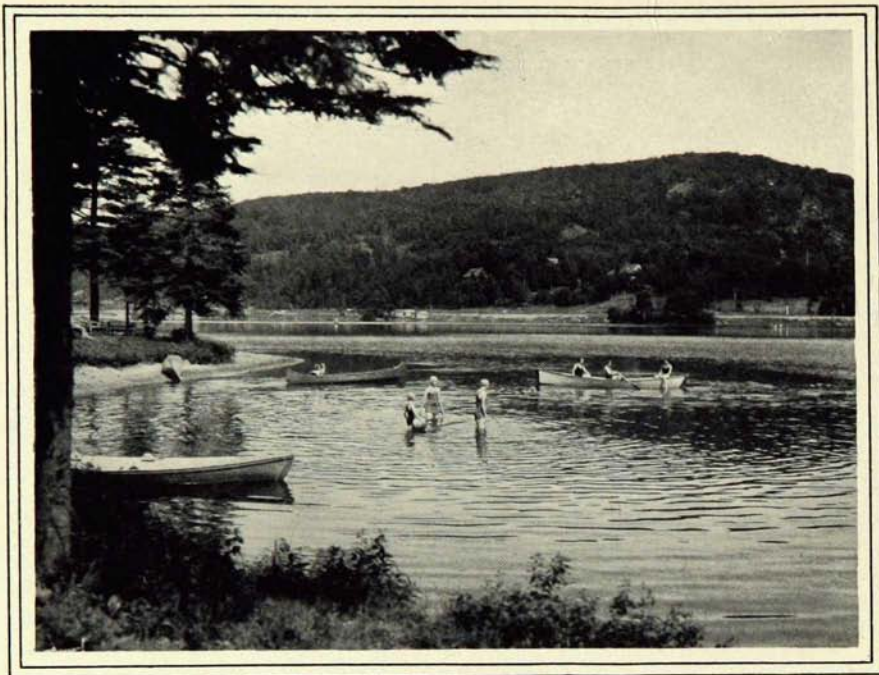
If it is not desired to travel via Ste. Angèle, an optional route is available between Drummondville and Quebec via **Victoriaville** and **Plessisville**. Follow Highway No. 12 to N.-D.-du-Bon-Conseil, 10 miles north of Drummondville, turn right on Highway No. 20 to Victoriaville and then left on Highway No. 5 to Quebec. The distance is a few miles shorter by this optional route.

THE ST. MAURICE VALLEY

AN INTERESTING SIDE-TRIP.—Mention has been made, in connection with the hydro-electric facilities available at Trois-Rivières, of the great industrial development in the St. Maurice Valley, and the tourist is invited to swing on to Highway No. 19 and make



A section of La Tuque, terminus of Highway No. 19



Thousands of fine bathing beaches are available in the Province

a trip of 114.24 miles northward through one of the most intensively developed industrial regions in the Province.

After passing through **Cap-de-la-Madeleine**, where there is a famous shrine visited yearly by thousands of tourists and others, the traveller reaches successively **St. Louis-de-France**, with its interesting ruins of the first forges ever erected in this country; **Mont-Carmel** and **Almaville**, two pretty little farming villages.

SHAWINIGAN FALLS, a town of over 14,000 souls, of quite recent founding, owes its rapid progress to the intensive development of the hydraulic forces of the St. Maurice River. Shawinigan Falls is the site of huge pulp and paper mills, chemical products factories, an aluminum plant, and other extensive industrial establishments. The town is most modern and offers the tourist first class hotel accommodation and garage facilities. The falls, of a total height of 150 feet, are well worth a visit, and the panorama of the town, when viewed from the opposite heights of Almaville, is truly a grand thing to see.

GRAND'MÈRE.—The tourist next proceeds to Grand'Mère, another highly developed industrial town built around the pulp and paper industry. Its population is close upon 7,000 souls and is constantly growing. The vicinity of Grand'Mère is very picturesque and one of the sights is a huge rock, shaped very much like the head and shoulders of an old woman (Grand'Mère—grandmother), which has given the town its name.

From Grand'Mère, the tourist passes through the villages of **St. Timothée** and **St. Tite**. The latter place is at the foot of the mountains and is an important outpost.

Leaving St. Tite, one enters at once the mountainous district extending to LaTuque. The distance to the latter town is 76 miles, broken at some places by small colonization posts. This 76-mile stretch is extremely broken, wild and unusually interesting. It is one of the most fascinating inland tours in the Province.

LA TUQUE (pop. 7,000) is a town seemingly lost in the Laurentians, but where electricity has worked wonders. It is the site of great pulp and paper mills and other industrial plants, and what may be of particular interest to the tourist, it is the starting point and the outfitting centre for some exceedingly interesting shooting and fishing excursions into the wilds of Northern Quebec, into a real sportsman's paradise. The town is situated on the Canadian National Transcontinental Line.

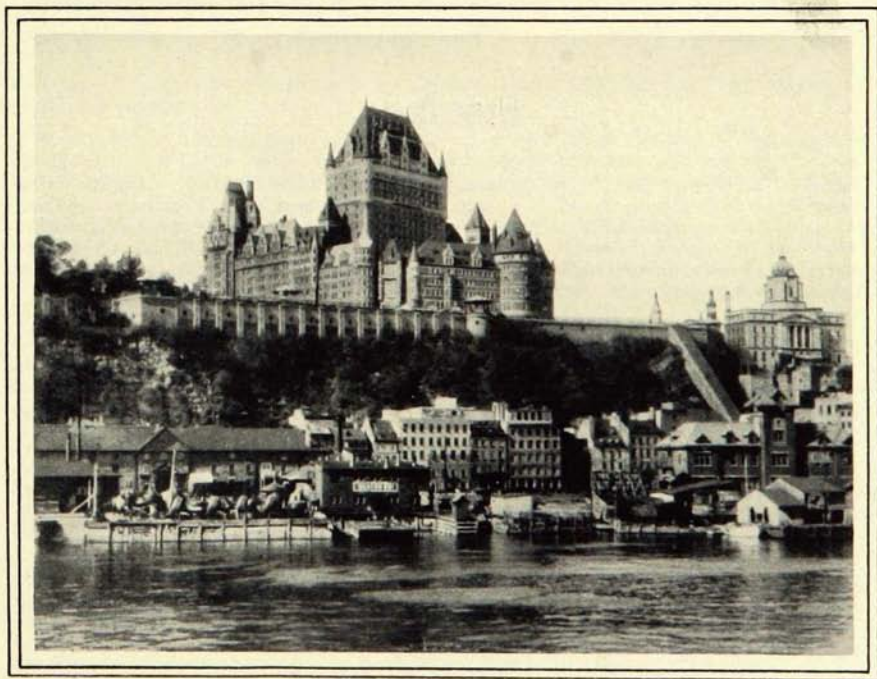
QUEBEC & VICINITY

THE CITY OF REMEMBRANCE

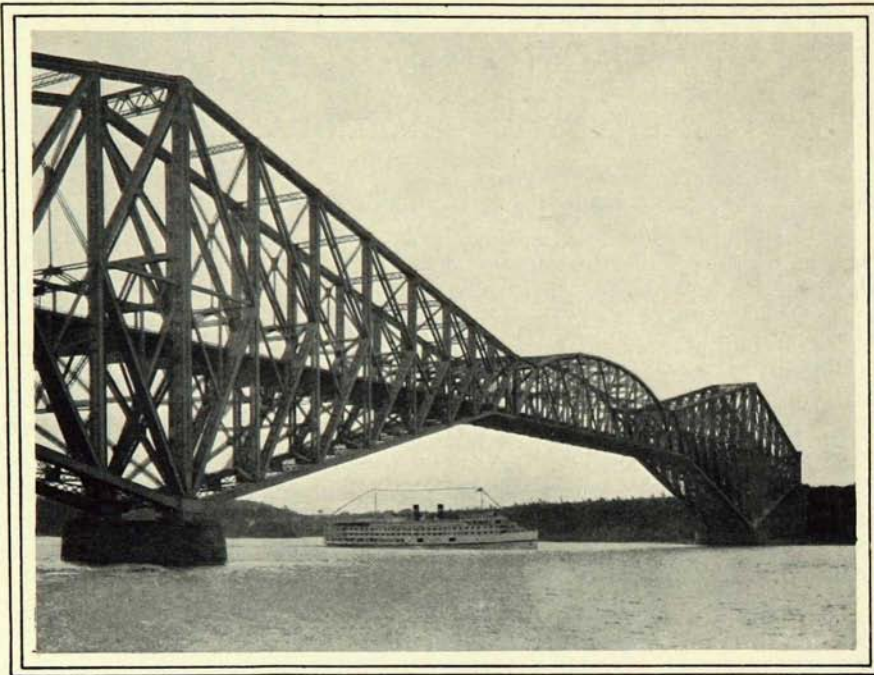
QUEBEC occupies a position remarkable—temperamentally as well as topographically—among the cities of America. It might be described as the Spirit of Romance in an unromantic age. Quebec was the birthplace of civilization in North America. It has grown old so gracefully and so gradually that the successive stages of its growth have never been wholly obliterated. It has kept the beautiful, massive buildings that were the characteristics of an older day, when men built both massively and beautifully. With the name of Quebec are linked those of the heroic priests, soldiers and pioneers who established civilization in the new world. No other city on this continent has such an individual charm or such definite personality.

The City of Quebec is reached by many highways and the two great transcontinental railways, the Canadian National and the Canadian Pacific, as well as steamship service by the Canada Steamship Lines and the Clarke Steamship Company, connect it with all parts of the American continent.

The country around the city of Quebec affords numerous interesting side-trips over improved and well maintained roads.



Château Frontenac, Quebec, as seen from the St. Lawrence River



*The Quebec Bridge, longest single-span bridge in the world, with Canada Steamship Lines
Palace boat*

QUEBEC

QUEBEC FACTS.—The City of Quebec has a population of 136,000. It is the oldest in America, after Annapolis Royal, N.S., and the second largest in the Province of Quebec. Quebec City is the seat of the Provincial Government and the heart of the political life of the Province. Quebec is the only walled city in North America, and its old Citadel, on Cape Diamond, has been compared to that of Gibraltar, in Europe. Quebec was once the capital of Canada.

Divided into two parts, one of which, the Upper Town, is built entirely on the cliff, and the other, the Lower Town, spreads out on the littoral surrounding Cape Diamond and up the valley of the River St. Charles, Quebec presents a charming spectacle and occupies a site unique in the world.

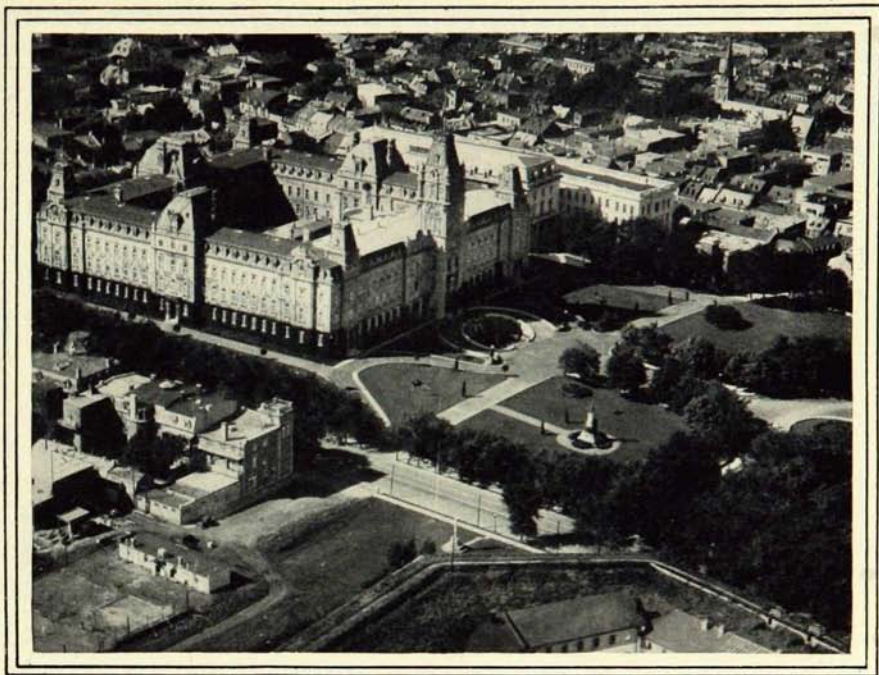
Quebec is the educational centre of the Province and the religious centre of Canada. A Cardinal occupies the Archiepiscopal See.

Quebec is the principal industrial and commercial city of the Province after Montreal, and one of the most populous in Canada. Leading industries are shoe factories, fur factories, canneries, a large paper mill and hundreds of less important establishments. Quebec is the metropolitan centre for the district between Trois-Rivières and the extreme north-eastern section of the Province. A Provincial Exhibition is held there each year.

Quebec Harbor is visited by the largest steamers having their terminus in Canada. Besides, it is a very important railroad centre. Modern highways radiate in all directions.

Quebec has one English and three French dailies.

Laval University, oldest French University in America, was founded in 1852. A Seminary, a Technical School, a Normal School and numerous colleges give superior and



The Parliament Buildings, Quebec (Cie Aérienne Franco-Canadienne, Montreal)

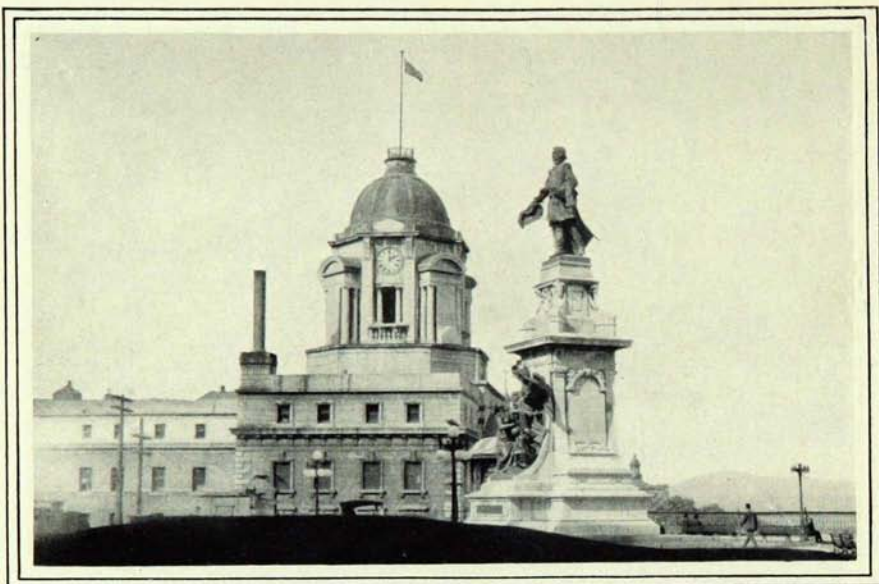
secondary education. There are in Quebec thirty hospitals and numerous other charitable institutions.

As a touristic and sporting centre, Quebec is unrivalled in America. The tourist will leave this old city with lasting impressions and a desire to return. In addition, Quebec is the starting point for most delightful trips and excursions into the country.

HISTORICAL SKETCH.—Indians roamed over Cape Diamond before it was visited by Europeans. Jacques Cartier first visited it in 1534. In 1608, Champlain selected it for the capital of New France. Quebec witnessed the initial efforts of Frenchmen for the colonization of Canada. This city was afterwards linked with every phase of Canadian history.

Quebec is the city of remembrance. Proudly rising on its rock, it lives in the memory of the past and raises monuments to the glories of old France. On entering Quebec, the tourist at once comes in touch with the past. Jacques Cartier, Champlain and Montcalm mount guard over the city which they defended. A visit to Quebec is an historic pilgrimage. Historic spots are countless. All tell a story of courage, valor and glory. With its quaint little streets, Quebec recalls a medieval French city and is absolutely different from anything to be seen elsewhere in America. It is of particular interest to those residing along the St. Lawrence, the Great Lakes, the Mississippi and tributary rivers, since Quebec is, so to speak, the "Mother City" to that vast expanse of territory extending west and south from the mouth of the St. Lawrence to the Gulf of Mexico.

WHAT TO SEE IN QUEBEC.—The tourist can spend several days "doing" Quebec, since there are so many sites, monuments, buildings and churches that deserve to be visited. Among the historic sites are: the **Fortifications**, comprising the **Citadel**, on a promontory 350 feet high; the **Enclosing Wall**, two miles long; the three **City Gates**; the **Ramparts**, with their old iron cannon; the **Martello Towers**, which were part of the old city defense system; the **Battlefields Park**, where the battle which gave Canada to England was fought in 1759; **Avenue des Braves** and the **Ste. Foy Park**; **Wolfe's Cove**;



Champlain Monument and Post Office, Quebec City

Montmorency Park; the **Seminary Gardens**; **Dufferin Terrace**, the city's great boardwalk overlooking the St. Lawrence, etc.

There are also the many **old houses** and other buildings; the beautiful and **historic churches and convents**; the **University**; the **Parliament Buildings**; the **Château Frontenac**; the **Court-House**; the **City Hall**; and many other buildings.

Quebec is also the city of **monuments** erected to the memory of great men in the city's and country's history; and in addition there are numerous **tablets** attached to buildings which were erected on the site of old historic edifices that have been either destroyed or replaced by new buildings.

HOTELS.—Call at information bureaus for detailed information regarding hotels, boarding houses and camping grounds. Principal hotels: **Château Frontenac**, near Dufferin Terrace; **Ste. Ursule**, St. Louis Street; **Clarendon**, Ste. Anne Street; **Lorraine**, Desjardins Street; **Mountain Hill**, Mountain Hill; **Montcalm**, St. Jean Street; **Victoria**, St. Jean Street; **Manoir Montmorency**, St. Jean Street; **Champlain**, St. Paul Street; **St. Roch**, St. Joseph Street.

INFORMATION BUREAUS.—Provincial Tourist Bureau, Roads Department, Parliament Buildings; Quebec Automobile Club, Corner Buade and Desjardins Streets; Historic Guides, Quebec Automobile Club Office.

SIDE TRIPS

TO STE. ANNE DE BEAUPRÉ.—This is a pilgrimage place of world-wide repute, visited each year by hundreds of thousands of tourists and pilgrims. Nobody can afford to miss this trip. Ste. Anne de Beaupré is situated 22 miles east of Quebec, on Highway No. 15, hard-paved throughout. Autobuses and tramways are operated by the Quebec Railway Co. Ample hotel accommodation is provided.

AROUND THE ISLAND OF ORLEANS.—The Island of Orleans has been made famous by writers, poets, painters and photographers. Here is the real spirit of French Canada, unaltered, it would seem, by modern progress. The trip to the island is a pilgrimage in



The rugged Coast of Lower Quebec

itself. Old houses, windmills, ox-teams and the genuine type of old-time French Canadian will delight the tourist.

The Island of Orleans was first called Bacchus Island by Champlain, and played a conspicuous rôle in Canadian history. The first mention of the Isle in Canadian history dates from the second voyage of Jacques Cartier, the discoverer of Canada, who visited it in 1535.

The trip is made on modern improved roads, and the panorama is entrancing. The distance round the Island is 42 miles, and the visit is made in comfort either in private car or autobus. There is a good ferry between Quebec and the Island. A 2-mile steel bridge is shortly to be erected between the north side of the Island and the Côte de Beaupré.

THE QUEBEC BRIDGE—7 miles west of the City of Quebec, spans the St. Lawrence. Total length, 3,239 feet. Central suspended span, 640 feet. A wonder of the world and an unsurpassed engineering feat. Connected with Quebec via Highway No. 1 entering the City via Grande Allée. Vehicular roadway on the bridge giving access to Highway No. 3. Highway No. 1 leads to Sherbrooke direct via St. Etienne de Lauzon and Scott.

OTHER SHORT OUTINGS.—There is a most popular summer resort at **Lake St. Joseph**, about 25 miles from the city. To reach it the motorist follows Highway No. 2 as far as St. Augustin and then turns to the right on a good gravel road to Lake St. Joseph, where he can spend an hour or two bathing or boating.

Lake Beauport, another pretty resort, is reached via Highway No. 15 as far as Notre-Dame-des-Laurentides, then turning to the right on a good road to the lake. The distance from Quebec is about 10 miles.

Valcartier, where a great military camp was established during the Great War, is 18 miles from Quebec city, and it is reached over a good second class improved road, via Loretteville, or via Highway No. 15 to Charlesbourg and hence to Valcartier.

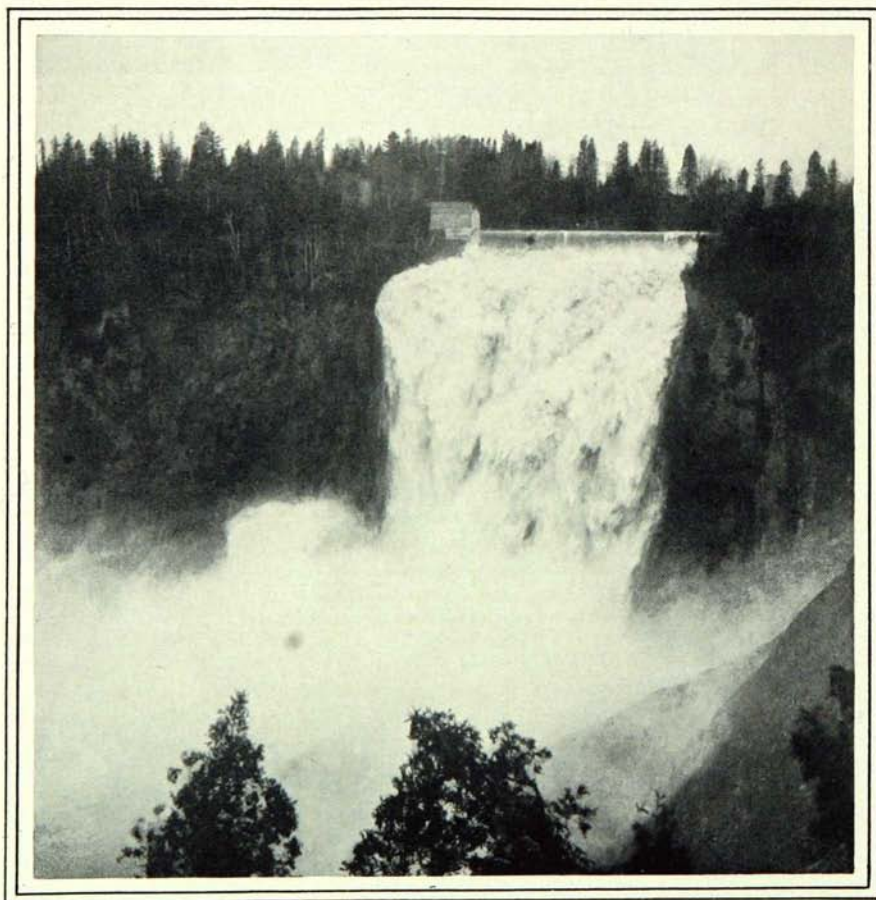
Kent House and **Montmorency Falls** are only 7 miles from the city, and a visit to the beautiful grounds near the Falls and to the old residence of the Duke of Kent, now converted into a modern hostelry, constitutes a delightful short excursion.

Still another short outing can be made to **Cap-Rouge**, via Ste. Foy and return by Sillery, a distance of about 15 miles.

QUEBEC TO LAKE ST. JEAN

THE district North of the City of Quebec, extending along the St. Lawrence and north, and traversed by the 515 mile Highway No. 15, has an appeal of its own. The historic "Côte de Beaupré" with its garden-like aspect, its characteristic atmosphere, is the genuine French-Canadian homeland. It stretches for thirty miles from Quebec to St. Joachim and Cape Tourmente. Here stand sturdy Norman-roofed stone houses and thatched-roof barns, and the population is still faithful to the traditions, language and customs of the past.

In sharp contrast to the "Côte de Beaupré" comes next one of the most "broken" parts of the Laurentians, the tourist entering directly into a



Montmorency Falls, seven miles below Quebec, 274 feet high



The Old Chapel, Tadoussac, Highway No. 15A

series of ups and downs leading him to Baie St. Paul, 32 miles farther, then to the famous resort of La Malbaie, another distance of 30 miles, and finally to St. Siméon, 113 miles from Quebec and end of the first lap of the trip. Save in a few fertile spots, and although parishes extend regularly between St. Joachim and St. Siméon, agriculture is not a feature of this district. But it has developed fox-raising to a large extent, while fishing, hunting, golf, bathing and other sports are exceedingly popular with summer residents.

The tourist then travels northward for 83 miles to Grande-Baie, through wilds just opened to the automobile, an inland country almost awe-inspiring at times, replete with unusual mountain scenes, and broken with a few colonization posts and a few villages heretofore isolated. Fishing abounds in this district, and this gateway to the "Kingdom of the Saguenay" has a far reaching appeal among outside tourists and residents of the Province as well.

The region of Chicoutimi and Lake St. Jean, next on the highway, is remarkable for the prodigious agricultural and industrial development that within but a few years has completely transformed its physical aspect.

Prosperous and great parishes now stand where a few years ago existed only the virgin forest visited at rare intervals by trappers and hunters. Unlimited sources of hydraulic power, pulp and paper and agriculture, have developed this "Province within the Province" into one of the most industrialized parts of Quebec. The population of the counties of Chicoutimi and Lake St. Jean exceeds 100,000. There are 10 towns, 60 villages and parishes, and a network of good roads nearly 1,000 miles in length. From Grande Baie to Lake St. Jean, and then around Lake St. Jean, the tourist travels 182 miles over perfect highways.

The return is made through the Laurentides National Park, a distance of 137 miles to Quebec. The Park extends for four thousand square miles and constitutes one of the finest fish and game preserves on the continent. A road has just been opened across the Park, and although not yet to the standard of trunk highways in settled districts, will be passable during the motoring season. A special permit has to be secured to enter the Park, and same should be applied for to the Department of Lands and Forests. Due to the distance to be covered in this unsettled country, it is not recommended to leave for the Park before having secured the latest road information.

This 515-mile trip is one of the longest to be made in the Province, one of the more varied and one of the most interesting. A few additional notes will be found below, followed by a suggestion for a side-trip to Tadoussac.

QUEBEC TO ST. SIMÉON

This first portion of the tour is of particular interest from the historical and scenic points of view. The highway borders on the river as far as St. Joachim, traversing the slopes of Beauport and Beaupré, where are located the oldest farming settlements in the country and where every parish, most of them over two centuries old, has played an important rôle in the history of the beginnings of the colony and, later, in that of the Conquest. Leaving St. Joachim the highwayscales the Laurentides and runs along their crest practically the whole way, descending to the shore at only three places: Baie-St-Paul, La Malbaie and St. Simeon.

Travelling from Quebec the tourist first strikes **St. Pascal-Baylon** and **Giffard** and then gets to **Beauport**, one of the oldest municipalities in the Province. It was first settled in 1634 and has a number of very old buildings. It has a population of nearly 4,500 souls and is primarily a residential centre, but it also is the home of some very large religious institutions. Through **Courville** the traveller reaches **Montmorency** and its famous **Falls**, which have already been referred to in a previous description, and passing through **Boischatel**, **L'Ange-Gardien** and **Château-Richer**, he reaches **Ste. Anne-de-Beaupré**, the site of the world-famous shrine, where pilgrims gather in thousands every year.

Passing through **Notre-Dame-de-Beaupré**, the tourist next reaches what is one of the oldest settlements in Canada, the village of **St. Joachim**. Champlain himself, the founder of the City of Quebec, built a row of dwellings and several stables at the foot of Cape Tourmente in 1626. Those buildings were burnt by the Kirk brothers in 1628 and there remains no trace of them, but there are a number of other old buildings in the village, including the church which was constructed in 1770.

St. Tite-des-Caps, the next parish, is situated on top of the great headlands behind Cape Tourmente.

BAIE-ST. PAUL (pop. 4,000) and its environs are noted for their picturesqueness and they attract a great many vacationists each year.

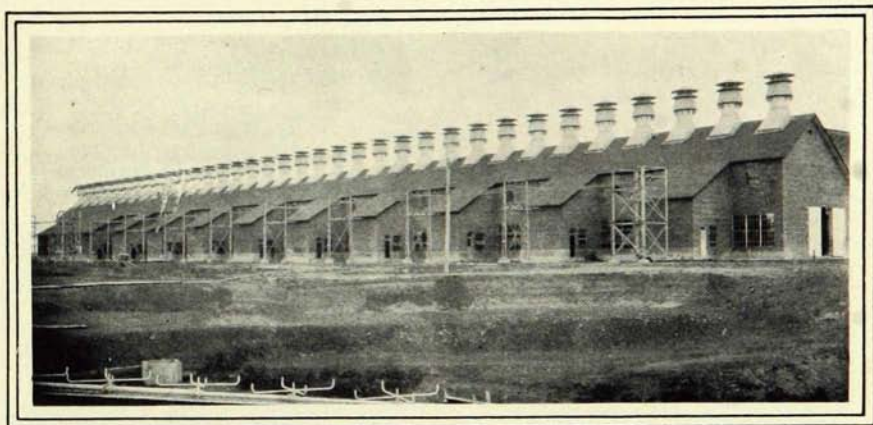
Opposite Baie St. Paul lies **Ile-aux-Coudres**, rich in historic souvenirs, since it was on that island that the first mass on Canadian soil was celebrated by one of the monks who accompanied Jacques Cartier on one of his voyages of discovery. The event took place on September 7, 1535.

The traveller next passes through **Rivière-du-Gouffre**, **St. Hilarion** and **Ste. Agnès**, to get to La Malbaie.

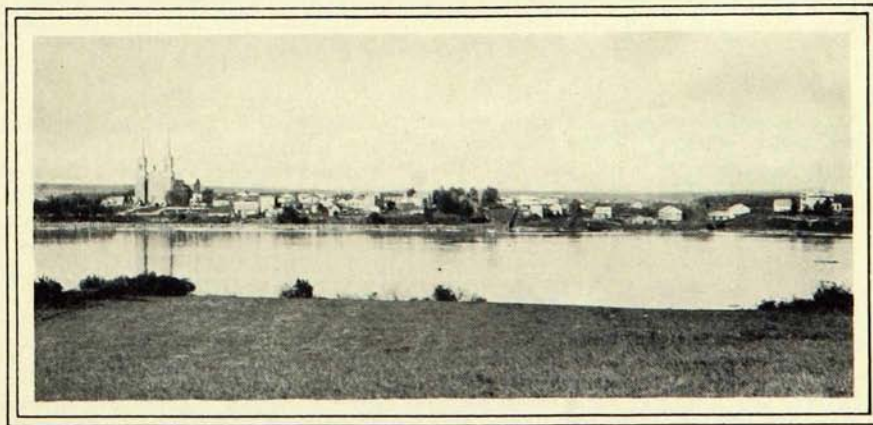
LA MALBAIE (Murray Bay; pop. 5,000) is to-day one of the most fashionable watering places in the Province of Quebec. There the tourist may enjoy the utmost in comfort



Ste-Anne-de-Beaupré, showing shrine under construction
(Compagnie Aérienne Franco Canadienne, Montreal)



Arvida, Chicoutimi. Rotary station of the Aluminum Co. of Canada



St. Félicien and Chamouchouane River, Highway No. 15

and all the varied diversions of the better class summer resorts: golf, fishing, hunting, bathing, canoeing, driving or riding in the mountains through the most wonderful scenery. There is excellent hotel accommodation at La Malbaie, which is better known to the English-speaking people as Murray Bay. This resort can also be reached by steamer, a regular service being operated between Quebec, Murray Bay, St. Siméon, Tadoussac and Chicoutimi in summer.

About a mile south-east of La Malbaie is the village of **Pointe-au-Pic**, where summer residences are mostly situated. A fashionable population crowds both villages during summer. The Manoir Richelieu, a de luxe hostelry of the Canada Steamship Lines, and many other hotels, provide accommodation.

Les Eboulements and **St. Irénée**, along the St. Lawrence, between Baie St. Paul and Pointe-au-Pic, are summer resorts as popular as La Malbaie. The connecting road with Baie St. Paul and La Malbaie is being rapidly completed and is already passable in dry weather as an alternative route to that via St. Hilaire and Ste. Agnès.

Cap-à-l'Aigle, next to La Malbaie, is another summer resort. **St. Fidèle** is an agricultural parish.



Manoir Richelieu, Pointe-au-Pic, Highway No. 15

St. Siméon, 113 miles from Quebec, commands a most beautiful site and has a number of enthusiastic summer residents returning each year.

From St. Siméon, the tourist proceeds to Grande-Baie over the second section of Highway No. 15, or if desired he may continue ahead to Baie-St. Catherine over Highway No. 15A, or take the boat to Tadoussac, or cross the St. Lawrence south to Rivière-du-Loup.

ST. SIMÉON TO GRANDE-BAIE

This section of the highway traverses a mountain region in which are repeated many of the most fascinating characteristics noted in the preceding section.

Covered over almost its whole extent by dense forests abounding in game, and watered by numerous lakes and rivers well stocked with fish, this district is frequented by numerous sportsmen in quest of big game and good-sized fish. It is almost undeveloped, but the

opening of a highway will have the effect of stimulating progress in that remote region. The latter's charm lies chiefly in the absence of large settlements, the prevailing wilderness and the almost undisturbed silence.

The villages of **Petit-Saguenay**, **L'Anse-St. Jean** (this latter on the shores of the Saguenay River, two miles from the highway) and **St. Félix d'Otis** are the only centres between St. Siméon and Grande-Baie.

Three miles before reaching Grande-Baie the highway strikes Baie des Ha! Ha!, named thus after the exclamation "Ha! Ha!" uttered in sheer admiration by the discoverers on coming in sight of this beautiful bay. And the tourist, having travelled for some eighty miles amid virgin forest, will readily share the feeling which prompted this exclamation.

GRANDE-BAIE TO LAKE ST. JEAN

The first localities along the third lap of the trip (42 miles) are the twin-villages of **Grande-Baie** and **Port-Alfred**, the latter having a large pulp and paper mill with a



A section of the City of Chicoutimi, on Highway No. 15

capacity of four hundred tons a day. With a fine deep-water harbor capable of sheltering many vessels of large tonnage, Port-Alfred offers exceptional facilities for ocean transport. It has a population of over 2,600 souls.

Bagotville is situated on the western shore of Ha! Ha! Bay, and like its neighbor Port-Alfred, this town owes its rapid progress to the lumber and pulpwood industries. It possesses a mechanical pulp mill with a capacity of a hundred and fifty tons a day. It has the same deep-water harbor facilities as Port-Alfred. Bagotville is a town of nearly 3 000 population.

CHICOUTIMI, the principal town in the Saguenay region, 11 miles from Bagotville, the most important industrial and commercial centre in the district. The town has several huge pulp and paper mills and a number of other large industrial plants. Chicoutimi is the seat of a bishopric, with a beautiful cathedral and all the modern buildings to be found in an up-to-date town. There are in the vicinity of the town some very important power plants. The environs of Chicoutimi are very picturesque and the town provides excellent hotel accommodation for tourists.

The twin cities of **JONQUIÈRE** and **KENOGAMI**, the two following towns along the highway, are all of recent "birth." They have come into prominence only within the last few years and owe their rapid growth and progress to the unlimited sources of hydraulic power in their vicinity.

Pulp and paper are responsible for the tremendous development of those towns.

Jonquière is the largest of those localities, having a population of over 10,000. It is a modern town in every respect. Its municipal services are all of the highest type.

Kenogami has grown around the great pulp and paper mills, and is what might well be termed a "model city." It has a population of nearly 5,000 souls.

ARVIDA (a few miles outside the line of the main highway), between Chicoutimi and Jonquière, is the site of the immense plant of the Aluminum Company of Canada and the power required to operate the huge establishment is furnished by the hydro-electric plant at Chute-à-Caron, which develops 800,000 h.p. It has a population of over 3,000. Arvida is a model city grown "overnight" so to speak and destined to become perhaps the largest city in the region.

Larouche, the next settlement to Jonquière, is an agricultural municipality, and **St. Bruno**, the last parish on that section of the highway (42 miles from Grande Baie), is also a prosperous farming community.

AROUND LAKE ST. JEAN

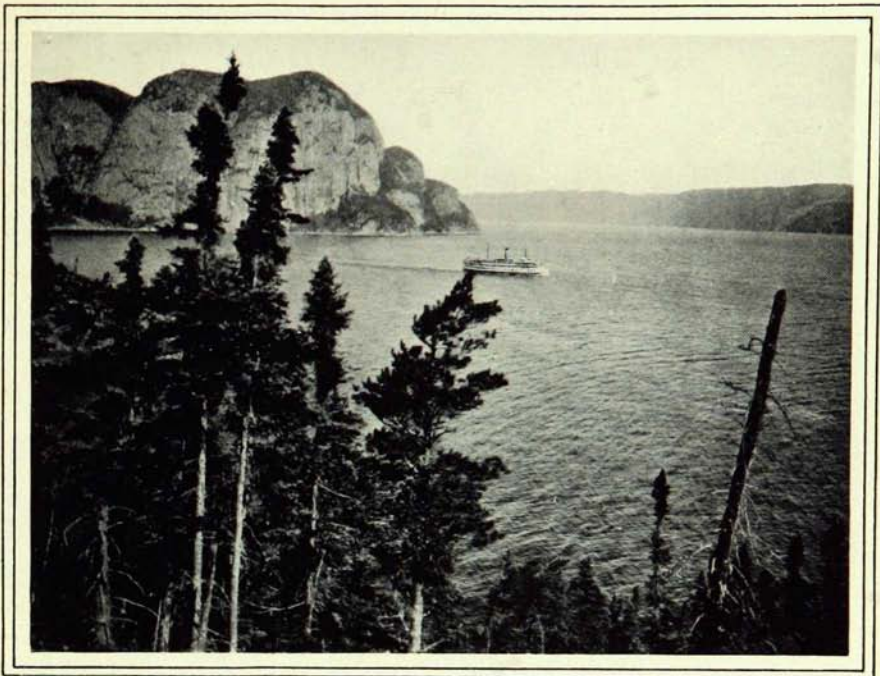
The portion of Highway No. 15 which encircles Lake St. Jean is 144.34 miles in length.

Lake St. Jean is twenty-eight miles long and twenty-five miles wide and discharges into the Saguenay River by two outlets, the Grande and the Petite Décharges. The lake lies in the centre of a vast, richly wooded territory, and the progress of colonization in that district has been remarkably rapid and most successful. The soil is extremely fertile, and here will be seen some of the richest farms in the province.

The whole of this vast region is renowned as a hunting and fishing territory.



Montmorency Falls and the huge cotton factory of the Dominion Textile Co.



Cape Trinity, on the Saguenay River

There are no less than seventeen localities scattered around Lake St. Jean, and while most of them are farming centres there are several towns where the development of vast sources of hydro-electric power have created industries of importance.

Only the principal places will be mentioned here.

St. Bruno, in the flatlands of Lake St. Jean, is at the junction of the highway from Chicoutimi and the highway around the lake. It is essentially an agricultural parish.

St. Joseph-d'Alma, a town of nearly 6,000 population, has become within the last few years a very important commercial centre. It owes its growth to the development of the available water powers.

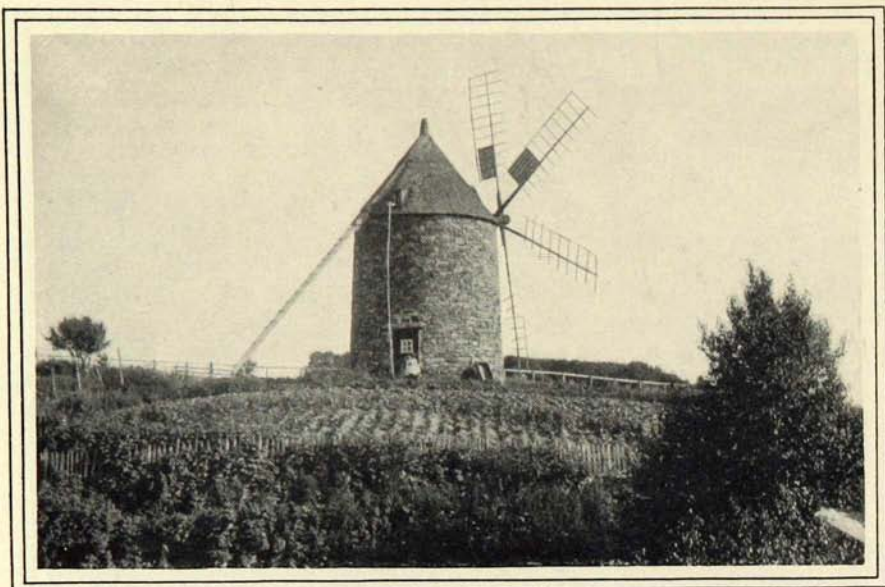
In the district north of the town, and only a few miles therefrom, have been founded recently the towns of **Riverbend** and **Ile-Maligne**, both the sites of very large pulp and paper mills.

Passing through **St. Coeur-de-Marie**, **St. Henri-de-Taillon** and **Honfleur**, three purely farming communities, the tourist reaches **Péribonca**, the village where Louis Hémon set the scene for his famous novel "Maria Chapdelaine"; **Mistassini**, where there is a great Trappist monastery and which is located in the heart of the great blueberry producing country, and **Dolbeau**, one-half mile from the line of the highway, a model community constructed according to the most modern ideas of city planning. There is a very large pulp and paper mill in the town.

Albanel, named after Father Albanel, who found his way from Tadoussac to Hudson Bay via the Saguenay and Lake St. Jean, is met next.

Normandin with a population of nearly 3,000, has several large sawmills and cheese factories. It is one of the most prosperous agricultural municipalities in the Lake St. Jean district. **St. Méthode**, in way of becoming a model agricultural parish, is the next locality.

St. Félicien, which has a population of nearly 4,000 souls, possesses a number of large sawmills. General farming, market-gardening and dairying are thriving industries. **St. Prime** is much the same in its setting. These parishes are among the oldest and are perhaps the prettiest which will be met during the trip. This last part of the tour of Lake St. Jean, including Roberval, Chambord and St. Jérôme, is the most interesting, the great



Old windmill on Ile-aux-Coudres, opposite Les Eboulements

Chamouchouane River and the lake itself, in sight for most of the distance, affording scenic charm throughout.

Roberval, which is the chief town in the western part of the County of Lake St. Jean and the chief commercial centre of the region, has a population of close upon 3,500. It is quite a modern town with some very fine buildings.

Chambord, Desbiens and **St. Jérôme**, other prosperous parishes, with a few well-developed industries, are situated in a rich farming district. St. Jérôme has a population of nearly 2,500 and commands a wonderful view of the lake.

THROUGH THE NATIONAL PARK

After going through St. Jérôme, the tourist gets to **Notre-Dame-d'Hébertville** and then to **Hébertville Station**, thus actually completing the tour of Lake St. Jean. From Hébertville Station he comes back on his way to N.-D.-d'Hébertville, and proceeds to Quebec, a distance of 137 miles, through the Laurentides National Park.

The road through the National Park, while not yet entirely completed, is passable throughout in dry weather from June 15 to October. Since it is still in an unfinished condition, the tourist is not advised to begin this last lap before fresh road information. The highway will be completed and put into the same fine condition as all the other sections of No. 15 in the very near future.

The Laurentides National Park, as heretofore mentioned, has an area of about four thousand square miles, that is, for instance, more than three times the size of the State of Rhode Island. This vast territory has been made into a park so that it may offer to the public a resort for pleasure and rest, and at the same time, an incomparable refuge for assuring the permanence of the Canadian fauna.

It lies in the great Laurentian Plateau, which possesses an irresistible charm, and is partly covered with dense forests where game of all kinds roam in safety, protected by Government restrictions for its preservation. The Park is dotted with 1,600 lakes, and impetuous streams, ideal habitats of the gamest kinds of fish, criss-cross it in every direction.

The scenery and the landscapes in the Park are most beautiful and alluring. In brief, nature seems to have created the Laurentians especially for the holiday maker seeking outdoor life and the practice of good healthy sport.

The Government has established some excellent camps in the park and they can be rented

by sportsmen by applying in advance to the Department of Fisheries. Most of the camps in the Park can easily be reached from either Quebec, or St. Urbain, or Hébertville. A permit to enter the Park is also necessary and is secured from the Department of Lands and Forests.

Further information regarding the National Park will be gladly given by the Tourist Bureau of the Department of Roads or the Department of Colonization. The Roads Department puts itself at the entire service of tourists and will help fix in advance all details pertaining to this very unusual trip.

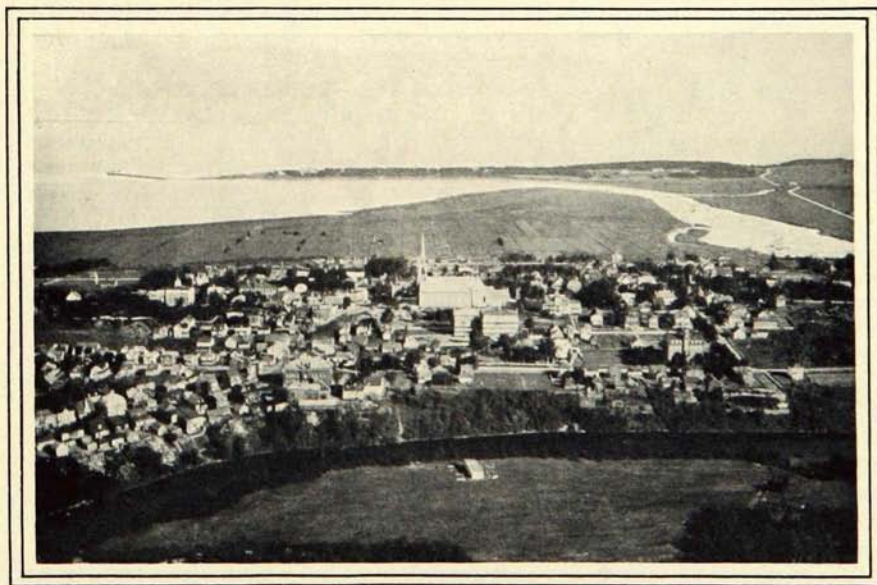
TRIP TO TADOUSSAC

A new highway, officially known as Highway No. 15A, is now available to tourists. It opens new country and gives the traveller an even greater choice of tours in the Province. The highway runs from St. Siméon to Tadoussac and Portneuf, on the North Shore of the St. Lawrence. It is the first section of a projected highway all along the North Shore through a region which until now has not been accessible to the automobile, and which will in the near future become as interesting as the famous Gaspé Peninsula.

The tourist who travels over Highway No. 15 as far as St. Siméon may proceed from that point to **Baie-St. Catherine** over Highway No. 15A, or to Tadoussac, at the mouth of the famed Saguenay River. There is a regular boat running from St. Siméon to Tadoussac, and it is also possible to ferry from Baie-St. Catherine to Tadoussac across the Saguenay. He will find at the latter place the very best hotel accommodation and a most delightful beach and other amusements of fashionable summer resorts.

If he wishes, when he reaches Tadoussac, he can proceed north to Escoumains or await the steamer and proceed to Bagotville up the glorious Saguenay, taking his car with him, to resume his tour by road from Bagotville around Lake St. Jean. This constitutes a most pleasant change in the itinerary as originally suggested. The Provincial Tourist Bureau will supply any further information needed.

ACROSS THE RIVER.—Travelling from Quebec, over Highway No. 15 as far as St. Siméon, the tourist has the option of making quite a different tour from the one above outlined and intended to take him to and around Lake St. Jean. From St. Siméon he can take the steam ferry across the St. Lawrence to Rivière-du-Loup and then proceed to Ste. Flavie, then around Gaspé Peninsula, or to Edmundston or Campbellton, New Brunswick.



The City of Rivière-du-Loup, opposite St. Siméon

SOUTHERN QUEBEC

THAT south-eastern portion of the Province of Quebec bordering upon the St. Lawrence to the west and to the north, upon the States of New York, Vermont and a part of Maine to the south, and extending east approximately to the valley of the Chaudière River, is a vast territory covered with a regular network of highways. It is the most thickly settled part of the Province, where agriculture, industry and commerce are particularly thriving.

In physical structure this section, which it is attempted here to describe summarily under the heading of "Southern Quebec," is divided into two distinct areas: that forming part of the St. Lawrence Lowlands, extending east to the counties of Nicolet, Arthabaska, Richmond, Shefford and Brome, and that forming part of the great Appalachian Mountain and Valley System.

The first area, as its name implies, is constituted by flatlands which, millions of years ago, were the bed of an immense sea. Generally speaking the land is absolutely flat, save for the Monteregian Hills, eight in number. These mountains, isolated from each other by 10 to 20 miles, rise to from 700 to 1,750 feet above sea-level, and are seen from long distances.

The second part—just "rolling" lands at first, and then a regular moun-



At St. Hyacinthe, Highways Nos. 12 and 32



Ox-team in Rural Quebec

(Miss M. S. Ayres, Brooklyn, N.Y.)

tain region—is constituted chiefly by three ridges of hills and includes the highest peaks in America east of the Rockies.

Historically or economically, a few sections are known under particular names, although they may not be strict geographic entities. Among these are the fertile valley of the Richelieu River, scene of history-making events; the Eastern Townships, colonized by American refugees after the War of Independence, where English, Scotch and French-Canadians have in turn settled; the counties between the St. Lawrence and the Richelieu, among the most fertile in the Province; the "Bois-Francis," bordering to the north upon the slopes of the Appalachians.

Southern Quebec contains the highest percentage of rural population, is the more wealthy and has the largest number of small industries and commercial towns, among which are: Sherbrooke, the "Queen of the Eastern Townships"; St. Jean and Iberville, twin towns on the Richelieu; Valleyfield, south of Montreal, on the St. Lawrence; St. Hyacinthe, on the Yamaska River; Granby, midway between Montreal and Sherbrooke; Drummondville on the St. François River; Thetford Mines, the asbestos city; East Angus, Magog, Richmond, Victoriaville, and others.

The Eastern Townships are extremely picturesque, and are dotted with a few of the most beautiful lakes in the Appalachian System. Fishing, hunting and summer resorts are features of the Townships.

A few suggestions are offered below, but they all lend themselves to many variations. Those who particularly wish to visit Southern Quebec can secure detailed information by applying to the Roads Department.



Entering Granby, half-way between Montreal and Sherbrooke

MONTREAL, VALLEYFIELD, HUNTINGDON LACOLLE, MONTREAL

This trip leads the tourist through a highly settled and exceptionally prosperous farming district and affords a rather representative idea of the agricultural wealth of the lowlands of Quebec. Industrial towns, among which the city of Valleyfield, are also visited, and the tourist will not miss the occasion of visiting the huge power development in progress through the digging of the Beauharnois Canal, one of the most enormous undertakings of the kind ever realized.

The distance routed below is 150 miles, but other combinations afford round trips of longer or shorter distance.

The tourist leaves Montreal via Victoria Bridge to St. Lambert or the Montreal Harbor Bridge to Montréal-Sud, and then proceeds over Highway No. 3 to **Laprairie** and **Caughnawaga** around the bay facing the Metropolis and Verdun. Caughnawaga is a Reserve of Iroquois Indians.

A shorter way from Montreal to Caughnawaga is available by leaving west by Sherbrooke Street to **Westmount**, **Montreal Ouest** and **Lachine**, where a ferry-boat crosses regularly to Caughnawaga.

From Caughnawaga the tourist proceeds on Highway No. 3 to **Châteauguay**, **Beauharnois** and **St. Timothée**, beautifully situated on the St. Lawrence, and reaches the most important town of the district, Valleyfield.

VALLEYFIELD.—Pop. 10,000, 52.31 miles from Montreal. This city is situated along the shore of the St. Lawrence, about thirty miles from the boundary line of the State of New York. It is a young town, having been incorporated in 1904. Valleyfield has a number of thriving industries, chief among which are cotton, flour, paper, canneries, bronze and aluminum powder, beer, sashes and doors and lumber. The city is the seat of a bishopric and has many religious institutions and buildings. There is excellent hotel accommodation.

Leaving Valleyfield the tourist will leave Highway No. 3 and turn left on Larocque Road, a road not numbered but having whitewashed posts and very easy to find. This road leads directly to **Ormstown**, a pretty village at the junction of Highway No. 4, and the latter highway will be followed south to **Huntingdon**, a small industrial town of 1,500 population, where, among other products, Beaumont cheese is exported to Montreal and the American markets.

In Huntingdon the tourist will turn left on Highway No. 26, which will take him to Lacolle through **Herdman, Rockburn, Franklin and Hemmingford**. These localities are very close to the American boundary, and at Franklin the tourist will meet the first hills of the Adirondack mountains, commanding from that place a wonderful view, to as far as the eye can reach, of the plain extending to Montreal and beyond.

From **Lacolle** the last lap of the trip is made over Highway No. 9 to Montreal, passing **Napierville**, centre of the neighboring farming district, **St. Jacques, St. Philippe** and **Laprairie**, continuing to Montreal via **St. Lambert** and the Victoria Bridge, or the Harbor Bridge.

HISTORIC RICHELIEU

When discovered, the valley of the Richelieu, called successively the Iroquois, the Chambly, the Sorel and finally the Richelieu River, belonged to the Iroquois and the Abenakis Indians, the former inhabiting the west side and the latter the east side. At the time of the arrival of Champlain in America a state of war existed between the Algonquins and the Hurons on the one hand and the Iroquois on the other. The founder of Quebec, invited by the Algonquins to take part in this struggle, found his way to Lake George, where he won an important victory. In 1666 the Marquis of Tracy, in driving back the Indians into the mountains of the State of New York, inaugurated an era of progress in the valley of the Richelieu, which was then opened up to colonization.

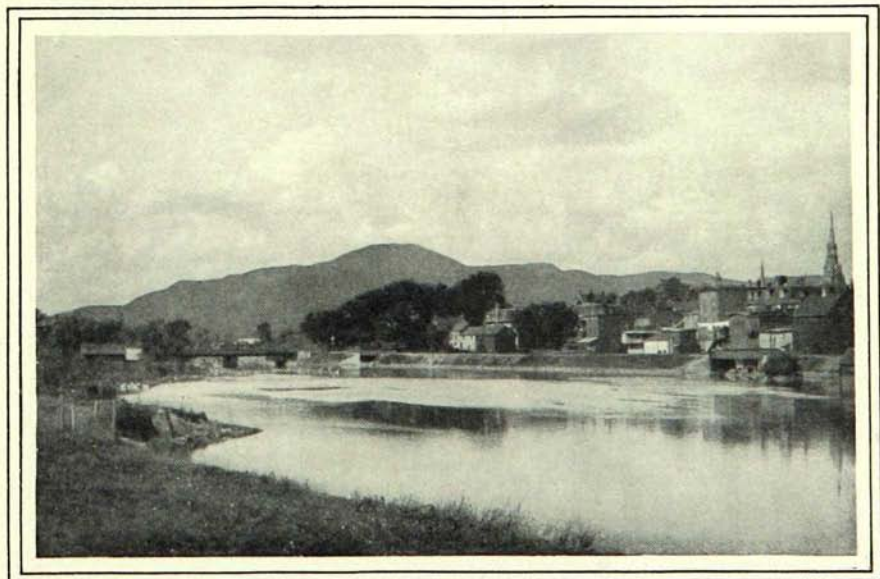
The "Rebellion" of 1837-38 brought to many of the parishes of that region the tragic occurrences recorded in history.

The region is replete with historic monuments, old houses and things of the past. The old Fort Chambly, described in Chapter I, and Fort Lenox, on Ile aux Noix, are two outstanding souvenirs of olden times.

There is a great variety of highways to that district and the tourist may well make his own choice. Here are a few suggestions.

MONTREAL - CHAMBLY - ST. JEAN - LACOLLE - PIKE RIVER - IBERVILLE - MONTREAL.—Distance: 111 miles. The tourist will follow Highway No. 1 to Chambly, already reviewed, and visit the Fort. He will then proceed on Highway No. 47 to St. Jean, 11 miles south.

ST. JEAN.—Pop. 10,600. This city is situated on the west bank of the Richelieu and



Near Magog, on Highway No. 1

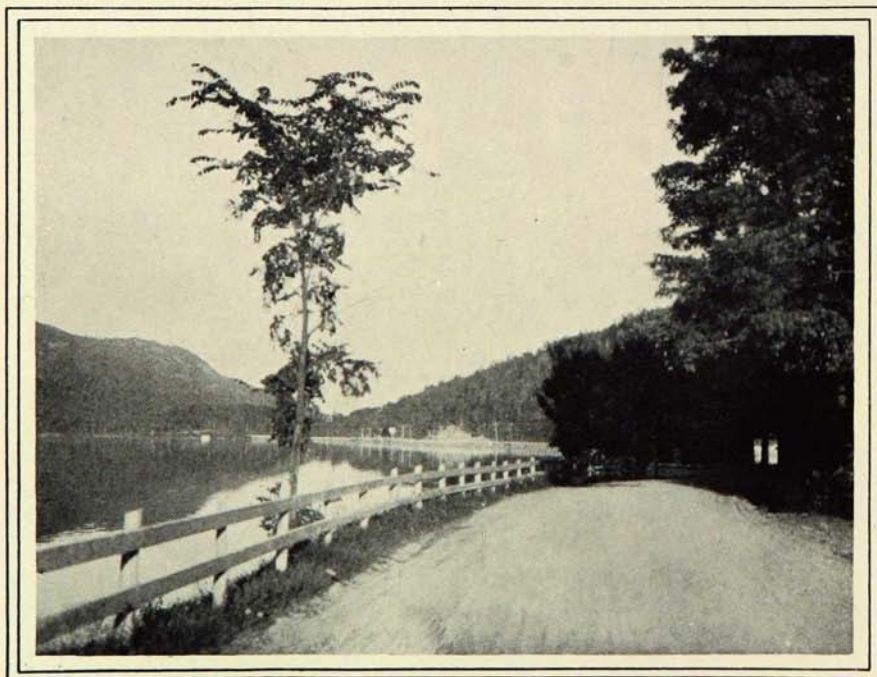
occupies an admirable site which has made of it an industrial centre of the first order. Its excellent communications by rail, water and highway facilitate the transport of raw material to feed its numerous industrial plants and the exportation of the manufactured products, the value of which amounts annually to millions of dollars. Six railways pass through St. Jean. Upwards of twenty factories provide employment to the population. The city is also rich in historic monuments, the happy issue of the battles fought on its soil having had a great effect on the history of the early days of the colony. There are, for instance, the remains of an old fort built in 1666. Many hotels provide accommodation.

Leaving St. Jean, the tourist passes through **St. Blaise**, **St. Paul-de-l'Ile-aux-Noix** and the parish of **Lacolle**. Opposite the parish of St. Paul is the Ile aux Noix, on which is situated **Fort Lennox**. A ferry takes visitors to the island and every facility is provided for a stop at the fort.

Leaving the parish of Lacolle, the tourist turns left on Highway No. 26 and crosses the Richelieu on a bridge, continuing to **Pike River**, where he turns left again on Highway No. 7 to **St. Sébastien**, **Henryville**, **Sabrevois** and **Iberville**, following the east side of the river. Iberville, situated opposite St. Jean, is a very charming little town and is very popular among summer residents.

From St. Jean, the last lap of the trip is made on Highway No. 7 to Montreal, passing through **St. Luc** and **Laprairie**. The latter locality is a little industrial town at the junction of the highways coming south from the States of New York and Vermont.

OTHER SUGGESTIONS.—If the tourist wishes to visit the whole Valley of the Richelieu, two highways will lead him along the west and east shores of the river. **HIGHWAY No. 21** runs along the east side, from Sorel to Iberville and Pike River, a distance of 77 miles. Along the highway between Sorel and Iberville are situated **St. Ours**, **St. Denis**, **St. Charles**, **St. Hilaire**, **St. Mathias** and **Richelieu**, all places of great historic interest. **HIGHWAY No. 47**, running along the west side of the river, will take the tourist from **St. Roch**, opposite St. Ours, to **Lacolle**, a distance of 63 miles, through **St. Antoine-sur-Richelieu**, **St. Marc**, **Beloil**, **Chambly**, **St. Jean**, **St. Blaise** and **St. Paul-de-l'Ile-aux-Noix**. A wide variety of combinations in the routes is possible.



Orford Mountain and Lake, on the Montreal-Sherbrooke Highway No. 1



A section of Sherbrooke, "Queen of the Eastern Townships"

MONTREAL TO SHERBROOKE

The direct route to Sherbrooke is via Highway No. 1 and the distance is 99.73 miles. The tourist wishing to make a round trip from Montreal to Sherbrooke and back to Montreal has a number of optional routes at his disposal and will find suggestions immediately following the description of the direct highway. Those wishing to continue to Quebec or to the United States will also find in this chapter many optional routes.

The first part of the trip to Sherbrooke over Highway No. 1 is through the Lowlands. From Montreal to Granby the road crosses the plain above which rise here and there a few isolated mountains. It is watered by the Richelieu and Yamaska Rivers.

Few excursions offer as many varied attractions: here, an historic place of pilgrimage; there, a flourishing parish; elsewhere, a half urban and half rural centre owing its prosperity to both agriculture and manufacturing.

Leaving the Metropolis the traveller passes through **St. Lambert** and **Longueuil**, both important industrial centres with populations of nearly 10,000 souls. They both have excellent tourist camping grounds.

The tourist next reaches **St. Hubert**, with its aviation field and mooring mast for dirigibles, and **Chambly** and its historic Fort. Those two localities have already been described.

Richelieu, Marieville, Rougemont, St. Césaire, St. Paul-d'Abbotsford are all very pretty, prosperous villages, picturesquely situated near mountain and river.

GRANBY.—The tourist next reaches Granby, a thriving town situated half-way between Montreal and Sherbrooke. It is a very prosperous industrial centre and at the same time a most agreeable place to visit. It has some interesting buildings including Brownie Castle, and there are first class hotels. Granby has close upon 10,000 of population.

Waterloo, the next village, was founded in 1796 by a group of Loyalists. It is situated near Waterloo Lake, where there are good tourist camping grounds.

After passing through **South Stukely** and **Eastman**, the tourist reaches **MAGOG**, another town founded by the Loyalists who emigrated from the United States after the War of Independence. It is situated at the head of Lake Memphremagog, which is 30 miles long. In the vicinity are beautiful Orford Mountain and Orford Lake. The mountain is

2,800 feet above sea level, and this attractive location makes it a most pleasant and enjoyable summer resort.

Petit-Lac-Magog is a very tidy little village and a favorite resort for numerous families from Sherbrooke and elsewhere.

SHERBROOKE.—Pop. 25,000. Situated at the confluence of the Magog and St. François Rivers, the city occupies, from a geographical and industrial point of view, a most favored position as attested by its remarkable development during the last few years. It is the centre of one of the best agricultural regions in the Dominion. Sherbrooke has more than 60 different industries and their growth is due to the wonderful hydro-electric facilities available in the immediate neighborhood. The area of the city, about 32,500 acres, is taken up partly by 7 public parks and 6,000 buildings, including the Bishop's Palace, the City Hall, the Court House, 14 churches, 14 schools, 14 banks, 5 hospitals, 2 colleges, a Technical School, 4 theatres, 60 factories, 25 wholesale houses, 275 retail stores, and several hotels.

It is a popular centre for tourists and it boasts one of the best annual exhibitions or fairs held in the country. The city is linked with the other parts of the Province and the New England States by splendid roads and a number of railway lines. Principal hotels are: New Sherbrooke House, Grand Central, King George, New Windsor, Grand Union and Chateau Frontenac.

SHERBROOKE TO MONTREAL

VIA RICHMOND.—Many optional routes are available to the tourist wishing to return from Sherbrooke to Montreal without going farther. Highway No. 5 will lead him to **Richmond**, 24 miles from Sherbrooke. Thence Highway No. 32, passing through **Melbourne, South Durham, Acton Vale, Upton, St. Liboire, St. Dominique, ST. HYACINTHE, Ste. Madeleine, St. Hilaire, Beloeil** and **St. Hubert**, will lead him back to Montreal. Distance from Sherbrooke to Montreal: 121.84 miles.

VIA FARNHAM.—Another route may be followed via Highway No. 1 back to 1½ miles east of **Waterloo**, turning south on Highway 26 to **Knowlton**, a famous summer resort



A section of Drummondville

(Interprovincial Airways, Grand' Mère)



St. Jean, Highway No. 14

on the shores of Lake Brome. From Knowlton, Highway No. 26 leads to **Sweetsburg** and **Cowansville**, thence via Highway No. 40 to **FARNHAM**, an industrial town on the banks of the Yamaska River; to **Ste. Brigide**, and finally to **Marieville**, where the balance of the trip is resumed over Highway No. 1 to Montreal. Distance from Sherbrooke to Montreal: 138.26 miles.

VIA PIKE RIVER.—Instead of proceeding on Highway No. 40 west of Cowansville, the tourist will turn south and follow Highway No. 26, passing through **Dunham**, **Stanbridge**, **Bedford**, **Pike River**, **St. Sébastien**, **Henryville**, **Sabrevois**, **Iberville** and **ST. JEAN**, to reach Montreal via Highway No. 14. Distance from Sherbrooke to Montreal: 150.68 miles.

Other return routes are available, for instance, **VIA DRUMMONDVILLE** and **ST. HYACINTHE** (Highways No. 5 to Richmond, No. 16 to Drummondville, No. 12 to St. Hyacinthe and Nos. 32 or 12 to Montreal). Distance from Sherbrooke to Montreal: 134.27 miles.

Another return route may be followed via **SOREL** (Highway No. 5 to Richmond, No. 6 to Yamaska and No. 3 to Montreal). Distance from Sherbrooke to Montreal: 175.16 miles.

MONTREAL, ST. HYACINTHE, DRUMMONDVILLE VICTORIAVILLE, QUEBEC

The tourist desiring to reach Quebec inland from Montreal, thus visiting a considerable portion of Southern Quebec, and two rather important towns, will leave Montreal via Victoria Bridge or the Montreal Harbor Bridge, follow Highway No. 3 to Longueuil, and then turn right on Highway No. 1 to St. Hubert and the village of Rougemont. Near the eastern limit of Rougemont he will turn left on Highway No. 12, leading to St. Hyacinthe through the parishes of **St. Michel de Rougemont** and **St. Damase**, noted for their prosperous farming. At Rougemont he passes close to Mount Rougemont, one of the Monteregian Mountains. The district is an apple-growing one, the finest varieties coming from that part of the Province.

Another route, previously outlined, is available between St. Hubert and St. Hyacinthe via Highway No. 32 to **St. Basile**, **Beloeil**, **St. Hilaire** and **St. Madeleine**.

ST. HYACINTHE.—48.04 miles from Montreal. Pop. 14,000. This city was "born" in 1748, when the seigniorship of that name was granted to François de Rigaud by the Governor of New France. It was not, however, incorporated until 1857. The city is an important industrial and commercial centre, with about forty manufacturing plants pro-



A section of Valleyfield and Old Beauharnois Canal, Highway No. 3

ducing goods of many varieties. The organ factory founded and operated by the Casavant Brothers, inventors of the electric organ, is renowned the world over.

St. Hyacinthe has a considerable number of religious institutions, several banks, a school of dairying, municipal dispensaries, and is the seat of a bishopric. Established on the banks of the Yamaska River, the city itself has a charming appearance and deserves a stay. Excellent accommodation is provided by the following hotels: Grand Central, Canada and Union.

Parishes extending between St. Hyacinthe and Drummondville on Highway No. 12 are essentially concerned with farming, marketing at either one or the other of these two towns. These places are **St. Rosalie**, where is established a large warehouse of the Coopérative Fédérée, **St. Simon**, **St. Hugues**, **St. Eugène** and **St. Germain**.

DRUMMONDVILLE.—86.00 miles from Montreal; 110 to Quebec. Pop. 6,000. Many of Canada's leading industries, including the huge Canadian Celanese Company, have located there because of the large supply of power, high class labor and the shipping advantages. There is in particular a huge artificial silk factory. Drummondville was founded April 14, 1815, by General Frédéric Hériot and a group of British soldiers. Situated on the St. François River, this thriving town is the centre of a rich agricultural area and has a brilliant future. First class accommodation is available at Manoir Drummond, a modern hostelry, and at American House and Grand Central Hotel.

From Drummondville the tourist proceeds on Highway No. 12 to **St. Cyrille** and **Notre-Dame-du-Bon-Conseil**, and then turns right on Highway No. 20 to Victoriaville through **St. Clothilde** and **St. Albert**.

VICTORIAVILLE.—119.49 miles from Montreal; 79.9 miles to Quebec. Pop. 6,000. This town, situated on the banks of River Nicolet, is the commercial and industrial centre of that section of Southern Quebec called the Bois-Francs. Its principal establishments are two furniture factories, an agricultural machinery factory, a mattress factory and a

men's clothing factory. The town was named after Queen Victoria. The church of Victoriaville, renowned for the harmony and elegance of its exterior lines, is worth a visit. The interior is of pure Corinthian style and has many magnificent sculptures and decorations. Manoir Victoria and Grand Union Hotel afford first class accommodation.

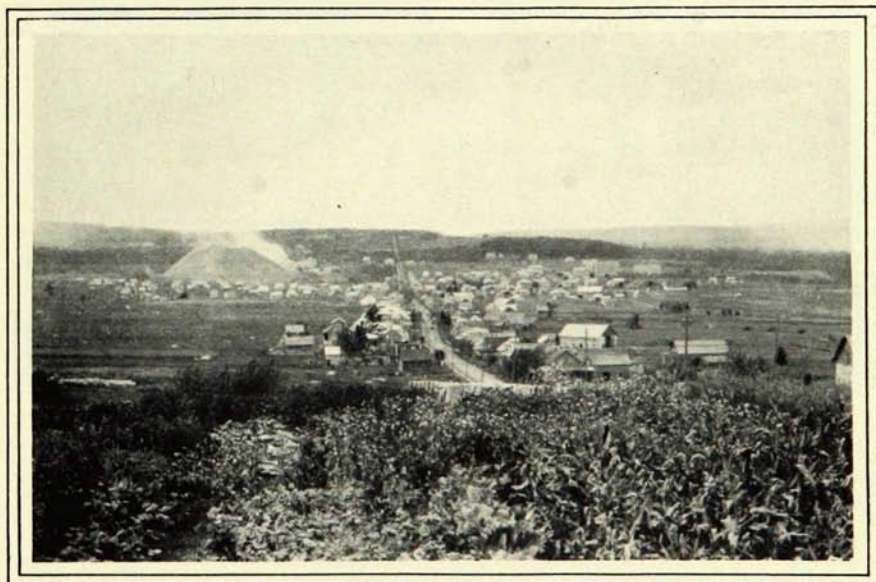
From Victoriaville, the tourist proceeds to Quebec on Highway No. 5, passing through **Princeville, Plessisville**, a very important village, **Laurierville, Ste. Anastasie, Dosquet, St. Agapit, St. Rédempteur** and the parish of **St. Nicolas**, where the trip is continued on Highways Nos. 3 and 1 to Quebec via the Quebec Bridge or Lévis.

DRUMMONDVILLE TO QUEBEC VIA STE. ANGÈLE.—An optional route is available via Highway No. 12 to Ste. Angèle, through **St. Cyrille, N.-D.-du-Bon-Conseil, St. Leonard, Annville** and **St. Grégoire**. From Ste. Angèle the trip is made over Highway No. 3, described in connection with the trip from Montreal to Quebec along the south shore of the St. Lawrence.

SHERBROOKE TO QUEBEC

There are three direct routes between Sherbrooke and Quebec. One follows Highway No. 5, with a total distance of 140 miles; one follows Highway No. 1 to Valley Junction and 23 to Lévis and Quebec, with a total distance of 143 miles; and one, Highway No. 28 to Beauceville and Highway No. 23 to Quebec, with a total distance of 147 miles. These highways are very fine in all respects.

VIA VICTORIAVILLE (Highway No. 5).—This is the shortest of the three routes, the distance being 140 miles from city to city. The tourist will visit on this highway a most interesting part of the Eastern Townships and cross entirely the region called **BOIS-FRANCS**, meaning literally "The Hard Woods." The name is very often applied, not



East Broughton, on Highway No. 1, in the asbestos district

only to the district itself, but also to the people who live in it: mighty men in body and soul, "hearts of oak," scions of sturdy stock, whose forefathers cut their way through the "hard woods" of the primeval forest.

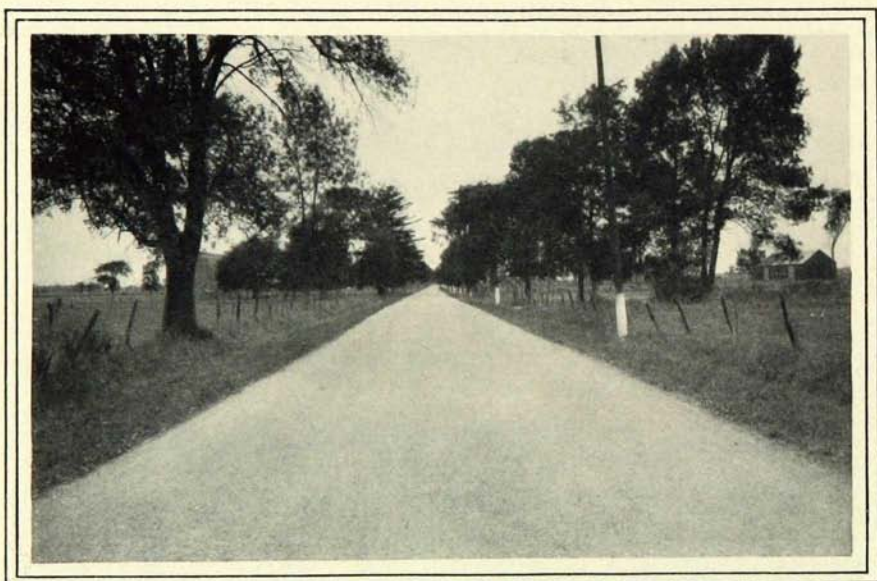
The highway passes through **Bromptonville, Richmond, Danville, Arthabaska, Victoriaville, Plessisville** and **Ste. Anastasie**, most of these localities having previously been mentioned.

ARTHABASKA.—Pop. 2,200. This charming little town is built on the slope of a

pretty mountain called by the first settlers Monte-Christo, a name which would seem to have motivated the choice of St. Christophe as patron of the parish. There are at Arthabaska many edifices worthy of note. The old summer home of Sir Wilfrid Laurier, Prime Minister of Canada from 1896 to 1911 and one of the greatest Canadian statesmen, has been converted into a museum. The citizens of Arthabaska erected in June, 1929, a luminous cross to commemorate the arrival of the first missionaries and settlers in the "Bois-Francis." This cross is seen at day and night from long distances. The district around the town is renowned for its fishing and hunting facilities.

VIA THETFORD MINES (Highway No. 1).—This route is the best known among the three optional routes here described. The tourist leaves Sherbrooke over Highway No. 1 to **East-Angus**, an industrial town of 4,000 inhabitants situated on the banks of the St. François River, and thence proceeds to **Dudswell, Marbleton, Weedon Centre, St. Gérard, Garthy and Disraeli**, the three latter villages being situated close to Lake Aylmer, a very charming and popular summer place. From Disraeli the tourist proceeds to **Coleraine and Black Lake**, to reach the home of asbestos: Thetford Mines.

THETFORD MINES.—Pop. 8,600. Thetford Mines (with Black Lake and environing villages) is the site of the largest asbestos deposits in the world. It owes its development



Highway No. 7 south of Iberville

to the exploitation of the enormous deposits found in the immediate vicinity. It might be mentioned that 85% of the asbestos used throughout the entire world comes from the district of which Thetford Mines is the centre. Owing to its unique situation in the field of industry, Thetford Mines will arrest the attention of the tourist, who will not fail to visit its large asbestos plants, a source of information not available elsewhere in America. The surroundings are very attractive, and the Hotel Commercial and the Manoir Hébert afford good accommodation.

From Thetford Mines the tourist passes through **Amiante**, named after the French name for asbestos, **Robertsonville, St. Coeur-de-Marie, East Broughton and St. Frédéric to Valley Junction**. From Valley Junction, the trip is continued on Highway No. 23, of which a description will be found in the following chapter.

VIA BEAUCEVILLE (Highway No. 28).—This is the least travelled but the most picturesque of the three highways to Quebec. The distance is 147 miles from Sherbrooke to Quebec, but the fact that the highway runs practically continuously in open country to Beauceville more than compensates for the additional distance as compared, for instance, with Highway No. 5. The district traversed to Beauceville is essentially a farming one,

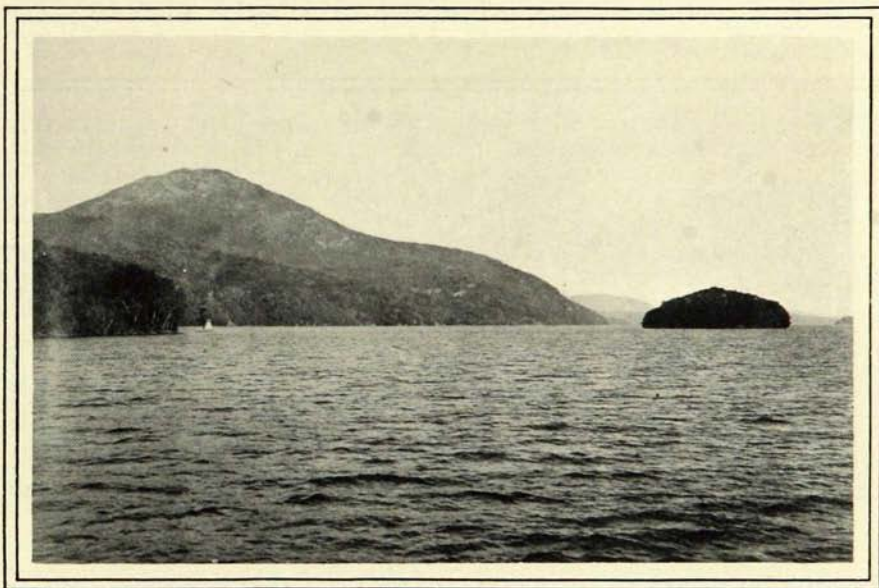
with no populous centres to delay the tourist. The road is exceptionally fine, and the scenic beauty is unsurpassed in the whole Eastern Townships. Panoramas seen from the highway extend generally some thirty miles from all sides and include many outlying villages on side-roads. The highway is a series of long ascents and descents and the villages are generally situated on top of the numerous hills met along the way.

The principal places traversed are: **Lennoxville**, next to Sherbrooke, **Birchton**, **Cookshire**, a charming little town, **Bury**, **Lingwick**, **Stornoway**, **St. Romain**, **Lambton**, (a summer resort close to Lake St. François), **St. Evariste**, **St. Ephrem**, **St. Victor** and **Beauceville**, on the Chaudière River.

The trip to Quebec is continued on Highway No. 23.

OTHER HIGHWAYS FROM SHERBROOKE

SHERBROOKE TO TROIS-RIVIÈRES.—Distance: 87.5 miles. Follow Highway No. 5 to Richmond, No. 16 to Drummondville and No. 12 to Ste. Angèle, where a ferry-boat crosses regularly to Trois-Rivières.



Beautiful Lake Memphremagog, Eastern Townships

SHERBROOKE TO BEECHER FALLS.—Distance: 47.62 miles. Follow Highway No. 28 to Birchton, and Highway No. 27 to Beecher Falls through **Eaton Corner**, **Sawyerville**, **East Clifton**, **St. Malo** and **St. Venant**.

SHERBROOKE TO NORTON MILLS.—Distance 31 miles. Follow Highway No. 13 to Lennoxville and Highway No. 22 to Norton Mills, passing through **Compton**, **Coaticook** and **Dixville**.

SHERBROOKE TO NEWPORT VIA DERBY LINE.—Distance: 40 miles. Follow Highway No. 13 to Derby Line, passing via **Lennoxville**, **Waterville**, **Massawippi**, **Stanstead** and **Rock Island**.

SHERBROOKE TO NEWPORT VIA WATERLOO.—Distance: 77 miles. Follow Highway No. 1 to 1½ miles east of Waterloo, and then Highway No. 39 to the Vermont boundary, passing through **Knowlton**, **South Bolton**, **Mansonville** and **Highwater**.

The highways to the United States pass in the most beautiful and fertile parts of the Eastern Townships and afford scenes of surpassing beauty.

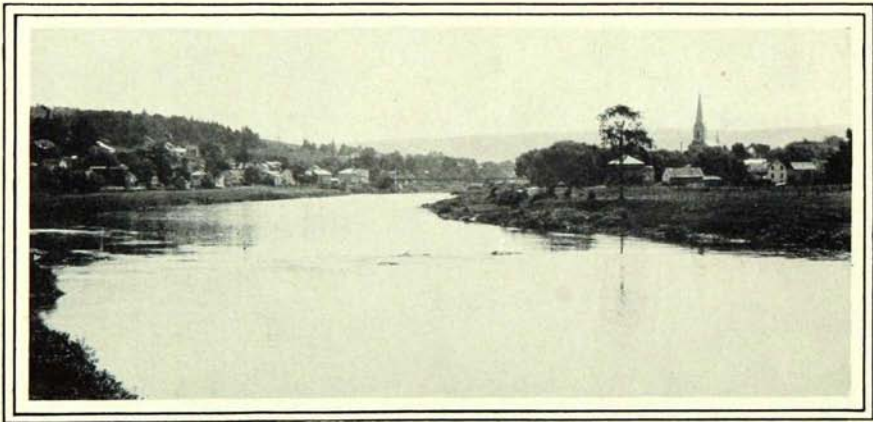
SHERBROOKE TO MÉGANTIC.—Distance: 68 miles. Follow Highway 28 to Stornoway and turn right on Highway No. 34 to Mégantic.

THE CHAUDIÈRE VALLEY AND SOUTH-EASTERN COUNTIES

LONG before the arrival of the French in America, the Chaudière Valley was the route used by the Indians of what is now known as New England, who sometimes came as far as the St. Lawrence on hunting excursions.

This route was used afterwards by the Jesuit Father Douillettes in 1640 in an expedition among Indians, and by Monsieur de Portneuf in 1691 in leading an Army corps against New England.

But if this natural travel-way of the Chaudière was of great usefulness to the Indians and to the hosts of war, it was certainly better adapted to the needs of the settlers who invaded that fertile region at an early age.

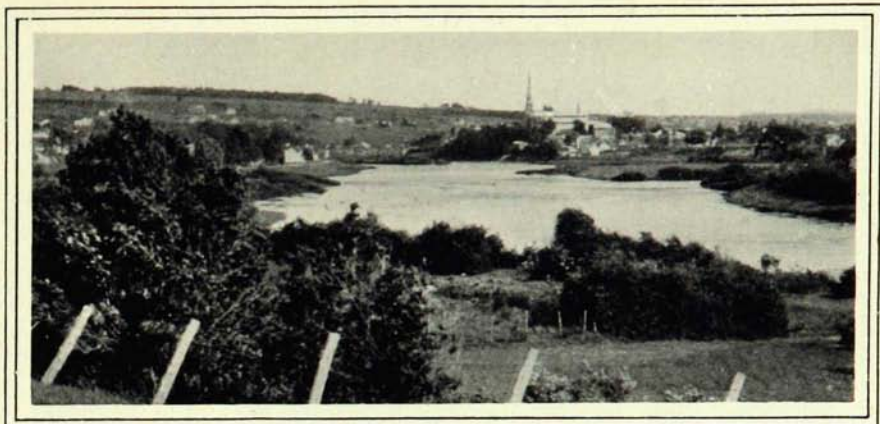


Beauceville, on the Lévis-Jackman Highway

The laying out of an actual road was begun in 1747 and that road was later on extended to St. Joseph.

The Chaudière Valley route was followed in 1755 by the American general Benedict Arnold in his advance on the City of Quebec, advance which had no success owing to his army being reduced by fatigue, privations and sickness.

In 1830, the "Kennebec Road" was traced, along the Chaudière River, extending to the American border via the valley of the Rivière du Loup. The modern Lévis-Jackman Highway, reconstructed and paved by the Provincial Department of Roads in 1913 and 1914, now leads the tourist through a region replete with souvenirs of the Old Régime and remarkable for the peculiar character of the inhabitants, almost exclusively French, for the fertility of its soil, for the picturesqueness of its varied landscapes, and the beauty and grandeur of that marvellous valley of the Chaudière, whose waters, ordinarily so calm during the touring season, have at times sown terror among the neighboring people. The region is also remarkable for its maple-groves.



Along the Chaudière River

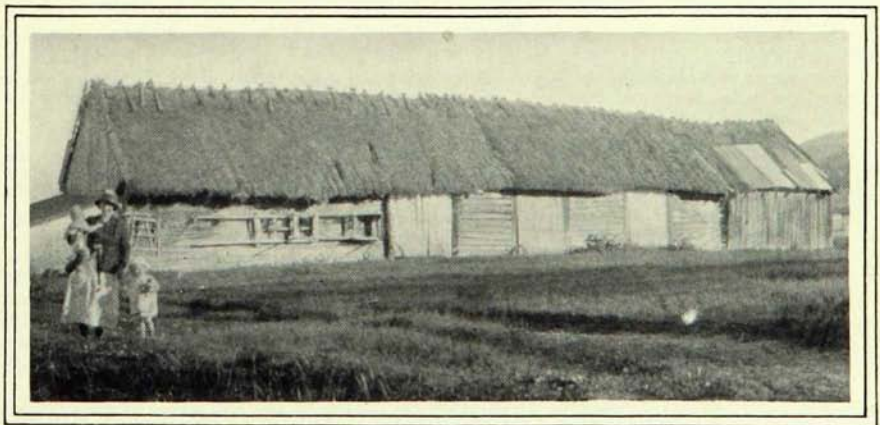
(Photo M. S. Ayres, Brooklyn, N. Y.)

East of the Chaudière Valley lies a district which, although it is highly cultivated, has a great variety of delightful scenery and constitutes a great hunting and fishing territory visited each year by numerous sportsmen from the United States and the Province of Québec.

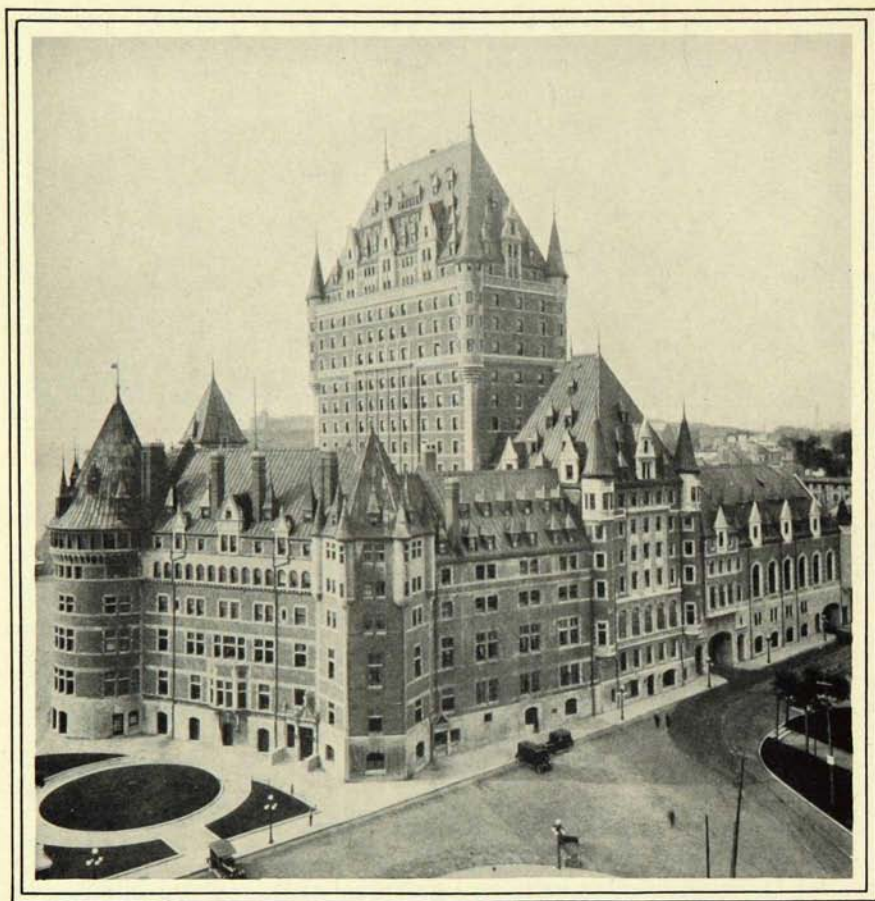
A network of very fine gravel roads afford delightful excursions, allowing one-day round trips from Québec and back. A few suggestions are presented below and the Roads Department will gladly give any additional information.

QUEBEC TO ST. GEORGES, ST. CAMILLE AND ST. VALLIER

This round trip is 166.86 miles long and is made up as follows: Québec-St. Georges (Highway No. 23, via Lévis), 62.65 miles; St. Georges-St. Camille (Highway No. 25), 38.65 miles; St. Camille-St. Vallier (Highway No. 25), 45.13 miles; St. Vallier-Québec (Highway



Old thatched-roof barn in rural Québec



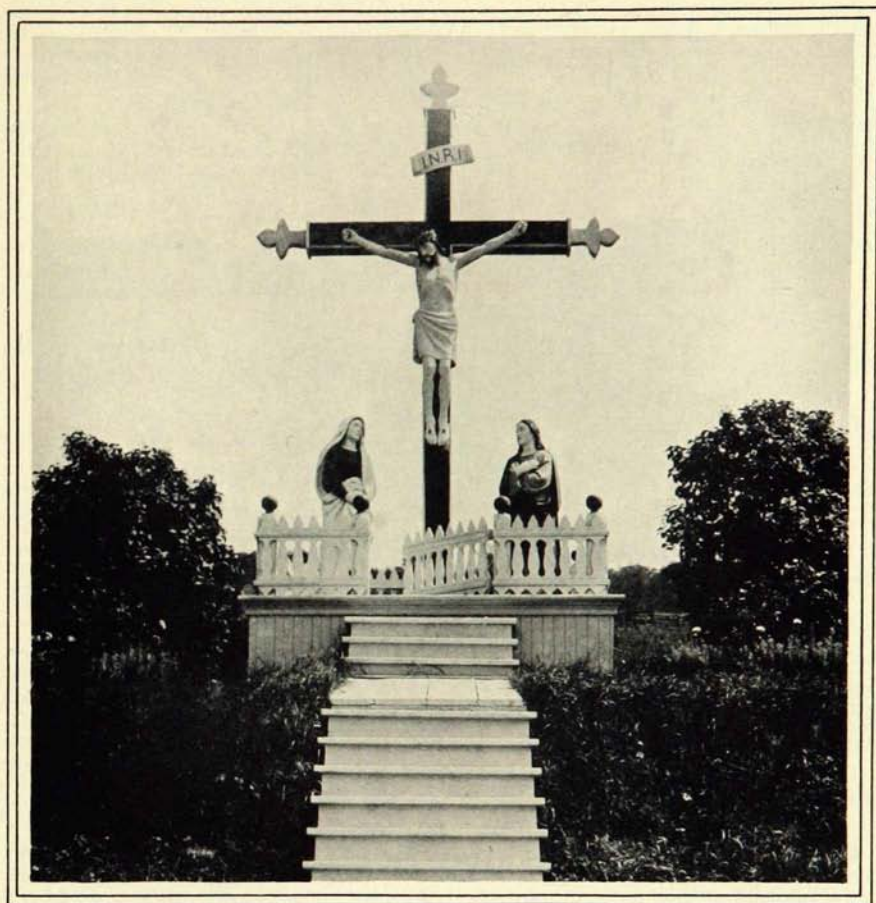
Château Frontenac, Quebec, world-famed hostelry of the C.P.R.

No. 2, via Lévis and Lévis-Quebec Ferry), 20.40 miles. Alternative sectional routes, as will be mentioned, slightly vary the distance.

The tourist will leave Quebec via the ferry-boat and cross to Lévis, on the opposite side of the St. Lawrence.

LÉVIS.—Pop. 10,700. This town owes its name to the Chevalier de Lévis, hero of the Battle of Ste. Foy. Nevertheless, the name Lévis was known from the time of Champlain, who gave the name "Cap de Lévy" to that part of the south shore which juts out into the river opposite the Island of Orleans, in honor of Henri the Lévis, Duc de Ventadour, Viceroy of New France. Lévis is a thriving industrial and commercial city and is a railroad centre. It is also at proximity of military forts erected years ago for the purpose of protecting the City of Quebec. The most modern is Fort de la Martinière, between Lauzon and Beaumont. Lévis boasts a classical and commercial college, an hospital, many churches and several religious institutions. The ferry to and from Quebec operates every twenty minutes in summer and every thirty minutes in winter.

From Lévis the tourist passes **Pintendre, St. Henri**, a very pretty village on the banks of the Etchemin River, **St. Isidore**, one of the most wealthy agricultural parishes at proximity of Quebec, and **Scott**, situated on the banks of the Chaudière River. From Lévis to Scott, the tourist has crossed over the height of land from the St. Lawrence to the Valley of the Chaudière.



A wayside cross in rural Quebec

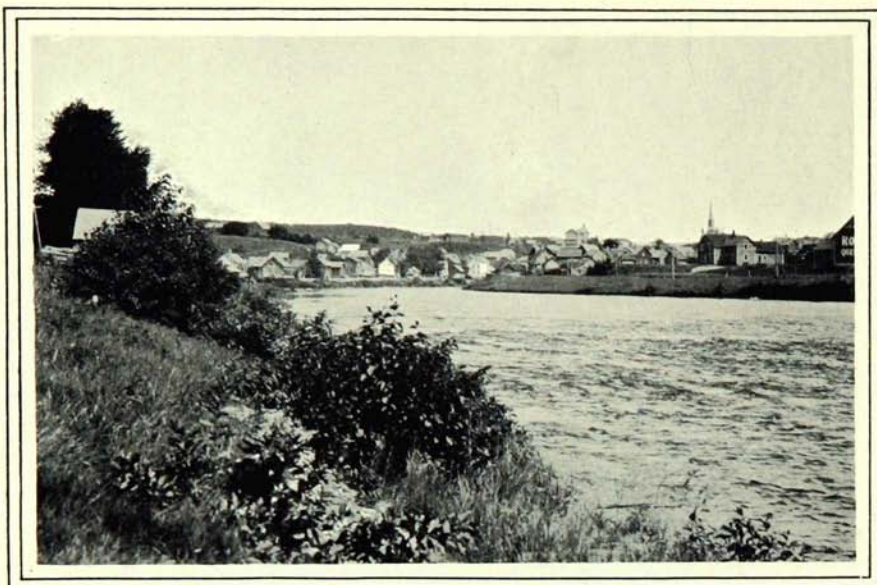
From Scott to St. Georges, the tourist drives always very close to the river, at the bottom of the Valley. **Ste. Marie, Valley Junction, St. Joseph** and **Beauceville** are successively traversed. Ste. Marie is a very old village. Valley Junction is the junction of Highway No. 1 to Sherbrooke, and St. Joseph, the "chef-lieu" of the County of Beauce, is one of the most attractive centres in the region. **St. Georges**, at the junction of Highway No. 25, has a population of 5,000 and is the most populous town in the district. There is excellent accommodation in every village.

In the village of St. Georges, the tourist will turn left on Highway No. 25 and will proceed through a richly wooded region to St. Camille, passing through the pretty villages of **Ste. Rose** and **Ste. Justine**.

At **St. Camille**, the tourist will turn left and proceed northwards to **St. Magloire, St. Philémon, Armagh, St. Raphaël** and **St. Vallier**, all prosperous farming parishes in the midst of most enchanting scenery.

From St. Vallier, the tourist will proceed on his way back to Quebec along the St. Lawrence, the scenery along the highway being among the finest to be seen in the Province. **St. Michel, Beaumont, Lauzon** and **Lévis** are met between St. Vallier and Quebec.

OPTIONAL SECTIONAL ROUTES.—From **Quebec to Scott**, the tourist may choose to follow Highway No. 1 from Quebec to the **Quebec Bridge**, leaving the city via St. Louis and Grande-Allée Streets. From the Quebec Bridge, follow Highway No. 3 (turning



St. Côme and Rivière-du-Loup, on Highway No. 23

right) to one and one-half miles west of the Bridge, and then turn left on the same Highway No. 1 to **St. Rédempteur** and **St. Etienne**. At St. Etienne, turn left, cross the bridge over the Beaurivage River, and follow Highway No. 1, along the Chaudière River, to **Scott**. This route is 11 miles longer.

Highway No. 3 between Lévis and the Quebec Bridge may also be followed either going or returning, the additional distance one way being 8 miles.

Between Beaumont and St. Philémon.—This alternative route, numbered Highway No. 25A, is 40 miles long and runs via **St. Charles, St. Gervais, St. Lazare, St. Damien** and **Buckland**, very interesting farming parishes of the County of Bellechasse. This route does not affect the total distance of the trip.

QUEBEC TO ST. GEORGES, ST. CAMILLE AND ST. JEAN-PORT-JOLI

The total distance of this trip, from Quebec and back, is 222.91 miles, made up as follows: Quebec to St. Georges (Highway No. 23), 62.65 miles; St. Georges to St. Camille (Highway No. 25), 38.65 miles; St. Camille to St. Jean-Port-Joli (Highway No. 24), 78.93 miles; and St. Jean-Port-Joli to Quebec (Highway No. 2), 42.71 miles.

The part of this trip between Quebec and St. Camille has been described in connection with the preceding tour.

Between St. Camille and St. Jean-Port-Joli, the tourist traverses a district which is well known for the abundance of its game of every description and its many waters where fishing is plentiful and most profitable. The highway runs close to the Appalachian System of mountains.

St. Camille, St. Juste-de-Bretonnières and **St. Fabien-de-Panet** are traversed and the tourist has the opportunity to admire some picturesque landscapes which extend as far as the St. John River and the White Mountains in the State of Maine. **Lac-de-la-Frontière** (Frontier Lake) is a very small village situated close to the International Boundary Line. It is the centre of a rich fishing and hunting territory, and also of extensive lumbering.

St. Adalbert, St. Pamphile, Ste. Perpétue, Tourville, St. Damase and St. Aubert are purely farming communities, the most interesting feature of the district being the ever varied scenery.

At **St. Jean-Port-Joli** the tourist will turn left on his way back to Quebec. The parishes and villages met en route will be described in connection with the next tour. These are: **L'Islet, Cap-St. Ignace, Montmagny, Berthier, St. Vallier, St. Michel, Beaumont, Lauzon and Lévis.**

QUEBEC TO MÉGANTIC

The distance to Mégantic, via the Quebec-Lévis Ferry, is 114.45 miles. The tourist will follow Highway No. 23 to **St. Georges**, then proceed on the same highway to **Jersey Mills**, a small centre 3.1 miles farther, then turn right, cross the Rivière du Loup, and continue along the Chaudière River, passing **St. Martin, St. Gédéon, St. Ludger and St. Hubert**, the highway affording throughout panoramas of surpassing beauty.

MÉGANTIC, situated on the banks of Lake Mégantic, is an attractive town of 4,000 population and the chief industrial and agricultural centre of the district of Frontenac. Lumbering is a well established industry. The town has several sawmills, a box factory and a sash and door factory. There is good hotel accommodation and also excellent camping grounds. Hunting, fishing, bathing and canoeing are very popular in this most delightful locality. Tourists should not miss this trip

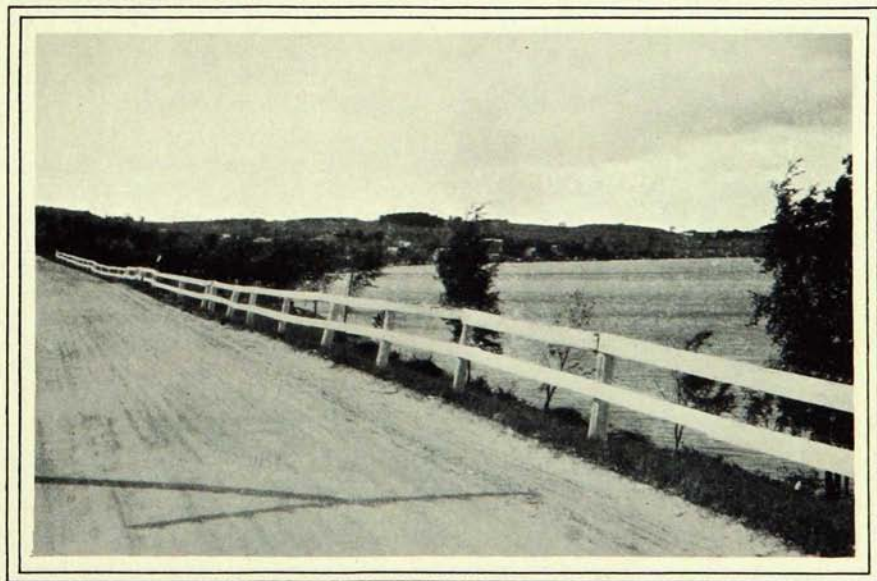
Several routes are available from Mégantic back to Quebec, for instance:

Highway No. 34 to **Stornoway**, Highway No. 28 to **Beauceville**, and Highway No. 23 back to Quebec. Total distance for the round trip: 229.30 miles.

Highway No. 34 to **St. Gérard**, Highway No. 1 to **Valley Junction**, and Highway No. 23 to Quebec. Total distance for the round trip: 245.50 miles.

Highway No. 34 to **Victoriaville** and Highway No. 5 to Quebec. Total distance for the round trip: 269.45 miles.

Highway No. 34 to **St. Gérard**, Highway No. 5 to **Black Lake**, Highway No. 49 to **Plessisville** and Highway No. 1 to Quebec. Total distance for the round trip: 255.45 miles.



Lake William, near St. Ferdinand-d'Halifax, on Highway No. 49

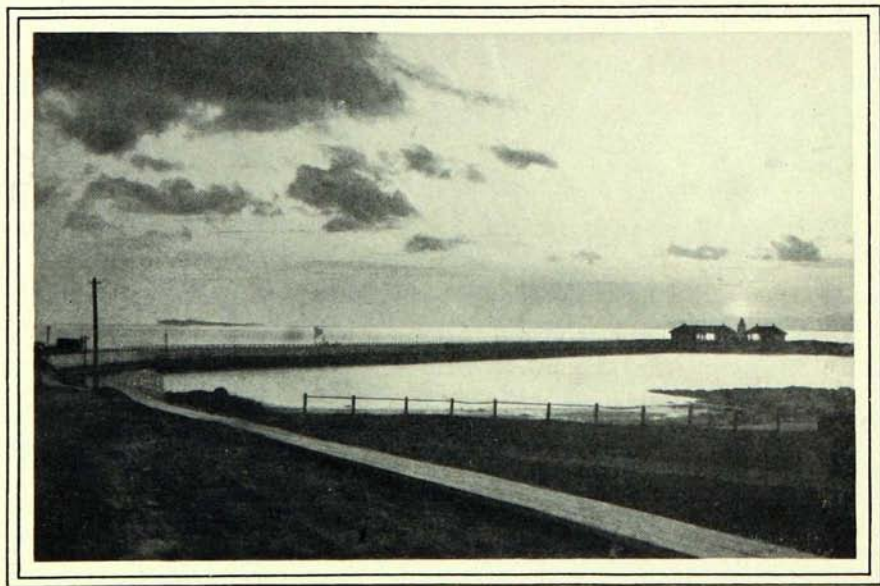
LOWER ST. LAWRENCE AND TÉMISCOUATA

THE district extending for over 200 miles along the St. Lawrence, east of Lévis, is one of the oldest settled regions in the Province of Quebec. The Great River, first discovered by Jacques-Cartier in 1535, was the natural highway to the Canadian Hinterland, and along its shore early settlers penetrated the forests and established farming communities which are to-day among the most developed and most prosperous in America.

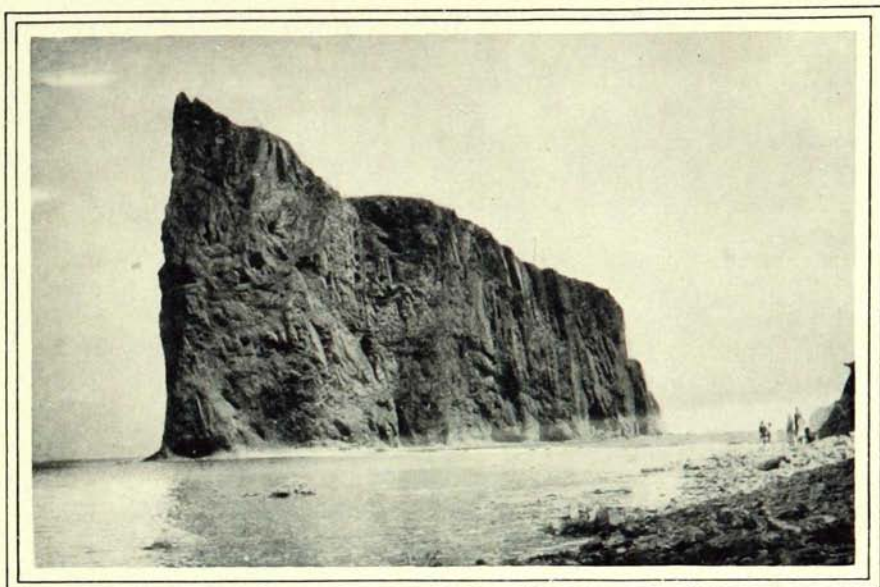
Settlers built their houses close to one another in order to offer easier resistance to possible attacks from Indians, and their farms, bordering on the River, were in accordance of narrow width, but extended for a longer distance inland.

This particular shape of settlements determined the similar shape adopted afterwards throughout the Province. The narrow strips of land so remarkable for the visitor along the highways had for determining factor the necessity of protecting the early inhabitants against Indians, and the outstanding advantage of bordering on the River, thus having easier means of defence or escape.

The Lower St. Lawrence district, besides having witnessed the birth and struggles of civilization in America, has won fame owing to the grandeur and variety of the scenes extending along the most excellent highway built some fifteen years ago by the Roads Department.



The "Pointe de la Rivière-du-Loup", famous resort of the Lower St. Lawrence



En route for the Great Wonder: Percé

South of the highway are picturesque cultivated lands undulating up to the wooded hills which are part of the great Appalachian Mountain System. North of the highway the tourist admires the Great River, beautiful in calm or stormy mood, with trans-atlantic steamers ascending or descending the longest inland waters connected with the ocean; and further north, to a ten or fifteen-mile distance, according to the distance from Quebec, the Laurentian Plateau rises sheer from the water's edge to a height of some 2,000 feet, with an ever-varying coloring ranging from deep blue to purple. Here the salt water meets the fresh, the Old World meets the New, and more than half the history of Canada was made.

Two highways run from the King's Highways bordering the River, both running inland to the Province of New Brunswick through the Appalachians. One climbs the height of land south of Rivière-du-Loup and follows the valley of Lake Témiscouata to Edmundston, N.B. The other runs from Ste. Flavie to Campbellton, N.B., across the valley of the Matapédia River, both highways, together with the highway from Quebec, forming part of the Trans-Canada Highway.

The tourist cannot fail to be stirred by the varied interest of the Lower St. Lawrence. A book-length story would not suffice to tell all that is to be seen in this remarkable land.

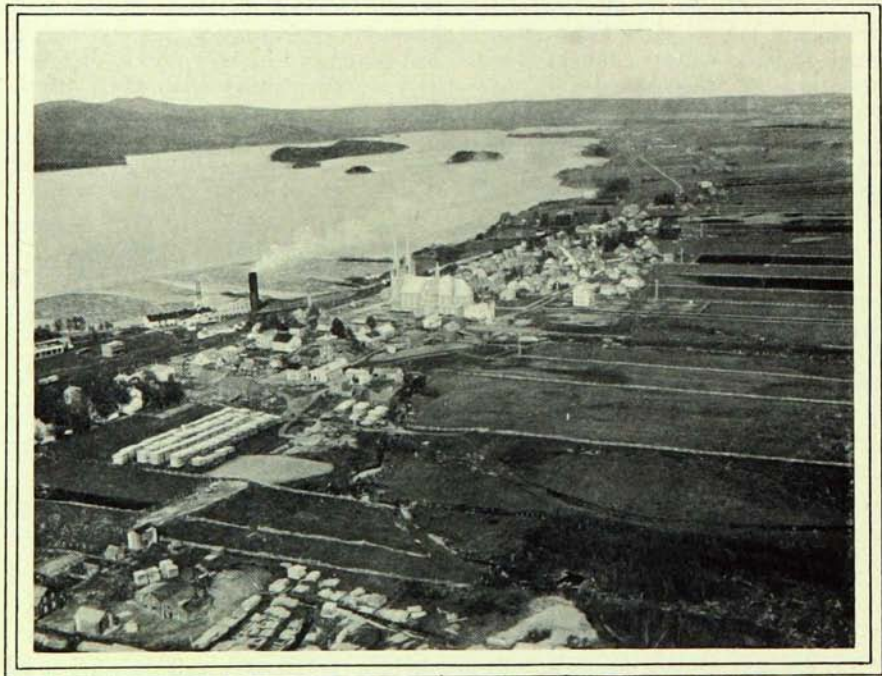
Some practical information follows which the Roads Department will gladly supplement by more detailed information.

QUEBEC TO RIVIÈRE-DU-LOUP AND STE. FLAVIE

The distance between Quebec and Rivière-du-Loup is 122 miles, and the route is via Highway No. 2. At Rivière-du-Loup, Highway No. 2 proceeds to New Brunswick across



At Rivière-du-Loup, Highway No. 2



*Val-Brillant and Lake Matapédia, Matapédia Valley, Highway No. 6
(Cie Aérienne Franco-Canadienne, Montreal)*

the mountains and through the Témiscouata Valley, reaching Edmundston, 79 miles south, or a distance of 201 miles from Quebec.

Highway No. 10, along the St. Lawrence, is in direct line with Highway No. 2 and connects Rivière-du-Loup with Rimouski and Ste. Flavie, a distance of 85.10 miles. At Ste. Flavie Highway No. 6, across the Matapédia Valley, leads to Campbellton, N.B., and besides being part of the great Belt Highway around the famous Gaspé Peninsula, is also an alternative route for the Trans-Canada Highway, leading to Moncton and Halifax.

LÉVIS, opposite Quebec, situated on the south banks of the St. Lawrence, has been described in the preceding chapter.

LAUZON, pop. 6,000, 1.40 miles from Lévis, is an industrial city, with large dock-yards, ship building and repairing yards, and saw mills.

At **Beaumont**, next to Lauzon, is one of the oldest churches in the Province, built in 1733 and preserved intact to this date. The old Vincennes Mill, also built in 1733, is celebrated in legend. It has been restored and converted into a museum.

St. Michel, St. Vallier and Berthier are next on the highway, affording some of the grandest scenes of the trip.

MONTMAGNY.—Pop. 6,500, 35 miles from Quebec, is an industrial town, followed by **Cap-St. Ignace, L'Islet** and **St. Jean-Port-Joli**, all pretty villages and much frequented summer resorts. St. Jean-Port-Joli has one of the nicest country hotels of the Province, the Castel des Falaises, with first class accommodation and excellent Canadian cuisine. From St. Jean-Port-Joli the tourist passes **St. Roch-des-Aulnaies**, with some very old and nice French-Canadian houses, **St. Anne-de-la-Pocatière**, where a famous college gives commercial and classical education and where is situated an agricultural school and an experimental farm, **Rivière-Ouelle, St. Denis, Kamouraska, St. Germain, St. André** and **Notre-Dame-du-Portage**, all prosperous farming parishes and popular summer resorts.

OPTIONAL ROUTE.—An alternative route, numbered also Highway No. 2, runs from **St. Anne-de-la-Pocatière** to **St. Pacôme, St. Philippe, St. Pascal, Ste. Hélène** and **St. André**, to rejoin the main highway in the village of St. André. The distance is about the same, and the parishes traversed are mainly agricultural centres.

From Notre-Dame-du-Portage, the tourist proceeds to the parish of **St. Patrice-de-la-Rivière-du-Loup**, where are located some of the nicest summer residences, some of them owned by American millionaires, to the city of Rivière-du-Loup.

RIVIÈRE-DU-LOUP.—Pop. 10,000; 122 miles from Quebec. This is the principal industrial and commercial city east of Quebec. Chief products: pulp and lumber, household furniture, flour. Also railroad centre and very popular summer resort visited in summer by thousands of tourists. Hunting and fishing are abundant in the neighborhood. Principal hotels: Le Manoir, Chateau Granville, the Ophir, Victoria, Bellevue and Maison Blanche.

From Rivière-du-Loup the tourist proceeds via Highway No. 10 to **Cacouna**, noted summer resort, **Ile-Verte, Tobin, Trois-Pistoles, St. Simon, St. Fabien, Bic, Sacre-Coeur** and **Rimouski**, all bordering on the St. Lawrence and summer resorts.

RIMOUSKI.—Pop. 6,500, 188 miles from Lévis, is an industrial and commercial town, seat of a Bishopric, a Cathedral, a Seminary, and Episcopal Palace, an agricultural school, a court house, an hospital and educational institutions. It is a noted summer resort and a centre for fishing and hunting. Hotels: St. Laurent, Ruest, St. Louis, Lepage, Central. There is at Rimouski an airdrome for carrying mails by airplanes from or to vessels entering the St. Lawrence.

From Rimouski, the tourist continues on Highway No. 10 to **Pointe-au-Père**, where pilots leave, or take charge of, all vessels leaving or entering the St. Lawrence. The next village is **Ste. Luce**, beautifully situated on the Great River, now about 30 miles in width, and then **Ste. Flavie** is reached, where begins the Gaspé Highway, and the Matapédia Highway to N.B. and Halifax. Ste. Flavie is 207 miles from Quebec.



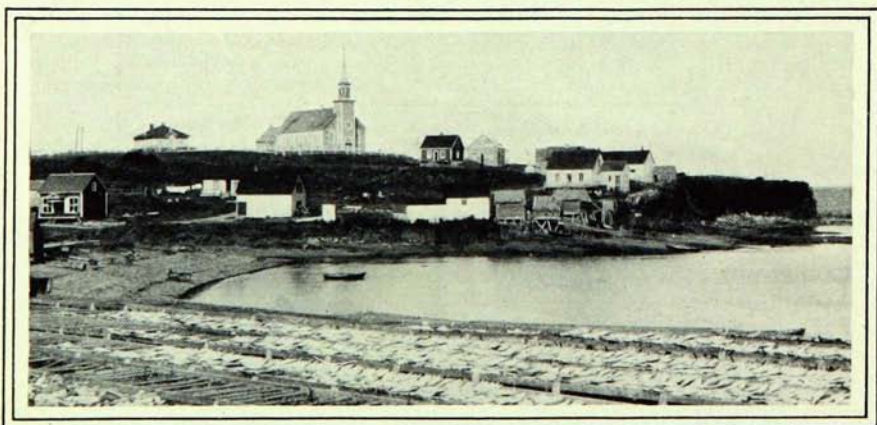
The Village of Kamouraska, on Highway No. 2, along the St. Lawrence

RIVIÈRE-DU-LOUP TO EDMUNDSTON

The distance is 79 miles, or 201 miles from Quebec, and the route is Highway No. 2. Tourists leaving Quebec for New Brunswick or the eastern State of Maine will follow this route, passing through **St. Antonin, St. Honoré, St. Louis-du-Ha! Ha!, Cabano, Notre-Dame-du-Lac, Ste. Rose-du-Déglé, St. Jacques (N.B.) and Edmundston.** The highway follows the line of a military road built by the Imperial Government in 1838 and the Matapédia Lake, seen first at Cabano and then at Ste. Rose-du-Déglé, affords surpassing scenes throughout. The district is famed for fishing and hunting.

STE. FLAVIE TO CAMPBELLTON

The distance from Ste. Flavie to Campbellton is 108 miles, or 314.4 from Quebec, and the highway numbered No. 6 is a section of the great 555-mile Gaspé Highway, which will be described in the following chapter. The Matapédia Valley, along an alternative route for the Trans-Canada Highway, has characteristics of its own and affords scenes of unsurpassed grandeur.

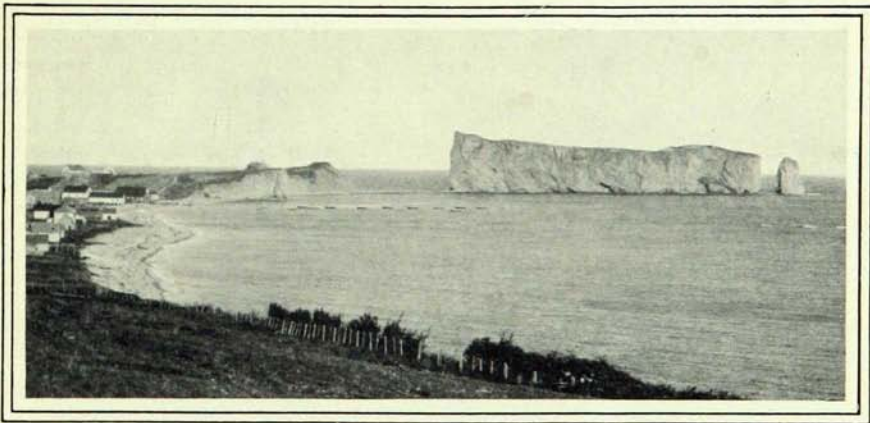


Cod-drying at one of the many fishing establishments of Gaspé

THE GASPÉ PENINSULA

THE Gaspé Peninsula, the great Wonderland of Quebec, has for the holiday seeker an appeal unexcelled anywhere on the North American Continent. Still an unspoiled vacation land, its call of mountain and sea has nevertheless been answered by a large number of lovers of nature, and its scenic splendor has brought forth a meed of praise from those who had the good fortune to make the circular trip over the splendid 555-mile belt highway built by the Roads Department and encircling this magic land from Ste. Flavie to Gaspé and back to Ste. Flavie via the Matapédia Valley.

History records the fact that Gaspé was the first-known region in America. As early as 1534, Jacques Cartier, the discoverer of Canada, entered the Bay of Gaspé and, in the name of the King of France, erected a cross at the place where is situated to-day the village of Gaspé, and took possession of the land for his royal master. The subsequent history of the Gaspé Peninsula



The Bay of Percé and the "Roche Percée"

is told in novel-like adventures and has been studied and celebrated by innumerable students of that part of Quebec.

The Gaspé Peninsula constitutes the northern end of the great Appalachian System of Mountains, extending south-west to the Gulf of Mexico, 3,000 miles away. The local name for the mountains is "Shickshocks," some peaks attaining a height of over 4,000 feet.

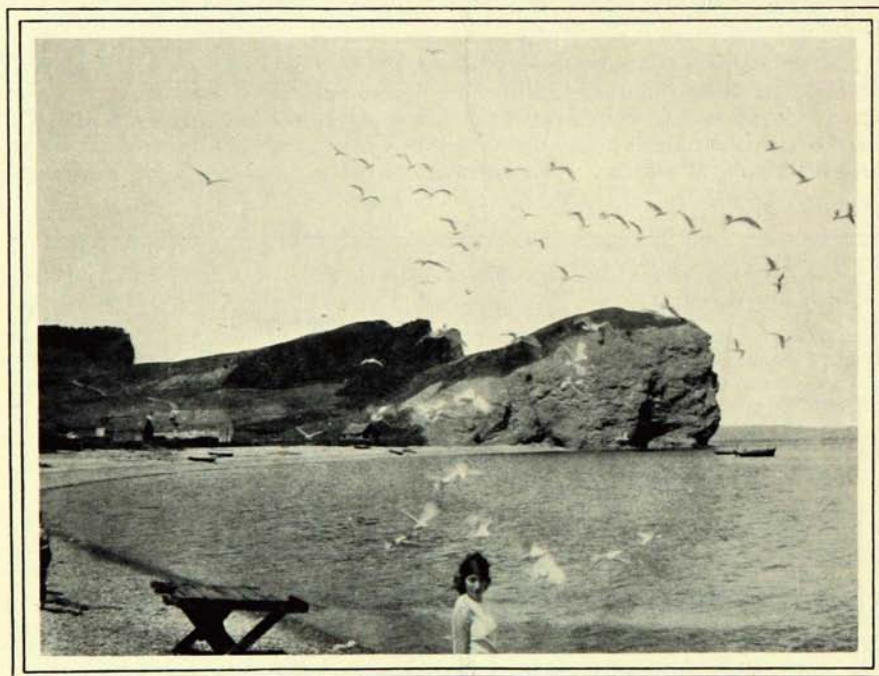
The north shore of the Peninsula is bordered with high cliffs falling abruptly into the Gulf of St. Lawrence, and has neither bays nor harbors.

The south shore is softer and borders on the magnificent Baie des Chaleurs (Bay of Heat), aptly called the "Mediterranean of North America"; its many bays are bounded by the most beautiful beaches on the

continent, and the peerless beauty of the accompanying scenery is truly entrancing.

The Matapédia Valley, and its highway connecting the south and north shores of the Peninsula via Matapédia and Ste. Flavie, has a very peculiar character, the road passing at times between mountains rising sheer to thousands of feet, the bottom of the valley being just wide enough for a river, the railroad and the highway.

The peninsula is a land of beauty, sport, and rest. The fact that the ragweed is unknown is spreading rapidly throughout America and will afford relief to thousands of sufferers in other parts. The land is also rich in minerals, the interior plateau bearing copper, lead, ore and other



At Percé, on the Gaspé Highway

minerals, and the fisheries, the lumber industry and agriculture are thriving everywhere.

The great circular highway around the Peninsula (Highway No. 6), constructed between 1922 and 1929, constitutes at places an engineering feat the difficulty of which will be realized by the tourist. This road, gravel-surfaced and kept in splendid form throughout the touring season, is 555 miles long, and full of scenic interest for every mile. The round trip from Quebec and back is 970.05 miles, and 1,149.07 miles from Montreal.

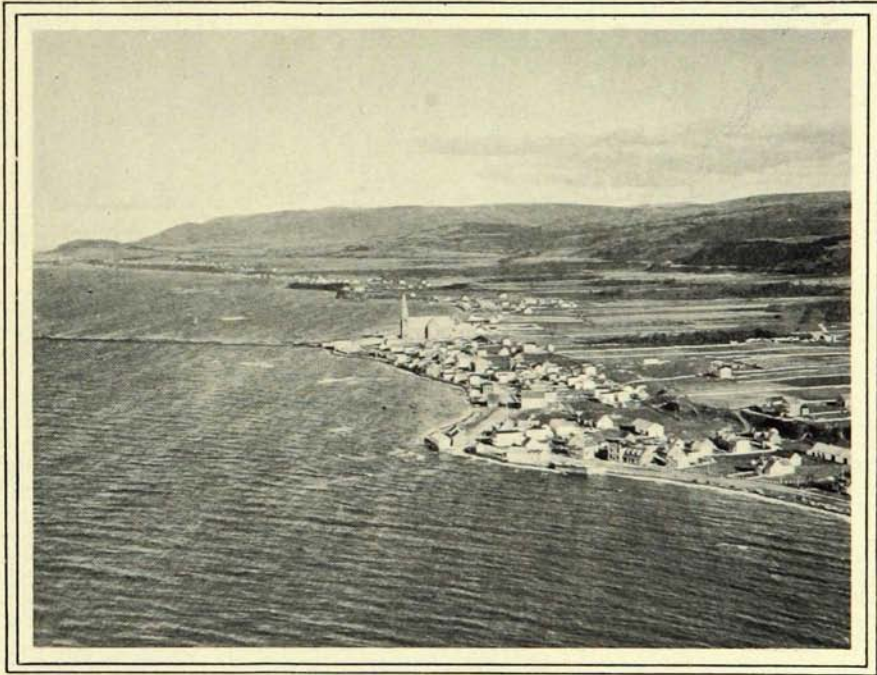
No attempt will be made to describe the Peninsula at length, a special de luxe 32-page free booklet and a special 260-page guide which may be had for a nominal charge dealing fully with the Great Tour. Only a few words will be added in connection with each section of the trip.

QUEBEC TO STE. FLAVIE

This first lap has been described in the preceding chapter, the distance being 122 miles to **Rivière-du-Loup** (Highway No. 2) and 85 miles to **Ste. Flavie** (Highway No. 10), or a total distance of 207 miles. Ste. Flavie is at the junction of the road leading to the Matapédia Valley and that leading to Ste. Anne-des-Monts and Gaspé via the north shore of the St. Lawrence.

The tourist may choose to take the north shore road first and come back via the Baie des Chaleurs and the Matapédia Valley; or he may leave Ste. Flavie via the Matapédia Highway and return via the north shore.

The circular highway is numbered No. 6 throughout. It is assumed here that the former course is chosen.



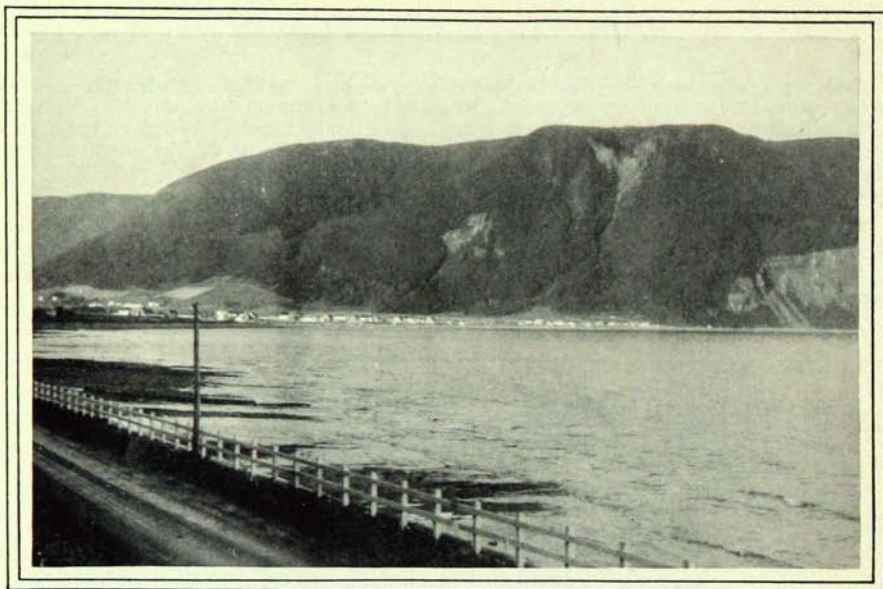
General aerial view of St. Anne des Monts (Cie Aérienne Franco-Canadienne, Montréal)

STE. FLAVIE TO STE. ANNE-DES-MONTS

The distance for this second lap is 96.45 miles. The road runs through ten parishes or settlements, many of them beautiful watering places, and all surrounded by beautiful scenery.

The first place met past Ste. Flavie is **Métis-sur-Mer**, or Métis Beach, one of the most fashionable summer resorts in Canada; **Baie-des-Sables** and **St. Ulric**, pretty villages bordering on the river.

MATANE, the most important centre east of Rimouski, offering excellent accommodation at the modern Belle-Plage Hotel and at some other hosteleries; **Ste. Félicité**, **Mechins**, **Capucins**, **Cap-Chat** and **Ste. Anne-des-Monts**, a big village, a place of pilgrimage in honor of Ste. Anne, the sailor's patroness, an important agricultural centre and popular summer resort. There is good hotel and boarding house accommodation.



Mont-St. Pierre, along the Gaspé Highway

STE. ANNE-DES-MONTS TO GASPÉ

At Ste. Anne-des-Monts begins the most thrilling part of the trip, the road climbing mountains and descending to the sea in a continuous series of ups and downs. At Ste. Anne-des-Monts the tourist leaves the St. Lawrence River proper, about 40 miles wide at this place, and skirts now on the much wider Gulf of St. Lawrence. Steep peaks, road running for miles on quays built in the very sea, quaint fisher settlements, the tourist will enjoy a succession of scenes never to be forgotten.

The distance to Gaspé is 150.22 miles, and the places met are much too numerous for an individual mention. The principal are **Mont-Louis, Cloridorme, Rivière-au-Renard, Cap-des-Rosiers, Cap-aux-Os** and **St. Majorique**. In all there are some thirty villages or settlements. Cap-des-Rosiers is the last village to be seen on the north shore, a "portage," or inland road leading the tourist to the beautiful Bay of Gaspé, which will be admired for miles, to the village of Gaspé.

GASPÉ.—Gaspé is the most important centre in the Peninsula, and has outstanding advantages as a deep-water harbor, expected to be some day the all-year-round navigable port of the Province of Quebec. Gaspé is to-day the rendezvous of thousands of tourists and rivals any of the popular summer resorts of America, both in scenery and in healthful outdoor recreations. There is in the neighborhood big and small game. Gaspé is the seat of a bishopric, and a national Basilica is to be built and inaugurated in 1934 to commemorate the tri-centenary of the discovery of Canada.

GASPÉ TO MATAPÉDIA

The distance to Matapédia is 211.70 miles, and the road runs along the Bay of Gaspé, the Gulf and the Baie des Chaleurs. The scenery, on the whole, is unlike that of the north shore, but has the same strong appeal for the tourist, especially around the Malbaie and the unique Percé village and rock.

Thirty villages are passed on the way to Matapédia, most of them fishing and farming centres and summer resorts. The principal places are as follows: **Douglastown**, on the Bay of Gaspé,

Barchois and Coin-du-Banc, on the Malbaie, the latter place affording perhaps the most beautiful scenery and the most thrilling view of Percé Rock and the Bonaventure Island.

PERCÉ.—This place is a scenic marvel and probably the most enchanting summer resort in the whole of America. The famous Island of Percé, or pierced rock, with its two arches, creates the illusion of an immense bridge built by a race of giants to join the Bonaventure Island and Mount Joli. The Bonaventure Island, lying a few miles off the village of Percé, is a bird sanctuary, and millions of them will be seen all around the place. A small boat can be hired at Percé and one hour is sufficient to go around the island.

The most important places to Matapédia are: **Anse-du-Cap, Ste. Thérèse, Grande-Rivière, Pabos, Chandler**, a big village, **Newport, Anse-au-Gascon, Port-Daniel, Paspébiac, New Carlisle, St. Bonaventure, St. Charles-de-Caplan, New Richmond, Maria** and **Carleton**.

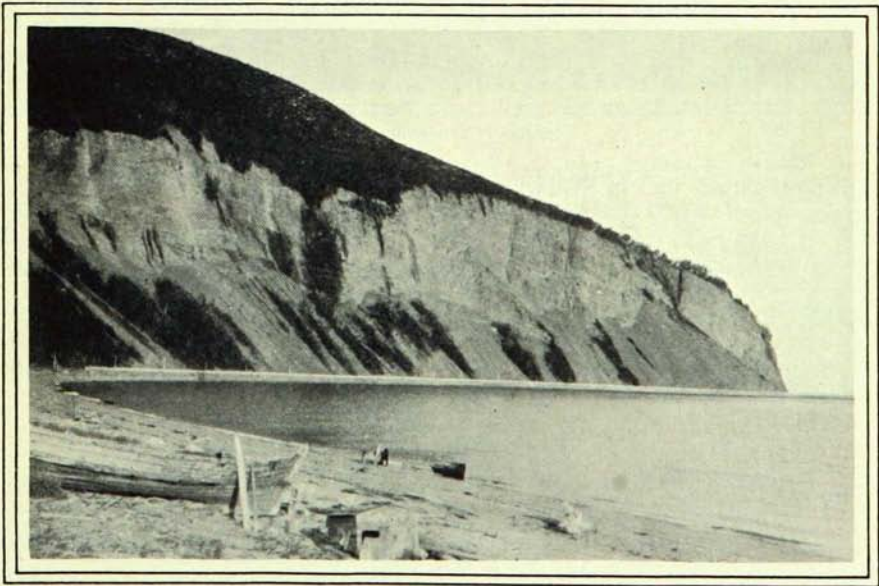
Matapédia, situated at the mouth of the Matapédia and Restigouche Rivers, is an important centre on the Canadian National Railway to Halifax, and the Terminus of the Quebec Oriental Railway, running to Gaspé, now operated by the C.N.R. It is also the seat of the most important salmon fishing club in America, and the beginning of the fifth lap of the trip through the Matapédia Valley.

MATAPÉDIA TO STE.-FLAVIE

The distance to Ste. Flavie is 94.83 miles, and the highway runs through the magnificent valley of the Matapédia River. The Valley is "different" from anything that has been seen on this trip, and the high peaks of the Appalachians will be seen towering far above the road. Seven prosperous parishes have been settled in this splendid region, which sixty years ago was but a vast solitude.

The localities along the highway are: **Ste. Florence, Causapsal, Lac-au-Saumon, Amqui, Val Brillant, Sayabec, St. Moïse, Ste. Angèle, St. Joseph-de-Lepage** and **MONT-JOLI**, a big village and an important railway centre on the Canadian National, also the terminus of the Gulf Terminal Railway, connecting it with Matane.

The next village is **Ste. Flavie**, and the trip is resumed to Quebec via Highways Nos. 10 and 2.

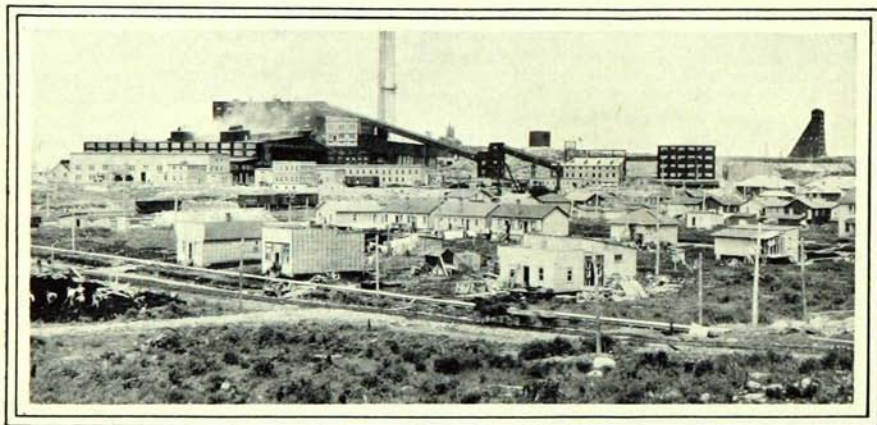


The Gaspé Highway at the foot of Mont St. Pierre

TÉMISCAMINGUE AND ABITIBI

THERE are two regions in the north of the Province of Quebec which, besides being young but well developed centres of colonization and agriculture, have attracted recently world-wide attention and interest owing to the development of rich mineral resources consisting of gold, copper and lead. The agricultural as well as mineral resources are tremendously rich, and the tourist who can spare the time to visit that land will make an educational as well as recreational trip of intense interest.

From Quebec, the route is via Highway No. 2 to Montreal and Highway No. 8 to Hull and Ile-aux-Allumettes. A ferry boat will take the tourist to Pembroke, Ontario, on the south shore of the Ottawa River, and then Ontario Highway No. 17 will take him to North Bay, where he will turn right on the Ferguson Highway to Haileybury, Liskeard (Ont.) and Temis-



Smelter at Noranda, Abitibi

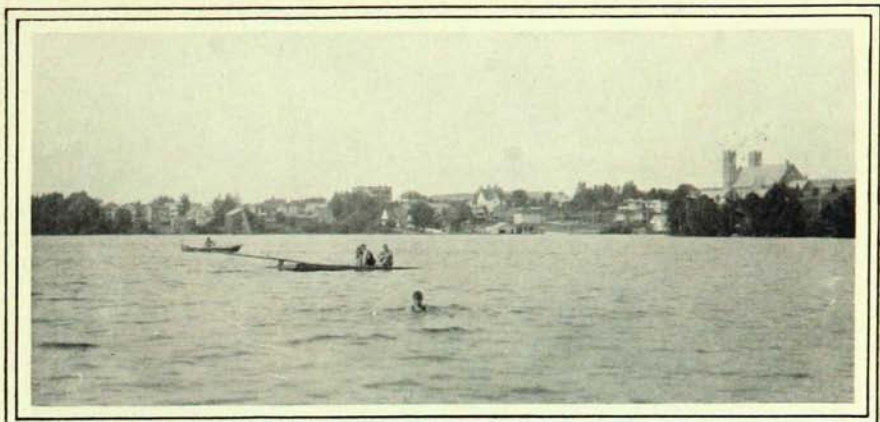
camingue-Nord, in the Province of Quebec. From Temiscamingue-Nord, Quebec Highway No. 46 will take the tourist to Macamic, in the Abitibi district, 105 miles north, passing Rouyn and Noranda, mining centres of recent birth, but well known. From Macamic, east and west, Highway No. 45, 139 miles long, traverses the Abitibi district proper.

The trip from Quebec to the Abitibi district and back is 1,664 miles, or 852 miles in each direction, and will take about two weeks. From Montreal, the trip is 1,308 miles; from Hull or Ottawa it is 1,064 miles; and from Toronto, via the Ferguson Highway, 1,000 miles.

PRINCIPAL PLACES OF INTEREST

Ville-Marie.—20 miles south of Témiscamingue-Nord, on Highway No. 46, is situated on the line of the Canadian Pacific Railway and lies on the shore of beautiful Lake Témiscamingue, whose name signifies "deep water." This Lake is navigable over its whole distance for vessels drawing many feet of water. Its length is 70 miles and its maximum width 10 miles. It is on the interprovincial boundary.

Temiscaming.—Pop. 2,500, 54 miles south from Ville-Marie, on Highway No. 46, under construction. On the Canadian Pacific Railway and centre for lumbering and fishing in the



Lake des Sables and Ste-Agathe-des-Monts

neighboring woods. Témiscaming is not yet connected by highway with Ville-Marie, the road being under construction by the Provincial Government and expected to be open in 1932.

Rouyn.—Pop. 4,500, on Highway No. 46. Centre of the Témiscamingue mining region. Served by the highway and by a branch line of the Canadian National Transcontinental Railway.

Noranda.—Pop. 1,200, on Highway No. 46. Situated less than a mile from Rouyn, on the shores of Tremoy Lake, and particularly remarkable for the immense smelter built there at a cost of four million dollars, whose gigantic smokestacks are 435 feet high.

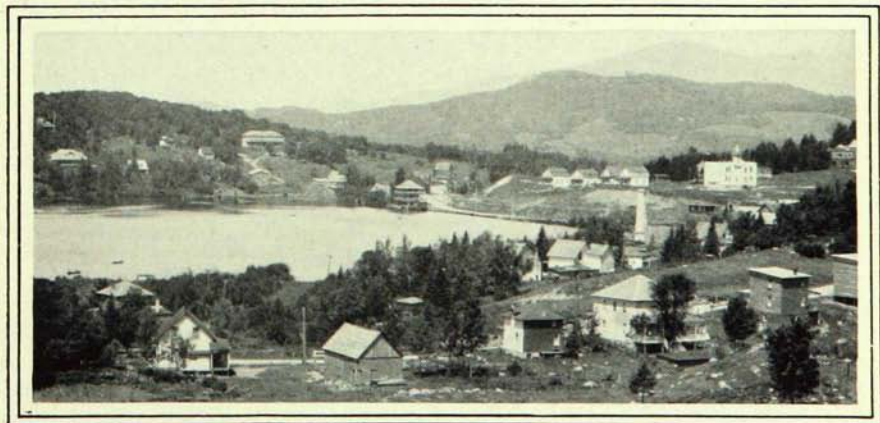
La Reine.—Pop. 1,700, western terminal of Highway No. 45, on the line of the Canadian National Transcontinental Railway. A very important agricultural centre near the interprovincial boundary and not far from the great Lake Abitibi. Deposits of tin, copper, lead and zinc are found within the limits of this parish.

La Sarre.—Pop. 2,517, a farming and lumbering centre.

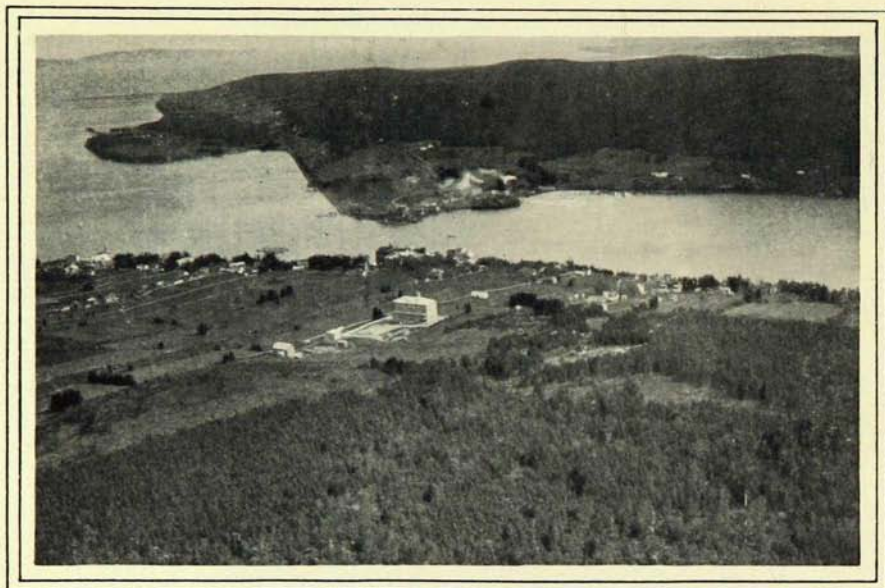
Macamic.—Pop. 2,350. The most important centre of Abitibi after Amos. Junction of Highways Nos. 45 and 46 and at proximity of the mining fields. There are important sawmills in continuous operation, and there is much hunting and fishing in the vicinity.

Taschereau.—Pop. 1,500, at the junction of the C.P.R. line serving Noranda and Rouyn. General farming, market-gardening and dairying are flourishing industries at Taschereau.

Amos.—Pop. 2,200, county town of Abitibi, and seat of the judicial district of the same name. Amos is the most important commercial centre of that vast region.



St. Faustin, in the Laurentians, Highway No. 11



Gaspé, at the head of the Bay of Gaspé

(Cie Aérienne Franco-Canadienne, Montréal)

CANADIAN NATIONAL RAILWAYS

Having almost three thousand miles of rail lines within the Province of Quebec, the Canadian National Railways serve directly the principal vacation regions, the finest fishing and hunting districts of the Province. The Laurentian district, with its delightful resorts and sparkling lakes; Murray Bay, the Newport of Canada; the famed resorts of the Lower St. Lawrence and the Gaspé Peninsula; the Laurentides National Park; the Lake St. Jean country—all are served by Canadian National Railways.

Here, old-world charm awaits the visitor, excellent golf courses, salt and fresh water bathing. The fisherman, hunter, canoeist finds ideal conditions for his favorite sport, comfortable camps, companionable guides and all that goes to make for an ideal holiday.

Quebec is reached by convenient through Canadian National train services—from Boston to Montreal—from Washington, Philadelphia, Baltimore and New York to Montreal, Ottawa, Quebec and Murray Bay—from Chicago, Detroit, Buffalo and Toronto to Montreal. Passenger representatives of the Canadian National Railways will gladly furnish information in regard to train service, fares, hotel and resort accommodation. For the convenience of tourists, Canadian National Railways office addresses in principal eastern United States cities are listed below.

Boston, 186 Tremont Street.
New York, 673 Fifth Avenue.
Philadelphia, 1422 Chestnut Street.
Washington, 901 15th St. North West
Cleveland, 925 Euclid Avenue.
Buffalo, 420 Main Street.
Cincinnati, 49 E. Fourth Street.

Detroit, 1523 Washington Blvd.
Chicago, 4 South Michigan Avenue.
Kansas City, 705 Walnut Street.
St. Louis, 314 North Broadway.
Minneapolis, 634 Marquette Ave.
St. Paul, 83 East Fifth Street.
Montreal, 384 St. James Street.
Quebec, 7 du Fort Street.

QUEBEC RAILWAY

Montmorency Falls, Kent House, the world-renowned shrine of Ste. Anne de Beauport, and the many interesting old French-Canadian parishes along the Beauport Heights, while they are accessible over a splendid road, Highway No. 15, can also be reached by the Quebec Railway electric lines or by special buses operated by the Company.

CANADIAN PACIFIC RAILWAY

Through a regular network of railway lines running into most of the regions of Quebec, the Canadian Pacific Railway Company places the most picturesque and interesting places in the Province within easy reach of the visiting tourist. Splendid fishing and hunting districts can be visited over the company's system. The Laurentians, the Ottawa Valley, the great centres of industry in the Valley of the St. Maurice, the rich agricultural region of the Eastern Townships with its many beauty spots and its numerous historic associations, the large cities of Montreal, Quebec, Trois-Rivières, Sherbrooke, etc., are all connected with the United States either by direct lines running from the great centres in the neighboring Republic or by branch lines from the Canadian cities.

The principal vacation regions, where time seems to have stood still and changes have been few, where old customs and habits still prevail and the famed French-Canadian hospitality is lavishly extended to the visitor; the natural playgrounds where all kinds of sports can be indulged in in the midst of glorious scenery, are reached by the Canadian Pacific.

Passenger representatives of the Canadian Pacific will gladly supply all necessary information to those who wish to visit the Province of Quebec. For the traveller's convenience Canadian Pacific office addresses in some of the principal cities in the United States are listed below:

Boston, 405 Boylston Street.

New York, Madison Ave. at 44th.

Philadelphia, 1500 Locust Street.

Washington, 14th and N.Y. Ave.
North-West.

Cleveland, 1010 Chester Ave.

Buffalo, 160 Pearl Street.

Cincinnati, 201 Dixie T'm'l Bldg.

Detroit, 1231 Washington Blvd.

Chicago, 71 East Jackson Blvd.

Kansas City, 723 Walnut Street.

St. Louis, 412 Locust Street.

Minneapolis, 611 2nd Ave. South.

St. Paul, Robert and Fourth.

Montreal, 201 St. James Street.

Quebec, Palais Station.

CANADA STEAMSHIP LINES

Some delightful trips by water can be made from Montreal or Quebec by the Canada Steamship Lines luxurious vessels, which are operated on regular schedule during the summer months.

The service is especially planned for the convenience of motorists who may wish to break a long journey by a restful interval aboard ship.

From Montreal it is an overnight trip to Quebec. There are also sailings from Mont-



Along the Gaspé Highway: cloud, mountain, village and bay

real and Quebec to the famous Saguenay River, and passengers can take their automobiles along with them to make the tour of Lake St. Jean.

All information will be supplied on application to the Company's agents at either Montreal or Quebec.

CLARKE STEAMSHIP LINES

To those who dwell in cities, the sea is the ultimate and unfailing restorer. All the tonic virtues of the sea are in the Gulf of the St. Lawrence, freshened and vitalized by the surrounding wilderness.

To those who wish to make such a trip, the Clarke Steamship Company's steamers, all of modern construction and providing the very best accommodation, offer many opportunities of enjoying a delightful holiday on the Great River.

Steamers sail regularly between Montreal, Quebec, the Gaspé ports, North Shore points, the Canadian Labrador and Newfoundland.

Full information can be secured from the Traffic Manager of the Clarke Steamship Company, St. Peter Street, Quebec City.

PROVINCIAL TRANSPORT Co.

Montreal is connected, thanks to the splendid Provincial Highways which permit of such a convenient service, with many places of interest, by numerous autobus lines operated by the Provincial Transport Company, radiating from the metropolis to the neighboring localities.

In addition Montreal is linked with New York and Boston and intermediate points by several de luxe bus lines operated by the Company.

QUEBEC SPEED LIMITS

TOURING CARS AND BUSES: 20 miles an hour within city, town and village limits; 30 miles in open country.

COMMERCIAL VEHICLES: With solid tires: 8 miles an hour loaded; 10 miles an hour light. With pneumatic tires: 12 miles an hour loaded; 15 miles light.

LIMIT FOR ALL VEHICLES: 8 miles an hour in curves, on steep grades, at road crossings and on bridges.

FULL STOP AT LEVEL CROSSINGS

Before driving a motor vehicle over a level crossing the person who is driving such vehicle must bring it to a stop for a moment near such crossing, and then start it in low gear. This provision does not apply, however, in the case of tramway tracks, nor in the case of a level crossing while in charge of a signalman, or when equipped with gates, or signals automatically indicating the approach of a train.

CANADIAN CUSTOMS REGULATIONS

For a period of sixty days a motorist who is a resident of the United States may bring his car into Canada for touring purposes only and return to the United States either by the port of entry or by any other port, without having to file a bond with the Canadian Customs Officials. All that is required is that he fill in at the Customs Office on the border on entering Canada, a form in which particulars are given respecting his car. This form is made out in triplicate; one copy is retained by the Customs Officer; the others, retained by the motorist, are to be surrendered to the Customs Officer at the port of exit on leaving Canada.

The motorist should carry with him the automobile registration card identifying his car, as this must be displayed on demand of the Customs Officials.

Should a tourist who has been granted a sixty-day permit, desire an extension not exceeding thirty days, he may apply therefor to any collector of National Revenue, who, upon being satisfied as to the bona fides of the applicant as a tourist and that the car will be used by him only for purposes of health or pleasure, may extend the permit for a further period of thirty days.

If the tourist intends to keep his car in Canada for longer than three months, it will be necessary for him to provide a bond for the amount of duty and taxes to which his car is subject. Under this bond he may keep his car in Canada, and use it for touring purposes only, for a period up to six months in one year; but at the expiration of that time, collectors have no authority to grant an extension or renewal.

ARTICLES FREE OF DUTY

ACCORDING TO THE UNITED STATES TARIFF REGULATIONS, residents of the United States returning from abroad **may bring in free of duty articles up to \$100.00 in value**, acquired for personal or household use, or as souvenirs or curios, if not intended for sale. Each member of a family is entitled to this exemption of \$100.00. Articles included within such exemption must be declared.

FREE PUBLICATIONS OF THE ROADS DEPARTMENT

The following publications, prepared specially for tourists, may be had free of charge by request to the Roads Department.

QUEBEC HIGHWAY AND TOURIST MAP—Accordion-folded. In four colors. Includes a general map of the Province, a large scale map of the Montreal district, a large scale map of the Quebec district, detailed maps of suggested tours in the Province of Quebec, detailed plans showing entries and exits of cities and towns in Quebec, table of distances, list of cities and towns in Quebec with populations, summary of the fish and game laws, Canadian and United States customs regulations, road signs and various information. Bilingual.

TOURS IN QUEBEC.—80-page Guide of the Province of Quebec. Profusely illustrated.

QUEBEC, THE GOOD ROADS PROVINCE.—32-page illustrated booklet of particular interest for those interested in mountain and sea resorts.

THE OLD WORLD AT YOUR DOOR.—12-page illustrated booklet.

ROMANTIC QUEBEC: GASPÉ PENINSULA—A de luxe 32-page full-color illustrated booklet.

MONTREAL-QUEBEC.—12-page two-color illustrated booklet.

THE EASTERN TOWNSHIPS OF QUEBEC.—Two-color illustrated booklet.

LAKE ST. JOHN AND NATIONAL PARK.—Two-color illustrated booklet.

THE LAURENTIAN PROMENADE.—32-page illustrated guide.

SEE QUEBEC FIRST.—32-page illustrated booklet, French and English reading text.

OFFICIAL BULLETIN.—Giving highway conditions and other road information. Published semi-monthly in French and in English.

SPECIAL GUIDES FOR SALE

ALONG QUEBEC HIGHWAYS.—876-page complete guide of the Province of Quebec. Contains a general description of the Province, detailed descriptions of each of the main highways, each description forming a chapter; a general road map of the Province; 76 sectional maps; 33 charts showing entries and exits of principal cities and towns; general information regarding traffic, customs, hunting, etc.; and **325 photographic reproductions of the principal places in the Province.** For sale at the Roads Department and at booksellers. Nominal price post paid, \$2.00. May be had in English or in French.

THE GASPÉ PENINSULA.—260-page complete guide. Contains a general description of the Peninsula, and a description of each of the places traversed by the highway, with local industries, peculiarities and legends fully explained. Four-color cover; 12 special drawings; 113 photographic reproductions; a general map of the Peninsula. Nominal price post paid, \$0.60. May be had in English or in French.

Write the Roads Department, Quebec.

HISTORICAL GUIDES

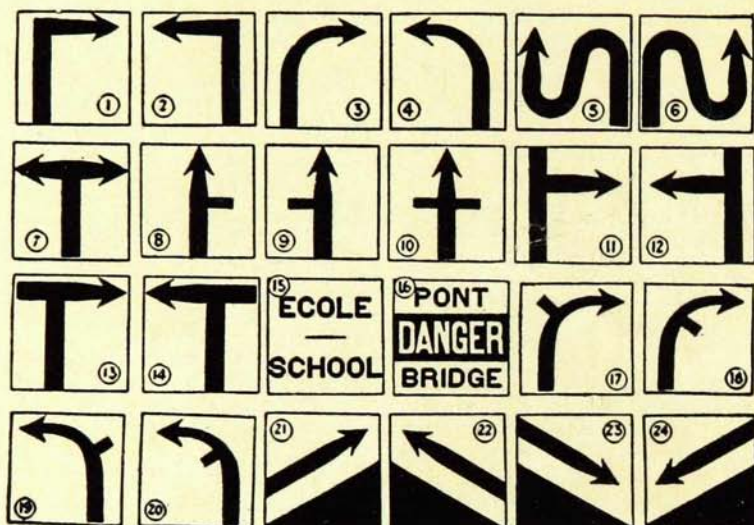
When in Quebec or Montreal, services of licensed guides may be secured by calling at the following places: at **Montreal**, 1013 Dominion Square; at **Quebec**, corner Desjardins and Buade Streets (Automobile Club Offices, near Basilica).

IMPORTANT NOTICE

For authentic and reliable information regarding highways, highway conditions, fish and game, natural resources, and all other needful tourist information on the Province of Quebec, apply to the

PROVINCIAL TOURIST BUREAU
Roads Department, Parliament Buildings, QUEBEC CITY

QUEBEC OFFICIAL DANGER AND DIRECTION SIGNS



MEANING

- 1—Sharp right angle.
- 2—Sharp left angle.
- 3—Right curve.
- 4—Left curve.
- 5—Double left curve.
- 6—Double right curve.
- 7—Intersection of two main highways.
- 8—Cross road to the right.
- 9—Cross road to the left.
- 10—Double cross road.
- 11—Right angle with local road ahead.
- 12—Left angle with local road ahead.
- 13—Right angle, local road to the left.



- 14—Left angle, local road to the right.
- 15—School.
- 16—Dangerous bridge.
- 17—Right curve with local road to the left.
- 18—Right curve with local road to the right.
- 19—Left curve with local road to the right.
- 20—Left curve with local road to the left.
- 21—Ascent to the right.
- 22—Ascent to the left.
- 23—Descent to the right.
- 24—Descent to the left.

Quebec Road Marker

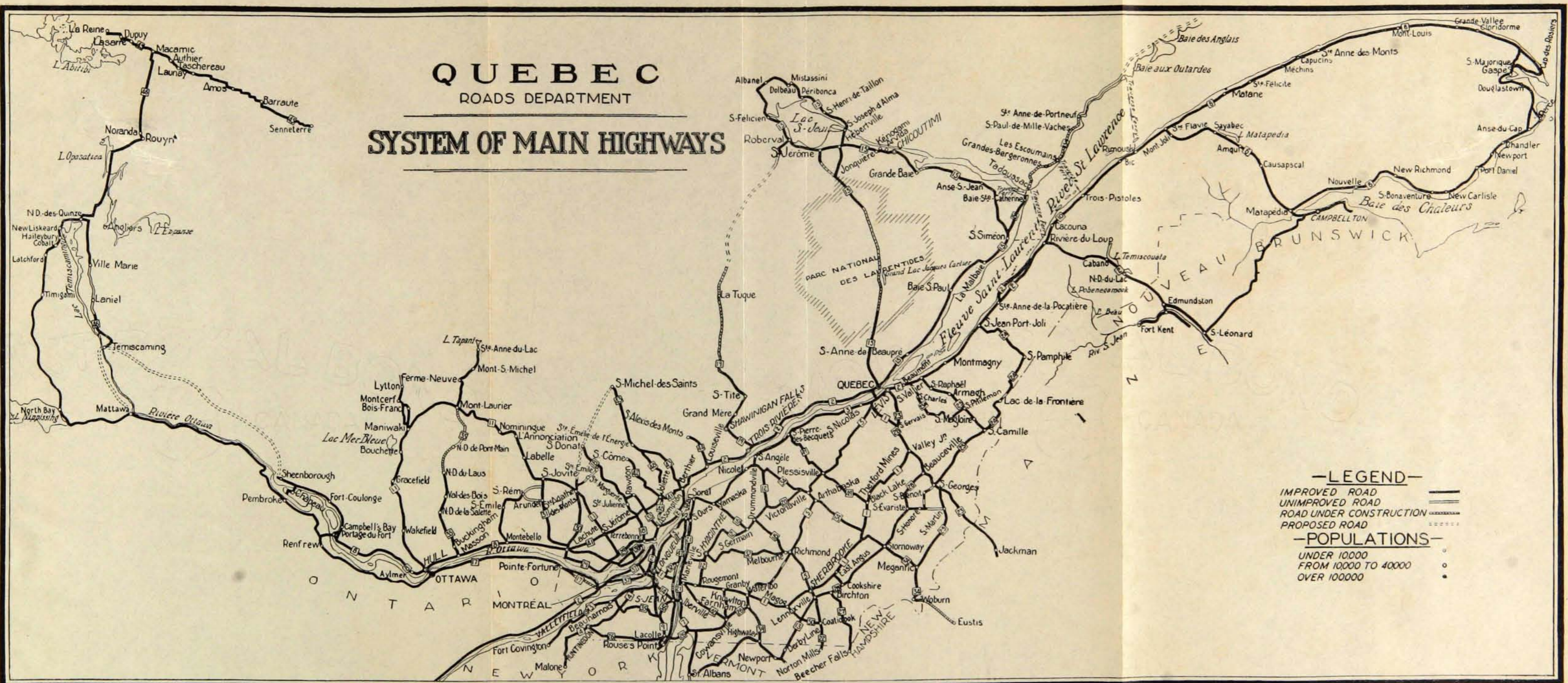
Follow Whitewashed Posts

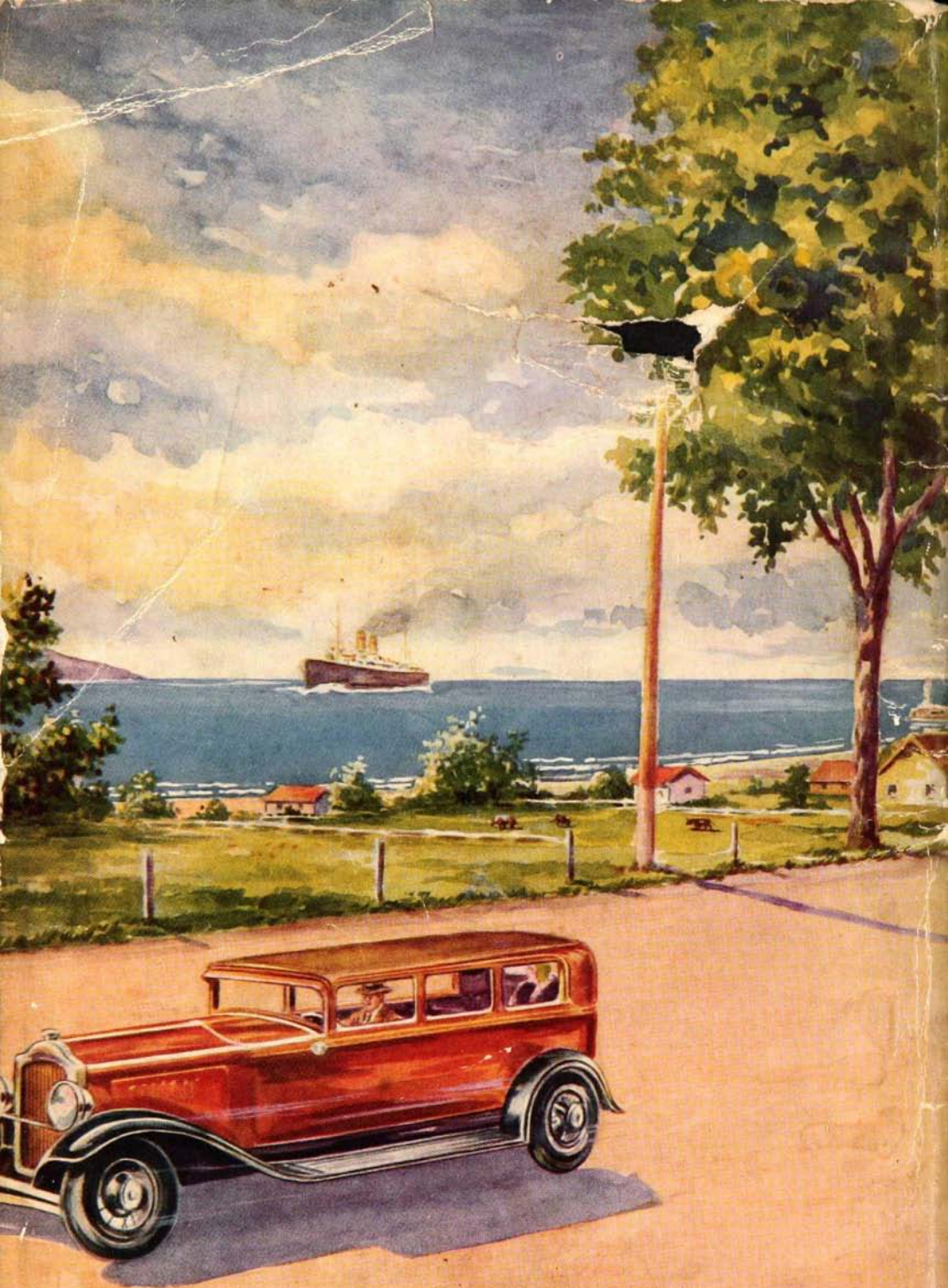
Whitewashed posts show the main highways of the Province. Mile-posts, municipal-limit posts and speed limit signs are set up on main highways.

QUEBEC

ROADS DEPARTMENT

SYSTEM OF MAIN HIGHWAYS





PUBLISHED BY THE PROVINCIAL TOURIST BUREAU, ROADS DEPARTMENT,
QUEBEC