

ACROSS CANADA

ATLANTIC TO PACIFIC

VIA

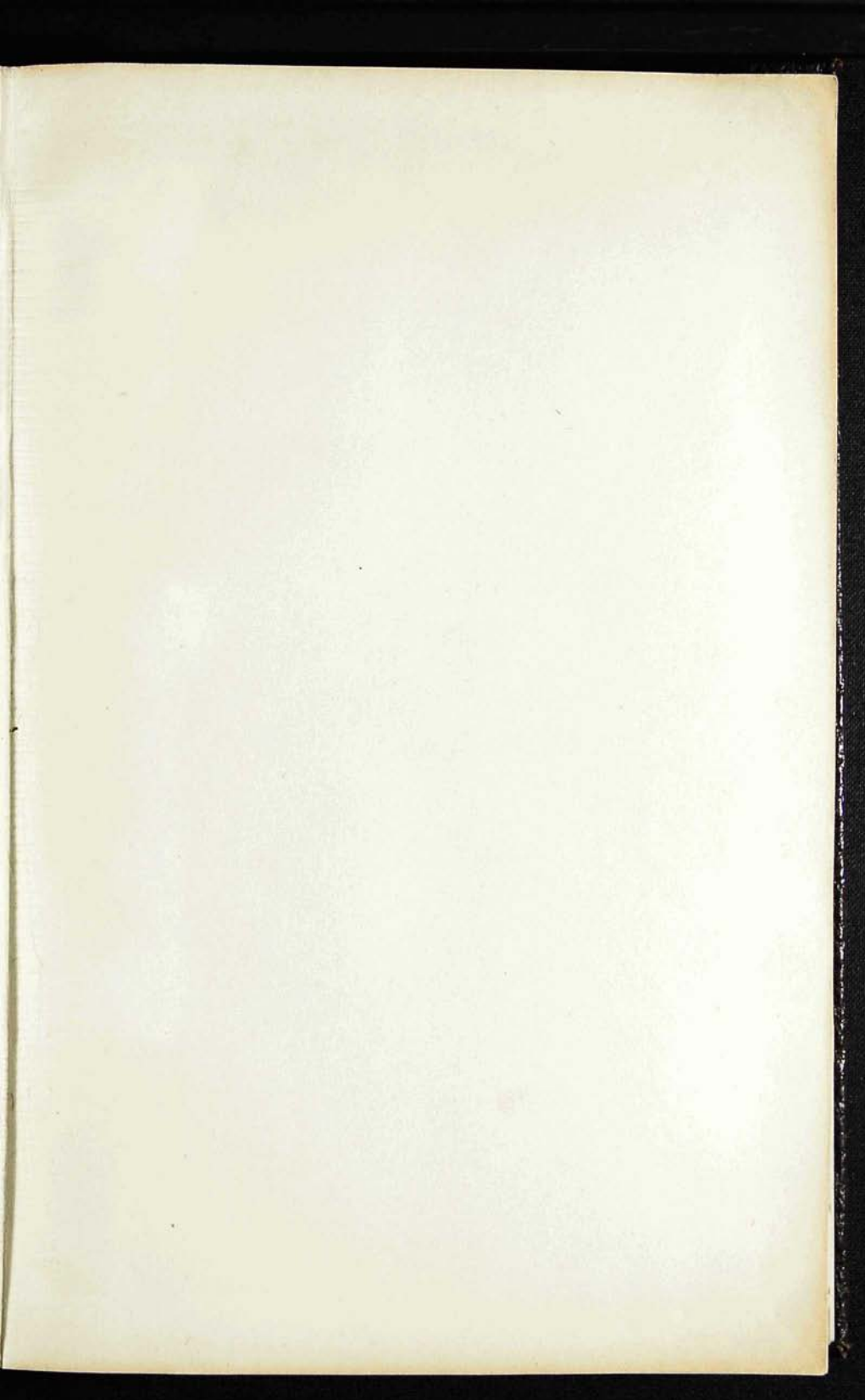
"THE NATIONAL WAY"

Canadian Weekly Newspaper
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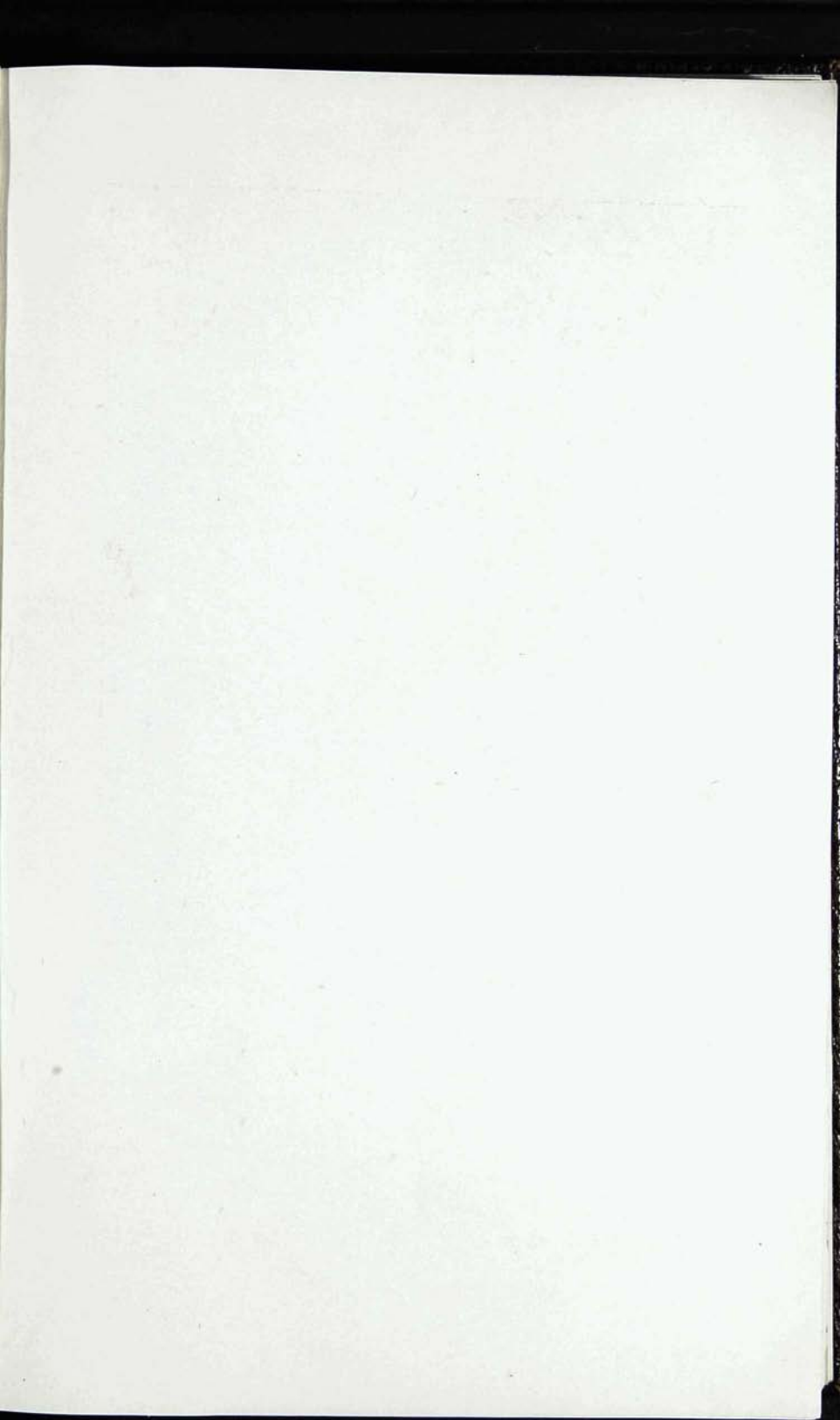
COMPLIMENTS OF THE
CANADIAN
NATIONAL
RAILWAYS

MR. ALF. SIMARD











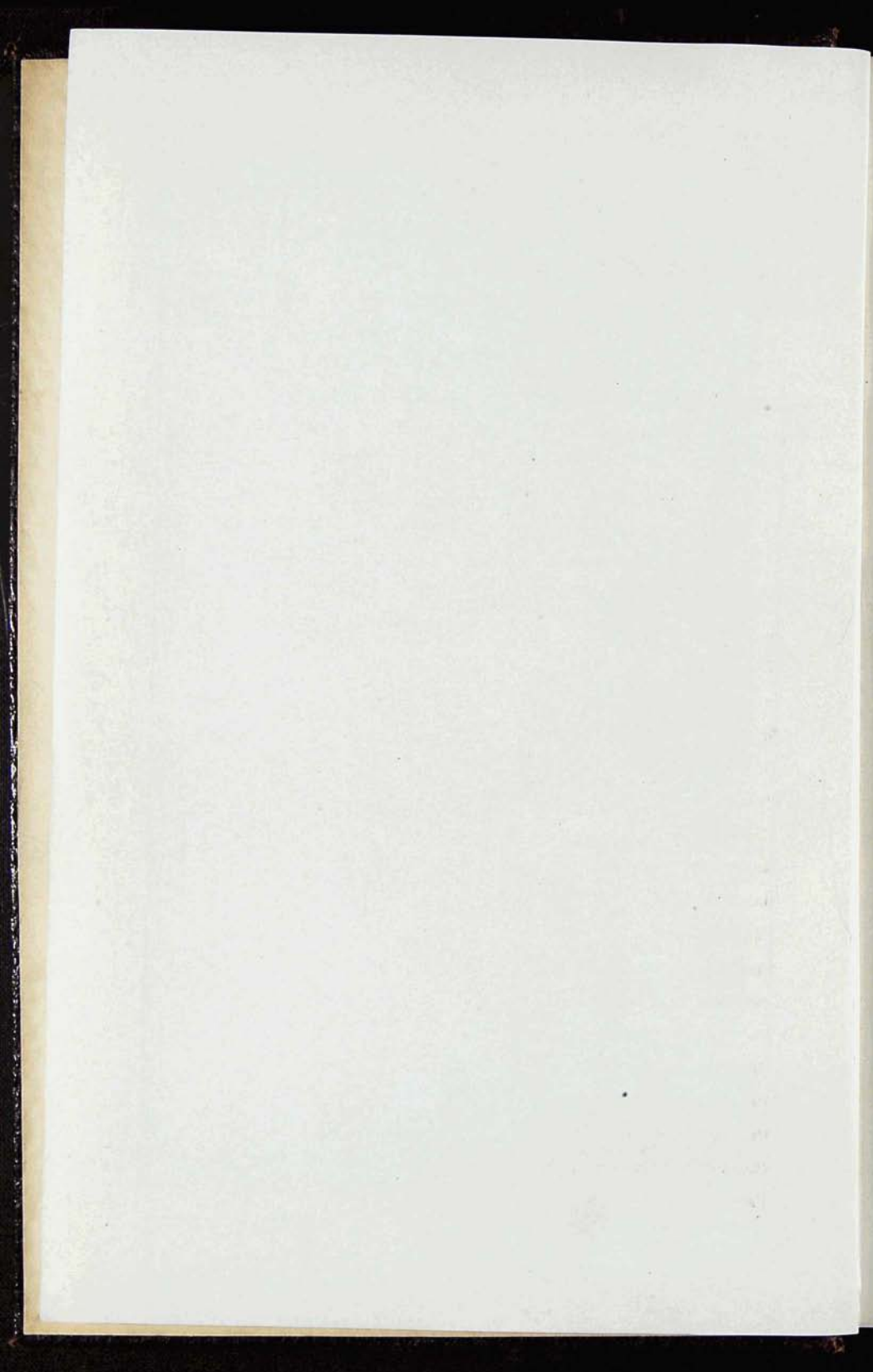
OTTAWA—THE FEDERAL CAPITAL OF THE DOMINION
Parliament Buildings, Chateau Laurier, Canadian National Station

A C R O S S
C A N A D A

"THE NATIONAL WAY"

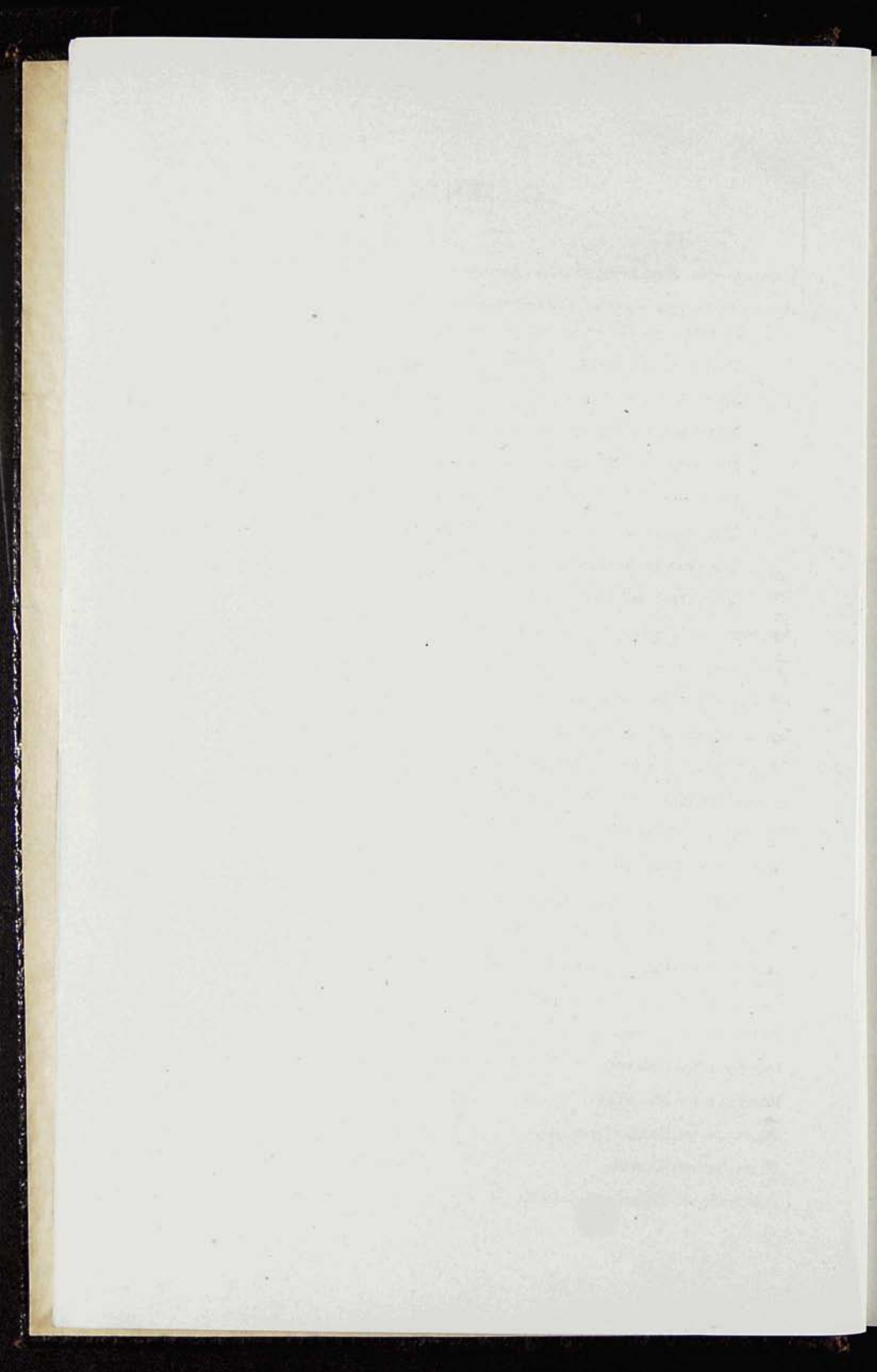
ATLANTIC
TO
PACIFIC

CANADIAN NATIONAL—GRAND TRUNK



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ATLANTIC to PACIFIC

"The National Way"

CANADIAN NATIONAL RAILWAYS

CANADA—ITS ATTRACTIONS AND RESOURCES

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

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

Salubrious Climatic Conditions.

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

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

Waterways of Canada.

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

rivers flow, while the interior is thickly dotted with lakes, several of them almost oceans in extent, and rivers and streams ad infinitum.

The World's Greatest Fisheries.

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

Sport for the Hunter.

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

Historical and Scenic Canada.

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

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

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

Canada as a Nation.

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

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

Resources of the Dominion

The natural resources of the Dominion, both in extent and variety are remarkable. Although during the past few years their development has been expanded to an enormous extent they have as yet been little more than scratched. Only about fifteen per cent. of the available agricultural lands of the country have so far been brought under cultivation, but in spite of this total farm products have reached an annual value, based on the latest statistics, of \$2,159,980,000. Of known available land awaiting cultivation there is estimated to be 440,000,000 acres.

The mineral resources of the Dominion are enormous, and although the greater proportion of the potential mineral-bearing sections of the country are awaiting development, the aggregate value of the output in 1920 is officially estimated at \$200,000,000. Among the gold producing countries Canada ranks fifth, and in silver third, while in nickel and asbestos she occupies the premier position, supplying of each approximately 85 to 90 per cent. of the world's requirements.

Canada's fisheries are the most extensive in the world. On the Atlantic, including her coast line, the Bay of Fundy, the Gulf of St. Lawrence, and other ocean waters, there are approximately 200,000 square miles of fishing grounds. On the Pacific she has 7,000 miles of coast line providing excellent shelter for fishermen, in Hudsons Bay she has 6,000 miles of shore line, while in the Great Lakes she has 220,000 square miles. The total value of the commercial fish caught and marketed has during each of the last two or three years exceeded \$50,000,000.

The expansion in the manufacturing industry during the last five or six years, has been remarkable. According to the latest available statistics the annual product has a value of \$3,458,000,000 or more than double that of five years ago, and an increase of 528 per cent. since 1900.

Nearly Six Billions of Products

Taking all branches of industry into account the annual productive value of the Dominion is nearly six billion dollars, as may be gathered from the following table:

Field crops	\$1,636,664,000
Live stock sold	180,000,000
Dairy products	252,320,000
Poultry and eggs	40,000,000
Fruits and vegetables	40,000,000
Wool	11,000,000
Manufactures	3,458,000,000
Minerals	200,000,000
Fisheries	50,000,000
Fur pelts	21,000,000
Total	\$5,888,984,000

Resources in Water Powers.

Canada is fortunate in her endowment with water powers for the development of hydro-electric energy. The known available water powers aggregate about 20,000,000 horsepower, while the amount so far actually developed is 2,305,310 horsepower. Works already under way will increase this by four to five hundred thousand horsepower.

Railway Facilities.

The total railway mileage in operation is about 39,000, or about 230 miles per inhabitant. Per capita Canada has mileage larger than any other country in the world.

Of the total mileage 22,354 miles are operated by the Canadian National Railways, making it the largest railway system in the world. The system serves all the capitals of the nine provinces and Ottawa, the Federal capital, and reaches all the industrial centres in the Dominion. It also reaches all the big seaports (the only one doing so) in Canada, namely, Halifax, the Sydneys, Charlottetown, St. John, Quebec, Montreal, Vancouver, Victoria, and Prince Rupert.

Ocean Steamship Service.

There is also operated under the direction of the National Railways System the ocean-going fleet of the Canadian Government Merchant Marine, which will comprise sixty-six vessels with a total tonnage of 393,000 tons. Fifty-five of these steamers are already in operation, and with advantageous traffic arrangements with other companies are, carrying Canadian merchandise to all parts of the world.

Trade routes so far established, and on which regular sailings are maintained, are: From Atlantic ports to Liverpool, London, Glasgow, Cardiff, Swansea, Barbados, Trinidad, Demerara, Nassau, Kingston (Jamaica), Belize, B.H., Havana, Bahia, Pernambuco, Santos, Rio de

Janeiro, Buenos Ayres, Charlottetown, St. John's (Newfoundland), British India (via Suez Canal), calling at Karachi, Bombay, Rangoon, Colombo, Madras, Batavia, Surabaya and Singapore. Tri-weekly passenger, freight and mail service to the Bahamas, Jamaica and British Honduras is maintained. Assigned to this service are the SS. "Canadian Fisher" and "Canadian Forester", each of which has accommodation for thirty first-class passengers. There is also maintained from Atlantic ports, via Panama Canal, a freight service to Australia and New Zealand.

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

PROVINCE OF NOVA SCOTIA

Nova Scotia is to the tourist a land of many interests. In varied and striking scenic effects and in romance and history it is rich. In its rivers, streams and bays there are for the sportsmen game fish and in her backwoods are to be found such wild animals as moose, deer and bear; along its sea coasts are a multitude of picturesque summer resorts, where bathing, boating and yachting can be enjoyed to the full and in safety. In its interior, and abutting on the shores of the Bay of Fundy, is the far-famed Land of Evangeline, one of the most romantic pieces of country on the continent.

The French, after an abortive attempt six years before, occupied the province in 1604, and gave it the euphonious name of Acadia, which was changed to Nova Scotia in 1621 by James I of Great Britain. In the struggle between British and French for the possession of the continent, the province was the scene of many bloody conflicts, the most important of which was the battle of Louisburg, in 1758.

Nova Scotia has an area of 21,428 square miles and a population of about half a million, 87 per cent. of which is native-born. The outstanding agricultural features of the province are its dyked marshes on which enormous crops of hay are produced. These dyke lands, which are as picturesque as they are productive, had their origin 221 years ago through the enterprise of the early Acadian settlers. For its apples, most of which are grown in the valleys of the Evangeline section of the country, the province is famous. The field crops of 1920 had a total value of about \$40,500,000, of which more than one-half was hay and clover.

Industrially the Province of Nova Scotia has made considerable headway during the last few years. This is particularly true of the iron and steel industry, its mills being among the largest in the Dominion. Shipbuilding, textiles, boots and shoes, pulp, cured and canned fish are prominent among its other industries. Latest available statistics give a value of \$176,369,000 to the total manufactured products of the province. Its commercial fisheries yielded over

\$15,000,000 worth annually. The lumber cut has an approximate value of \$5,000,000.

Among the mineral products of the province, coal is by far the most important. The output in 1920 is placed at 6,395,545 tons, and having an approximate value of \$28,379,653. The known coal areas of Nova Scotia are enormous, roughly speaking there being seams from about the centre of the province to the eastern tip of Cape Breton. They even extend into the Atlantic in Cape Breton, the proof of which is found in the fact that some of the seams beneath the ocean's bed have been worked for several years. Geologists are of the opinion that seams also extend into the Gulf of St. Lawrence. Scientists estimate the coal reserves of the province at 9,718,968,000 metric tons.

HALIFAX TO VANCOUVER

(Halifax to Truro)

Altitude

58.9

Halifax Population 70,000. Capital of Nova Scotia and one of the chief terminal points of the Canadian National Railways. The city occupies a high rocky peninsula, was first settled by the British in 1749, and is one of the most strongly fortified points on the continent. The old citadel, standing on an eminence of some 225 feet, in the heart of the city, is of particular interest to sight-seers. Its harbor is one of the four greatest in the world, and is accessible at all hours of the day the year round to the largest sea-going steamers. Bedford Basin, the innermost harbor, has a circumference of twenty miles. To meet the ever-increasing dimensions of ocean-going vessels, and the vast expansion of Canadian trade, new docks and railway terminals, covering an area of over 200 acres, are in course of construction. When completed they will be architecturally worthy of the city and fill all the requirements of present-day travel, making Halifax the most modern and commodious ocean terminal on the Atlantic coast.

Geographically, Halifax is advantageously situated. It is nearer Liverpool than is New York by over 600 miles, while as a connecting link with the Pacific coast and the Orient it also has the advantage, the distance from Liverpool via Halifax and Prince Rupert to Yokohama being 10,961 miles, compared with 11,961 via New York, a saving of 1,900 miles.

Halifax is a point of particular interest to Americans. Away back in the days of the French regime, when it was known by the Indian name of Chebucto, it was the appointed rendezvous of a French fleet that was to descend upon the coast of New England, an attempt which failed because the full complement of ships, owing to the effects of a storm, were unable to reach port in fighting shape. During the Revolutionary War and the War of 1812 Halifax was the

Altitude

rendezvous of the British navy, and it was into its port that the Shannon towed the Chesapeake as a prize after their famous historical encounter, while during the war between the Northern and Southern States it was the port of exit and entrance for many of the vessels engaged in blockade running. Melville Island, on the northwest arm of the harbor, served as a residence for American soldiers captured during the War of 1812. Dartmouth College, the leading university of the province, had its origin in the customs duties collected by troops from Halifax during the few months they held Castine, Maine.

Halifax, generally recognized as the key to the strategic situation of Canada and the North-West Atlantic, is garrisoned by Canadian troops, and, with the fortifications at the citadel, York Redoubt and McNab's Island, is regarded as practically impregnable.

There are many points of interest to tourists in the city. Among them are the Parliament Buildings, St. Paul's church erected by the British Government in 1750, and one of the oldest religious edifices in the Dominion, the drydock and shipbuilding yards, the public gardens, said to be the equal of any on the continent, and Point Pleasant Park, the Northwest Arm and its delightful bathing spots, while in the city and its environs are many excellent driveways. Halifax is also a city from which many interesting side trips can be made.

- 14.5 **Dartmouth** Population 8,000, is directly opposite Halifax, with which it is connected by an excellent ferry service. Here are to be found two beautifully situated golf clubs. Dartmouth is the site of several important industries, among them being a sugar refinery, a large oil refinery, cordage works, and metal and wood-working plants.

Leaving Halifax by the main line of the Canadian National Railways, the traveler encircles the city, passing close to the Northwest Arm at Armdale. At Rockingham the shore of Bedford Basin is reached, along the entire length of which the train speeds, finally arriving at Windsor Junction, about 16½ miles distant.

- 128.4 **Windsor Junction** This is a point from which, on the one hand a branch of the Canadian National Railways runs to Dartmouth, Lawrencetown, Seaforth, Gibraltar, and Stewart, points near and at the Atlantic coast, and on the other hand from which a railway runs through the Evangeline country to Yarmouth, the furthestmost southwest point of Nova Scotia. An interesting feature about Windsor Junction is a mass of enormous rocks which have the appearance of having been split by the hammers of Titans. "Noah must have thrown his ballast over-

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Altitude

board here," facetiously remarked Joaquin Millar, the famous American poet, when his eyes rested upon the scene.

94.1	Kinsac	Although not altogether within the range of
79.4	Wellington	the traveler's eye, the train on leaving Windsor Junction passes through large tracts of
57.7	Grand Lake	rich intervals and excellent upland country
61.9	Oakfield	which combine to make one of the best farming
60.5	Enfield	districts in Nova Scotia. The district is
50.0	Elmsdale	also noted for its dairying and lumber industries,
54.2	Milford	both of which are carried on extensively.
57.5	Shubenacadie	The Stewiacke River, which the
81.9	Stewiacke	railway crosses a short distance beyond the
96.5	Alton	town bearing the same name, waters this
100.0	Brookfield	district. It has its source among the hills of
140.1	Hilden	Pictou and flows for forty miles or so until

it empties into the Shubenacadie, a large and swift river which was at one time looked upon as a future highway for commerce across the province. Nature has placed a chain of lakes at the source of the river, and it would seem that engineering skill would have little trouble in constructing a canal to Halifax. Gold mines are located about seven miles from Enfield, while at Elmsdale are extensive clay deposits.

- 59.7 Truro Population 7,000. The town is both attractive and enterprising. Its streets are wide, flanked with shade trees, while well-kept lawns and tasteful flower beds are common to houses both large and small, thus presenting a pleasant view to the eyes of visitors. Truro has a number of industrial establishments, and is the business centre of a large lumbering and farming district, and as such is yearly growing in importance. The town is beautifully situated at the head of Cobequid Bay, and by the Cobequid range of mountains is sheltered from the cold winds of the Gulf. The foundation of the town dates from 1760. The local golf course is one of the finest in the Maritime Provinces.

Victoria Park, with its well-wooded hillsides, winding sylvan pathways, and a cascade of fifty feet in height, is one of nature's particularly attractive beauty spots. Situated on the heights of old Truro is the Provincial Agricultural College, with its five hundred acres of land and commanding edifices. Its live stock is reputed to be among the finest owned by any public institution in the Dominion, among them being many animals possessing a reputation for winning international prizes.

The Mulgrave-Sydney division of the Canadian National Railways runs from Truro.

Altitude

THE SYDNEYS TO TRURO.

- 8.0 Sydney Included within the term of "The Sydneys"
 - 41.0 North Sydney are three towns, namely, Sydney, North Syd-
 - 61.0 Sydney Mines ney and Sydney Mines. The name, derived
- from that of Lord Sydney, was bestowed 137 years ago when that worthy was British Secretary of State for the Colonies. Still another important town which can lay claim to being within the district is Glace Bay, fronting on the Atlantic about fourteen miles from Sydney.

Sydney Harbor is one of the finest in the world. It is two miles wide at its mouth, extends inland for four miles, has an area of over twenty-five square miles and is free from both rocks and shoals. Within its confines all the navies of the world could be provided with anchorage at one and the same time. During the Great War, Sydney Harbor was one of the principal points from which ships were convoyed to Europe. In one convoy alone over seventy vessels were included. Owing to the extent to which that part of Nova Scotia reaches into the Atlantic, Sydney Harbor is nearer Europe and Africa than any other harbor on the continent, and is even nearer Rio de Janeiro than New Orleans by 600 miles. Furthermore, a vessel can leave the Sydney Harbor, and by way of the St. Lawrence and its canals and the Great Lakes sail some 1,784 miles into the heart of the Dominion.

For the tourists the harbor provides excellent facilities for delightful steamboat, motor boat and yachting trips through the far-famed Bras d'Or Lakes, to the north shore of Cape Breton, and St. Ann's Bay, while from North Sydney to Newfoundland a regular steamship service is maintained.

Sydney—Sydney is the site of the blast furnaces and immense steel plant of the Dominion Iron and Steel Corporation, the whole works forming practically a town of itself. It is also the headquarters of its allied company, the Dominion Coal Company, operating twenty-three collieries at Glace Bay and New Waterford. The two companies also own coal mines at Springhill, iron mines in Newfoundland, limestone quarries in Cape Breton, piers and shipping pockets at all important shipping points on the Canadian Atlantic and the St. Lawrence River, and over 120 miles of railway and steamships carrying millions of tons of coal and iron ore annually. In the course of twenty years Sydney has grown from a town of 3,000 to a city of 28,000.

Near the city are many trout streams and a multitude of attractive places for a day's outing. The links of the Lingan Country Club have an established reputation in the golfing world. Bowling greens and tennis courts are an added attraction. From Sydney a railway runs twenty-five miles to Louisburg, historically famous for the battles fought there between British and French, passing en route Mira Bay,

Altitude

a delightful place for a day's outing, and several mining and fishing villages and towns, the most important being Glace Bay with a population of 18,000. At both Mira and Louisburg are located Marconi wireless stations.

North Sydney—The principal importance of the town lies in its facilities as a shipping port. Being but three miles from the coal and steel producing centres of the district, it has been equipped with extensive docks and the most modern facilities for shipping coal and receiving iron ore from the Nova Scotia Steel and Coal Company's areas at Conception Bay, Newfoundland. North Sydney is the port from which steamers regularly run to Port aux Basques, the sea voyage across Cabot Strait occupying only six hours, connecting there with trains running to St. John's, Newfoundland. There is also a ferry service from North Sydney to the neighboring city of Sydney. The town, which has a population of 6,200, is well built, and along its water front are some fine old residences.

Sydney Mines—The town has a population of 8,000 and is located on the northwest point of Sydney Harbor where it joins the Atlantic. As may be gathered from the latter part of its name the town is an important mining centre, the annual output of coal being approximately 900,000 tons. A decade or two ago it was less than a quarter of a million tons. It is also the site of one of the plants of the Nova Scotia Steel and Coal Company, Limited, the equipment consisting of blast furnaces, open hearth steel furnaces, coke ovens, engineering shops and coal washers. The steel billets produced here are shipped to the forging mills of the company at New Glasgow, N.S. An electric car line connects with North Sydney.

The Bras d'Or Lake.

Leaving Sydney, the train is soon skirting the south arm of the harbor and a little later the northwest arm of the same. At George River the famous Bras d'Or Lake is encountered. The lake is really an inland sea, or more correctly an arm of the Atlantic, and has a surface area of 450 square miles. Near the centre is the narrow island of Boularderie, twenty-eight miles in length and fronting on the Atlantic at its northern end. East and West of the island are channels from the ocean. That on the east, tide-swept and impassable for large boats, is known as the Little Bras d'Or Lake, or St. Andrew's channel. The wide channel on the west side may be traversed by any vessel afloat, as it has a depth of from thirty to two hundred feet. Both channels lead south through the Grand Narrows into the larger of the two lakes, where at the southern end the narrow isthmus has been cut, and where a canal with locks has been constructed, thereby enabling vessels to pass in from and out to the Atlantic. Although a salt water lake, the Bras d'Or is practically uninfluenced by tidal effects, the differences in level being usually less than one foot.

Altitude

Not only is the Bras d'Or Lake unique in its characteristics, but is the most beautiful salt water lake in the world. "The water," says Warner, in describing it, "runs into lovely bays and lagoons, having slender tongues of land and picturesque islands. It has all the pleasantness of a fresh water lake with all the advantages of a salt one."

Among the large number who every summer take up their residence along the shores of Bras d'Or Lake are several Americans. Dr. Alexander Graham Bell has a magnificent estate at Baddeck.

The waters of Cape Breton are particularly attractive to the sporting fisherman, besides the smaller game fish there being the tuna and the sword fish for the trial of his prowess.

- | | | |
|------|------------------|--|
| 35.0 | Florence | As the railway follows the shore of the |
| 21.0 | Little Bras d'Or | Bras d'Or Lake for about thirty miles the |
| 11.0 | Watson | tourist is able to obtain a panoramic |
| 37.0 | George River | view of its beauty and the surrounding |
| 21.0 | Barrachois | scenic effects. At every turn some new |
| 12.0 | Boisdale | feature will arrest his eye and excite his |
| 14.0 | Shenacadie | admiration. Here a cluster of fairy |
| 26.1 | Christmas Island | islands, there some meandering stream or |
| | | narrow strait, while in the distance he will |
| | | get a glimpse of towering mountains clothed with ancient |
| | | forests and rich in color effects. |

Grand Narrows Here the train crosses on a bridge, the Grand Narrows, the creation of nature which permits the Little Bras d'Or and the great Bras d'Or Lakes to unite their waters, and creating, the one on the east and the other on the west, two picturesque peninsulas instead of a solid stretch of land, a barrier to intercourse at this point.

- | | | |
|-------|-----------------|---|
| 12.0 | Iona | Iona, on the west peninsula washed by |
| 9.0 | McKinnon Harbor | the Grand Narrows, is a point at which |
| 15.0 | Alba | steamer connection can be made with |
| 12.0 | Orangedale | Baddeck (twelve miles distant) an ideal |
| 72.0 | River Denys | spot with quiet surroundings and the site |
| 214.0 | West Bay Road | of a number of pretty summer bungalows. |
| 33.0 | MacIntyre Lake | From Orangedale the village of |
| 142.0 | Mine Road | Whycocomagh is reached by a delightful |
| | | drive of seven miles around the shore of |
| | | the basin forming the termination of St. Patrick's channel, |
| | | an arm of the Bras d'Or. |

- | | | |
|-----|--------------|---|
| 9.0 | Point Tupper | Here the train reaches the famous Strait of |
| | | Canso, which separates Cape Breton from |
| | | the mainland, and which before Cape Breton was absorbed as a part of Nova Scotia served as a boundary line between the two. The Strait is a canal fourteen miles long and one mile wide, dug by nature for the purpose of |

Altitude

making a navigable waterway between the Atlantic and the Gulf of St. Lawrence thus avoiding the open waters and the longer journey between the eastern extremity of Cape Breton and Newfoundland. With its islands and high verdant banks the Strait is picturesque in its beauty. From Point Tupper the Inverness railway, following the eastern bank of the Strait, runs north to Port Hawkesbury, and a branch of the National Railways, running south and east, to St. Peters.

To cross the Strait of Canso it is not necessary to leave the train, for the cars are carried across from Point Tupper to Mulgrave on a powerful car ferry, "The Scotia", running winter and summer.

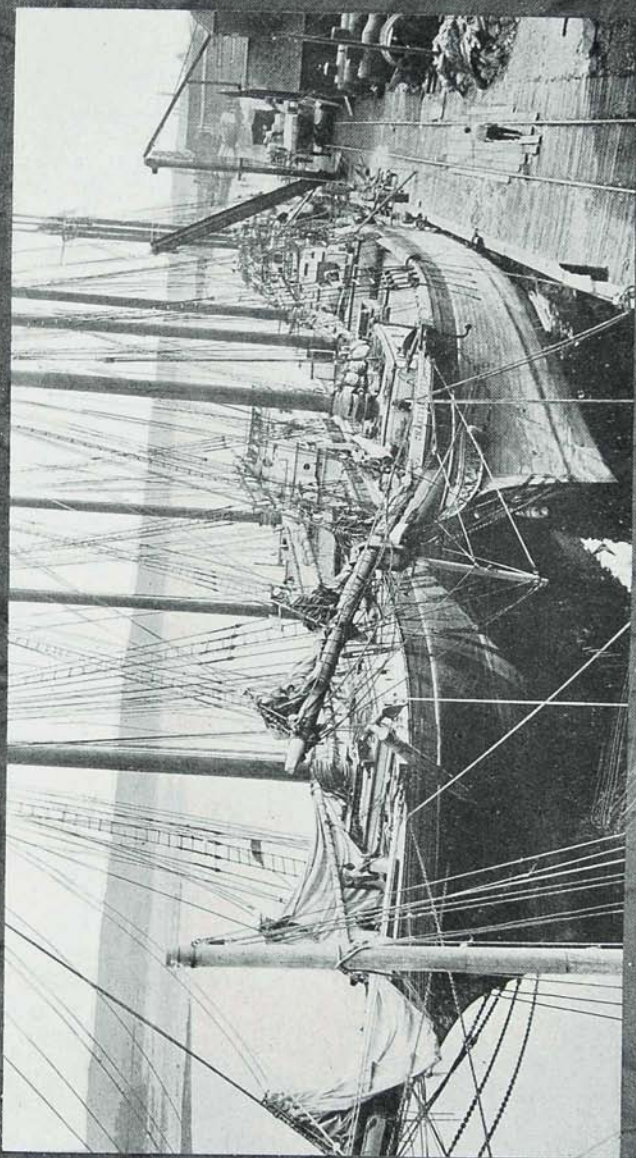
- 9.0 **Mulgrave** From Mulgrave, situated as it is on high land, glorious views are obtained, both of the long stretch of the Strait dotted with all kinds of craft and of the sloping hills of the island beyond. Mulgrave is an important shipping port, steamboats running from here to Arichat, Canso, Guysboro, Port Hood, Inverness and Cheticamp. Fresh and cured fish from Canso is largely shipped from Mulgrave to Ontario and the west.

- | | | |
|-------|-------------------------|--|
| 301.0 | Harbor au Bouche | At Tracadie is situated the monastery of Our Lady of Petit Clairvaux founded in 1820. The members of the community are Cistercian Monks, though commonly called Trappists from their obedience to the rule of La Trappe, the founder of the order. |
| 132.0 | Linwood | |
| 41.0 | Tracadie | |
| 131.0 | Afton | |
| 132.0 | Bayfield Road | |
| 76.0 | Heatherton | |
| 27.0 | Pomquet | |
| 22.0 | South River | |

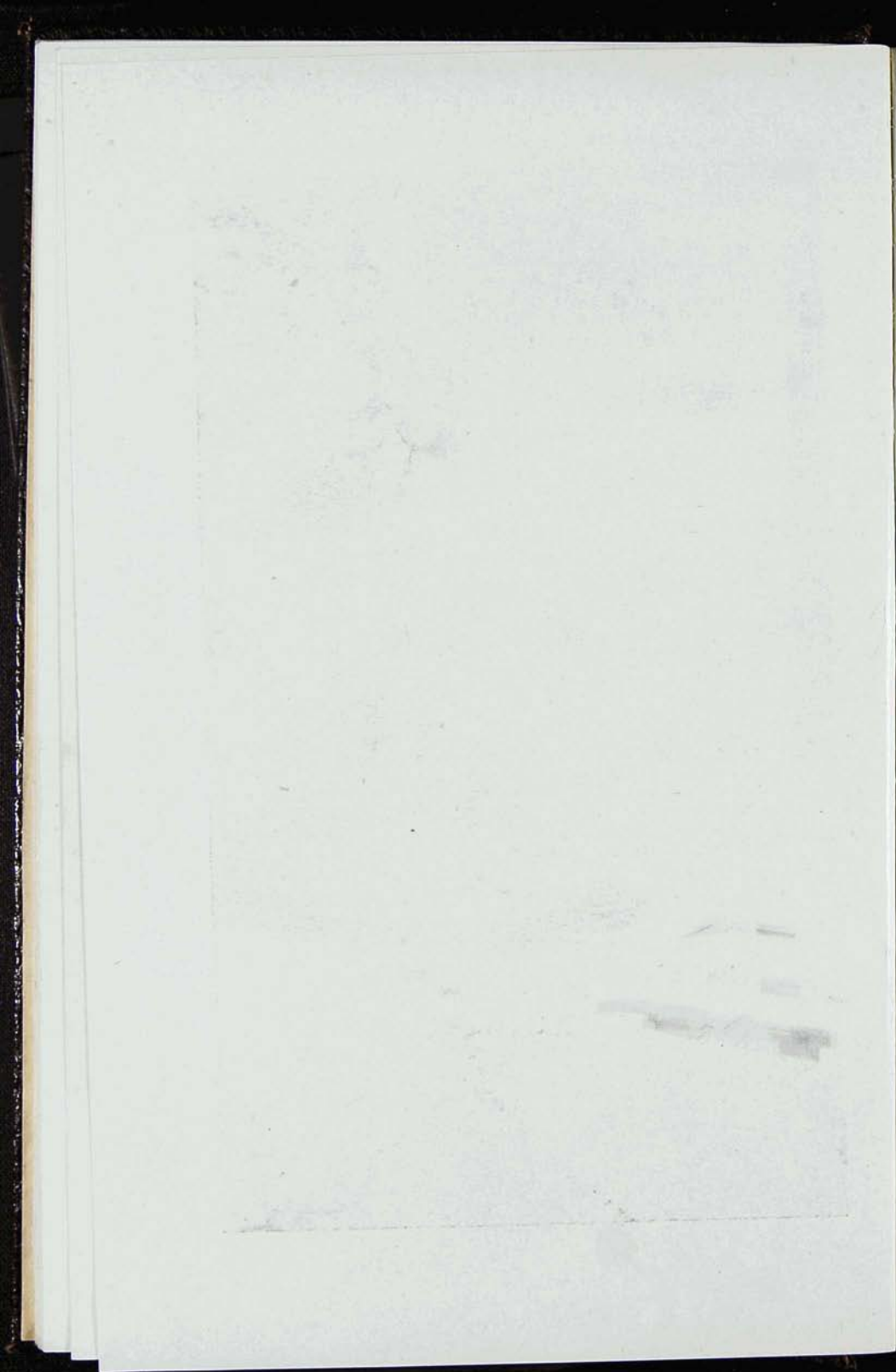
- 15.0 **Antigonish** Population 2,500. Antigonish is one of the prettiest villages in the eastern section of Nova Scotia. Its tidy dwellings stand amid beautiful shade trees on low ground, while the hills rise in graceful cones near at hand. Among these hills are sweet and pleasant valleys, and the brooks are clear as crystal. The village is the seat of the Bishop of Antigonish. St. Ninian's cathedral is a fine edifice, built of stone and erected at a great expense. It will seat 1,200 persons. St. Francois Xavier College is located near it, and has a large number of students from all parts of the Maritime Provinces.

The community is largely composed of Highland Scotch. In this part of the country, as through Cape Breton, Gaelic is extensively spoken, and for the benefit of the older people sermons in that tongue are preached from time to time in the cathedral and other churches.

Lochaber Lake is one of the beauty spots of the neighborhood. It is about five miles long, and varying in width from a few hundred feet to nearly half a mile. Its water is deep and clear, while its banks are abrupt and picturesque. The lake is about thirteen miles from Antigonish, and is reached by a road that runs, amid rich foliage, its entire distance.



MARITIME CANADA
Nova Scotia is Famed for its Sailing Craft



Altitude

148.0	Brierly Brook	The train runs through a fertile country
252.0	James River	dotted with pretty villages and covered
418.0	Marshy Hope	with fine prosperous farms. A short distance
205.0	Barney River	out of Antigonish is Gaspereau Lake,
154.0	Avondale	noted for being fully 500 feet above sea
263.0	Piedmont	level, while further on is Sugar Loaf
20.0	Merigomish	Mountain, 750 feet in height, from which
69.0	W. Merigomish	can be seen the distant shores of Cape
143.0	Woodburn	Breton. Several miles of the route along
		this district lie through the beautiful Pied-
		mont Valley.

- 10.7 Pictou Population 3,500. Pictou, one of the oldest towns in Nova Scotia, is pleasantly situated and substantially built. The surroundings are delightful, and is a charming place for a summer's sojourn. It is important as a railway and steamship terminal, and has several large manufacturing industries. Here steamers can be taken to ports on the north shore of Cape Breton, to the Magdalen Islands and to Prince Edward Island.

44.0	Trenton	Pop. 3,500	These four towns practically
222.7	Westville	" 4,500	adjoin each other, and are indeed
32.0	New Glasgow	" 9,000	a hive of industry. Within the
62.1	Stellarton	" 4,500	district is one of the largest and
			best developed coal areas in Canada
			(Stellarton has the thickest known seam of coal in the
			world, 37 feet), and the output from the mines is enormous.
			There are several important manufacturing industries in the
			district, the chief of which are the Nova Scotia Steel and
			Coal Company's rolling mill and forging mills and the extensive
			shops of the Eastern Car Company at Trenton. During the last
			few years there has also been brought into existence a large
			ship-building yard for the construction of ocean-going steamers.
			From the hills near New Glasgow, a distant view can be
			obtained of the Province of Prince Edward Island.

140.8	Ferrona Junction	The route from Stellarton, past these
148.0	Eureka	villages to Truro, where connection is
203.0	Hopewell	made with the main line of the Canadian
392.8	Glengarry	National Railways, lies through a beautiful
565.6	Gordon Summit	and interesting country, rich in vales,
447.3	West River	hills and streams.
316.2	Riverdale	
219.9	Union	
110.9	Valley	
59.7	Truro	

HALIFAX TO YARMOUTH

The route along the southern shore over the Canadian National Railways from Halifax to Yarmouth is delightful, passing as it does through a region of marvelous coast scenery and many picturesque summer resorts with magnificent stretches of broad, smooth beaches where the Atlantic surf invites the bather. There are inlets, rich in beauty, which make boating alluring. Everywhere there is the best of deep-sea fishing, while in the lakes and rivers trout and salmon abound. It is doubtful if any other part of Nova Scotia offers more abundant attractions—and that is saying a great deal of a country where beauty is everywhere.

- 59.0 **French Village** Good fishing can be found here, sea trout being especially plentiful in May and June. Comfortable accommodation can be obtained, as well as reliable guides. Hunting is good in the fall.
- St. Margaret's Bay** Delightful scenery surrounds the bay, and from high hills splendid views of the coast can be obtained. The village is a favorite stopping place for motor tourists.

- 46.1 **Chester** This little town is beautifully situated on rising ground overlooking Mahone Bay, an expanse of water with no less than 365 picturesque islands guarding the inner waters of the basin from the swell of the ocean beyond. Chester has been in much favor as a summer resort for some years, but it is only beginning to enjoy the advantages that improved railway service can give. There are a number of beautifully constructed bungalows here, and a summer hotel that is delightfully modern in every particular. There are other hotels and a few private residences where excellent board is given. Chester Basin is glorious for yachting, and motor boats may be hired. Excellent bathing is obtained on the shores of the bay and on the smooth white beaches of the rolling ocean beyond. For those who enjoy golf opportunity is afforded on the excellent links of the Chester Club.

Chester is not without historical interest. Oak Island, one of the numerous islands in the adjacent bay, is said, according to tradition, to have been utilized by the famous Captain Kidd for the hiding of the treasure he had captured during his privateering adventures. But although much money has, in modern days, been spent in efforts to discover this alleged treasure none has been found. During the war of 1812 the bay was on one occasion the scene of an encounter between a British vessel and an American privateer. Even the Flying Dutchman is said to have been seen in this bay.

Ingramport Skirting the shores of the harbor here the traveler obtains a glimpse of this busy little coast town, noted for the lumber and fish it exports.

Altitude

84.9 **Mahone** The town, reached from Mahone Junction, snuggles at the head of the bay, half-hidden by encircling hills covered with shaggy pines. In the vicinity are many places of historical interest, and opportunities for boating, bathing and fishing abound.

30.0 **Lunenburg** Centre of a great fishing industry, and aptly termed the "Gloucester of Nova Scotia." The town is situated on a peninsula and built on a series of slopes. It was founded in 1750, the original settlers being Germans from Hanover. But while it still retains traces of its old-world origin, it is on the other hand one of the most modern and prosperous towns in the province. Lunenburg possesses excellent facilities for bathing, boating and fishing, and has good hotel accommodation.

10.9 **Bridgewater** Situated as it is on the picturesque La Have River, is aptly termed the "City of Pines". The town and attractive surroundings make it a pleasant place of sojourn. Tempting roads reach back into the country, where the river Have winds through forests glades, with grassy by-paths bordered by beds of plumed ferns. A favorite drive is down one bank of La Have to Preston Beach at its mouth, a distance of twenty miles, and back by the opposite shore. Several prosperous and pretty villages dot the river bank.

From Bridgewater there is a train service by branch lines running to Middleton and Port Wade. Branching off at New Germany, the railway goes through Brookfield Mines and South Brookfield to Caledonia.

Caledonia Here is the gateway to a district for fishing and hunting regarded as the finest in Nova Scotia. Over 130 lakes, rivers and ponds, including the splendid lakes of Kejimikujik and Rossignol, are accessible from this station. Kejimikujik, or "Fairy Lake", was the famous hunting territory of the Micmacs. It is a fine sheet of water broken by bays and inlets and studded with wooded isles. Here is the Kejimikujik Rod and Gun Club lodge, offering at reasonable rates the privileges and comforts of a well-conducted hotel to desirable guests. In the park-like grounds about the shores are pretty bungalows which can be rented. For those desiring a quiet vacation, with attractive features of outdoor amusement, no finer spot could be found. The best of guides are available for sportsmen who wish to take any of the many attractive canoe trips. From here it is possible to canoe to the Liverpool River, and on to the ocean. There is an excellent canoe trip from here to Rossignol, or down the Shelburne River. Further particulars of these canoe routes are given in the publication "Out of Door." In addition to the club house, there are the Minard Camps, where summer visitors will find excellent accommodation, with

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the most inviting opportunities for pleasurable fishing excursions.

There is good hotel accommodation at Caledonia, and a pleasant sojourn can be made here. The fishing waters are within easy reach, and the forests, where moose and deer abound, are not far distant. The best of guides can be engaged.

Middleton Middleton is also a town in the Annapolis Valley, where the finest of apples are grown. In June the orchards are gay with blossom, and Middleton and surroundings are very beautiful.

Port Wade From Middleton, the railway climbs the ridge of the mountain, following the course of the Nictaux River to Nictaux Village, where the deposits of iron ore were vigorously worked up to a few years ago.

- 24.6 **Medway** Medway, on the southern shore route, has a fine harbor dotted with numerous islands, and where boating is delightful. Tuna are sometimes caught in the harbor, and arrangements for this exciting pastime can easily be made. Deep sea fishing is to be had here and trout abound in nearby lakes. On the Medway River good salmon fishing is to be had. Good boarding accommodation and reliable guides can be secured.

- 10.4 **Liverpool** Liverpool is situated at the mouth of the River Mersey, and is one of the most progressive towns in this part of Nova Scotia. It has several important industries, while its streets are noted for their handsome residences and fine lawns. Liverpool was first settled by pioneers of pilgrim stock, and the locality is held to contain more descendants of the Mayflower immigrants in proportion to population than even Massachusetts, while serving as posts at street corners in the town are up-turned cannon, relics of bygone days. At Fort Point is an interesting old fort.

The Mersey River drains a lake system of over fifty square miles, including the famous Rossignol section, which is perhaps the best for fishing in the province. From Indian Gardens, twenty-four miles from the station and eighteen miles up the river, are paddle ways where moose, bear, partridge and rabbits abound, the best hunting grounds being in the neighborhood of the Gardens, Broad River and Ten Mile Lake. There is fishing for speckled trout and grilse in the Mersey River, as also for sea trout and salmon in the Medway.

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59.9 Port Mouton Good trout fishing is to be had at Mitchell's Brook and Minnow Lake. This is a good section for hunting. Near Port Mouton the railway crosses a section of the shore, where the sea rolls in on a smooth sand beach quite close to the line, making a pleasant view for passengers.

19.6 Lockeport Lockeport is on an island joined to the mainland at its nearest point by a substantial iron bridge over which passengers are conveyed by motor cars. There is also a ferry of $3\frac{1}{2}$ miles for those who prefer to reach Lockeport by water. To the left the bay runs inland for a number of miles, while to the right a low shielding promontory noses defiantly out to sea. The harbor is notably free from squalls, thus affording splendid opportunities for yachting and boating. The bathing beach, a glistening crescent of hard white sand, extends for a mile or more, and serves as well for a promenade and general playground. There being no dangerous undertow or surf, it provides safe bathing even for children. Fishing is the principal industry of the town, and among the fish caught in the waters outside the bay are sword fish and tuna, both descriptions of which find their chief market in Boston.

The town itself is in a composite setting of murmuring forest and rumbling sea, and from a brow of a hill on the road to the station a delightful view is obtained. In the vicinity are a number of pretty country places, among them Brighton, Osborne, Allendale and Bay Head. Trout and salmon may be caught in the Rivers Jordan and Sabe and at Cannon Hill, and in the vicinity of these rivers moose and bear hunting can be obtained.

71.4 Shelburne Shelburne is a progressive town whose history dates back to the time when the land was Acadia. Its founders were United Empire Loyalists from the New England States who settled there in 1783. It is an important business and industrial centre. In the days when wooden vessels monopolized the carrying trade of the ocean, Shelburne was one of the leading shipbuilding centres of Canada, and within the last few years vessels have been constructed there for foreign countries. The town possesses a fine harbor, it being ten miles long and three miles wide, with ample depth to float the largest vessels. Opportunities for yachting, boating and bathing are unsurpassed anywhere. Neither is there any lack of good fishing. Salmon can be caught in the Clyde River and trout in the Roseway and Jordan Rivers. Deep sea fishing the tourist can have to his heart's content, and in the fall good hunting is to be had in the vicinity. The town affords excellent hotel accommodation.

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21.7 **Port Clyde** Fishing is especially good here, and in fall it is an excellent hunting centre. It is one of the oldest towns on the south shore.

10.9 **Barrington** Barrington, with a population of 1,800,

10.3 **Barrington Passage** is an interesting seaport possessing many attractions for the summer visitor. Fishing is its most important industry. Three miles from the town is Barrington Passage, the site of a powerful wireless station having a radius of 1,500 miles. From here there is a ferry to Clark's Harbor.

Clark's Harbor has a population of 1,500, and affords excellent opportunities for fishing of all kinds, and in the autumn there is good moose hunting in the vicinity. It is a busy fishing and fish packing centre.

14.0 **East Pubnico** Pubnico is one of the oldest Acadian settlements in Canada, having been founded in

10.0 **Pubnico** 1650 by D'Entremont, a member of the Bourbon family. Ox teams carrying produce to market are frequently to be seen here.

66.0 **Lower Argyle** These villages are in the centre of a fine

40.0 **East Argyle** fishing and hunting country, and were founded by Scottish settlers early in the last century. The country in the vicinity is noted for its rugged grandeur, its excellent farms and pleasant residences. Moose are plentiful in the neighboring woods during the fall and winter.

53.0 **Belleville** Belleville is noted for its attractions for sportsmen, the vicinity affording good hunting and excellent fishing.

54.0 **Tusket** A pretty little Acadian village, and a favorite excursion point for tourists sojourning at Yarmouth. As a starting point for canoe trips it is ideally situated, there being from here the choice of many interesting routes. Fishing in the vicinity is excellent.

12.0 **Yarmouth** Yarmouth is the southwestern terminus of the line, and as the western gateway of Nova Scotia to the ocean is the port of entry and departure for a regular line of steamers running between it and Boston, as a result of which it is annually visited by a large number of American tourists. Some five centuries before Columbus discovered America the site of the Yarmouth of to-day was visited by Norsemen, as is evidenced by the Runic records carved by them on two stones located near the town. Champlain visited the locality in 1604, and the first settlers were French, who shared the fate of their Acadian compatriots in the general deportation of 1755. In 1761 came the first English-speaking settlers—a company of Puritans from Cape Cod, descendants

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of the Mayflower pilgrims, including among them people with such characteristic names as Seale Landers, Waitstill Lewis, Moses Perry, Consider Fuller. These settlers were a hardy and industrious people and under their influence Yarmouth was soon making rapid headway.

Yarmouth is delightfully situated, has many handsome residences, fine public buildings, and is an industrial and business centre of importance. Its connection with the fishing industry is extensive. Large quantities of fresh fish are shipped from here to the markets of Boston and New York. There are also large plants for the curing of fish. In the days of wooden sailing vessels Yarmouth was a large ship-building centre, and its yards still turn out vessels for the fishing industry. The town was one of the first in Canada to have an electric street railway. Hotel accommodation is among the best in the Maritime Provinces.

The golf links occupy an elevated ridge overlooking the harbor, and afford one of the finest views to be had in the province. Bay View Park adds interest to a pleasant sail across the bay. The drive to Milton Highlands, north of Yarmouth, matches the scenic beauties of Scotland; the roads which wind around mist-capped hills and the silver chain of lakes having a true Gaelic quality. The road to Port Maitland, twelve miles from Yarmouth, lies through the little villages of Hebron, Wellington, Hartford and Lake Darling, all suitable retreats for a quiet vacation. Chebogue is an ideal resort where fine surf bathing and deep-sea fishing can be enjoyed.

HALIFAX TO VANCOUVER

(Truro to Sackville)

59.7	Truro	Continuing on the main line of the railway the
84.8	Belmont	traveler is carried through an excellent farm-
155.7	Debert	ing country, while in the distance he obtains
197.7	East Mines	a view of Cobequid Bay.
335.3	Londonderry	
616.6	Folleigh	The Folleigh Valley is crossed over a viaduct
310.7	Westchester	six hundred feet long and eighty-two feet above
283.5	Greenville	the stream that trickles beneath it. The view
106.0	Thomson	obtained from this viaduct is magnificent.
		Passing en route through long and deep cut-
		tings the train enters the Wentworth Valley, famous far and
		wide for its picturesque beauty and the lovely quietness of
		its pastoral scenes, dotted as it is by fertile fields and pretty
		homes, to all of which a finishing touch of the artistic is
		imparted by the river winding through the bright green inter-
		vals and the fairy-like cascades tumbling down the hillside.
		In the 7½ miles intervening between Londonderry and Fol-
		leigh the elevation increases by over 281 feet, the altitude

Altitude

at the latter place being 616.6 feet, making it the highest point on the Canadian National Railways in the Maritime Provinces. Before entering Thomson the train crosses Cobequid Mountain.

- 92.0 **Oxford Jct.** From Oxford Junction a branch line of the
 169.3 **River Philip** Canadian National Railways, known as the
 150.6 **Salt Springs** short line, runs to Pictou, and serves the manufacturing town of Oxford, Pugwash, and the villages along the shores of the Strait of Northumberland. It traverses a rich farming country, and the fisheries and lumbering operations contribute to the wealth of the district.

- 198.6 **Springhill Jct.** An interesting feature about this district is
 133.6 **Athol** that here begins to put in an appearance
 31.1 **Maccan** the coal fields for which Nova Scotia is
 28.2 **Nappan** famous, Maccan usually being designated as the starting point. The district is also famous for its adaptation for the raising of livestock, and particularly beef cattle. The proof of its fertility is to be found in the fact that at Nappan the Government has an Experimental Farm of 300 acres. From Springhill Junction a short line runs to Parrsboro, on the Minas Basin, and noted for its attractions as a summer resort.

- 59.4 **Amherst** Population 10,000. Amherst is in more respects than one a place of particular interest to the tourist. It is situated near the head of Chignecto Bay, not far from a strip of land eleven miles in width over which some years ago an abortive attempt was made to construct a marine railway for the purpose of conveying vessels from the head waters of the Bay of Fundy into the Northumberland Strait. Not far from the city are also the ruins of Forts Cumberland and Lawrence, the scenes of conflict between British and French in the early history of the country.

The city is pleasantly situated and on the west is skirted by the dyked lands of Chignecto Bay. Its streets are broad, its residences handsome and furnished with well-kept lawns and gardens. As an industrial centre Amherst is one of the most important in Nova Scotia, its factories turning out large quantities of various kinds of merchandise. Plants for the manufacturing of railway cars, machinery and engines are among its principal industries. The surrounding farming country is excellent.

As a manufacturing centre, New Brunswick is steadily gaining in importance, the annual value of factory product being \$62,500,000. The mineral output of the province has a value of about \$2,000,000 approximately one-half being coal.

- 23.8 **Aulac** This is the first station on the main line after crossing into New Brunswick.

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24.3 Sackville Population 4,000. The town is pleasantly situated, and being the junction at which a branch of the Canadian National Railways diverges for Prince Edward Island, is a strategical railway point of importance. This branch is the principal link between the railways on the main land and those on the Island Province. As a manufacturing and business centre Sackville is of considerable importance. The golf course near the town is considered one of the most "sporty" in the Maritime Provinces.

THE PROVINCE OF PRINCE EDWARD ISLAND.

Prince Edward Island is unique among the provinces composing the Dominion. It is the only province distinctly an island and is the smallest, being 4,184 square miles in area with a population of 94,000, of which 98½ per cent. is native-born, while over 84 per cent. is rural. Indian aborigines knew it as Abegweit (Rest on the Wave), and Henry Ward Beecher designated it the "Gem of the Northern Sea." The Island is situated in the Gulf of St. Lawrence, and is separated from New Brunswick and Nova Scotia by the Northumberland Strait, its greatest distance from the main land being thirty miles and its nearest seven miles. From tip to tip the Island is one hundred and thirty miles, while its width varies from two to thirty miles. For beauty of rural scenery and rich fertility of soil it is known as the "Garden of the Gulf." Although devoid of extensive forest areas, the island has its woodlots, while liberally scattered throughout its surface are the stately elm, the sturdy oak, the delicate white birch, the slender Lombardy poplar, and the dark conical spruce, imparting to the scenery a park-like effect such as is to be found in many parts of rural England.

Fanned as it is by cooling ocean breezes, and possessing mile after mile of delightful sandy beaches for bathing, the Island is ideal as a summer resort, a fact which is sustained by its increasing popularity. Arms of the sea cut into the land in all directions, creating landscapes and seascapes of surpassing loveliness. Numerous trout streams furnish sport for the angler, and deep sea fishing is easily obtainable. For its Malpeque oysters the Island has a continental reputation. During the last decade it has come into considerable prominence on account of its fox-raising industry, and particularly of the silver and black species, there being nearly six hundred ranches in existence.

Prince Edward Island was first settled by the French in 1663, but its real development began in 1755 by the advent of the Acadians who had been deported from Nova Scotia. Under the French occupancy it was known as L'Isle St. Jean. Its present name was conferred in 1799 in honor of Edward, Duke of Kent, the father of the late Queen Victoria.

The Island has nearly three hundred miles of railway, owned and operated by the Canadian National Railways. No part of the province is more than ten miles from the railway, and three-fourths of its area is within five miles of it. The roadways of the Island are excellent and the scenery through which they run delightful.

Altitude

8.0 Charlottetown Population 12,000. It was founded in 1768, is the capital of the province and in appearance suggests the capital of some neat European principality rather than that of a province in the New World. The city is pleasantly situated, its streets are liberally flanked with shade trees, imposing public buildings and pleasant residences well furnished with lawns and gardens. Victoria Park is convenient to the city and is a place of natural beauty. The golf links at Belvedere have a reputation which has reached far beyond the confines of the island. The city is flanked by the rivers Hillsborough and York, and has a fine harbor opening into Hillsborough Bay. Early French settlers entering Charlotte Harbor named it Port la Joie as an intimation of its beauty.

8.0 Summerside Population 3,000. The town is second in size and in commercial importance on the Island. It has many excellent stores, handsome residences and much to attract the summer visitor. From a hill in the rear of the town a glorious prospect of the country and of the waters to the north and south is obtained. Looking in one direction, Bedeque Bay is seen with all its attractive surroundings, while beyond it lies Northumberland Strait, with the coast line of New Brunswick in the distance. Summerside has good hotel accommodation and many attractive places for excursions can be easily reached from here.

Alberton, Tignish, Souris, Montague, Georgetown, Murray Harbor, Mount Clement and Mount Stewart are the other principal towns on the Island.

Among the better known and more frequented beaches with hotel accommodation, where the best of bathing may be enjoyed, are Stanhope, Brackley, Rustico, Rocky Point, Pownal Bay, and Cape Traverse.

Taking train for the mainland, the traveler is carried through a delightful piece of country to Borden, on the Northumberland Strait. Borden is a modern port where there are an immense pier and substantial docks for the embarkation of passengers and freight. Here the train is run upon the steamship "Prince Edward Island," a car ferry specially built to contend with ice conditions in winter, and capable of carrying a heavily loaded train, and in a short time arrives at Cape Tormentine, New Brunswick, where it is again transferred to its steel highway.

A run of about thirty miles through a picturesque and inviting country brings the train to Sackville, New Brunswick, the junction point with the main line of the Canadian National Railways.

THE PROVINCE OF NEW BRUNSWICK.

Like each of the three provinces constituting the Maritime Provinces of Canada, New Brunswick possesses physical features peculi-

arly its own. This is particularly so in respect to its rivers. Not only are these rivers remarkable in number, but the extraordinary thing about them is the way Nature has linked many of them together either by actual contact or by convenient intervening portages. The St. John, the Miramichi and the Restigouche, all large rivers, are examples of this. Naturally this makes New Brunswick particularly attractive to canoeists ambitious to make extended trips.

Agriculture and lumbering are the outstanding industrial features of the province. The field crops alone had a value of \$59,405,000 in 1920, or nearly seven millions in excess of any previous year. Hay is its most important crop, yielding with clover a value of \$24,294,000. Potatoes come next with a value of \$16,751,000. Professor N. S. Shaler of Harvard University has declared New Brunswick to be an "agricultural country much finer than any section of the New England States."

New Brunswick ranks equally high in respect to its timber resources. The Provincial Government alone owns over 10,000 square miles of timber lands, and the annual cut on Crown Lands amounts to approximately 200,000,000 superficial feet. The latest available statistics places the annual value of the lumber, shingles and lath produced at \$16,322,000. Pulpwood it produces to the value of about \$750,000 and wood pulp to the value of over \$4,000,000. The pulpwood reserves of the province are estimated at 36,000,000 cords.

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

HALIFAX TO VANCOUVER

(Sackville to Moncton)

Altitude

21.1 **Dorchester** Population 1,400, the shire town of Westmoreland County. The village is pleasantly situated on the high ground above the valley through which the railway runs. In the run between Sackville and Dorchester the tourist obtains excellent views of those verdant dyked marsh lands for which the Maritime Provinces are famous. A marsh once established is always fertile, its vitality being maintained by the deposit of rich alluvium which is left when the turbid tides are allowed to overflow the land. It is said that four inches of this muddy sediment, supplied in layers of about one-tenth of an inch each tide, will ensure abundant crops for a century. Three tons of hay to the acre is a common yield, and a crop is always assured. The hay and clover crop of New Brunswick and Nova Scotia in 1920 had a total value of nearly \$58,000,000.

28.0 **College Bridge** At College Bridge will be seen the stately
29.0 **Memramcook** buildings of St. Joseph's University. Mem-

Altitude

49.9	Calhoun	ramcook is the centre of a fine agricultural
148.4	Painsec Jct.	district settled by Acadian French. From
56.6	Humphrey	Painsec Junction a branch line runs to
		Shediac and Point du Chene. Shediac is a
		well-known seaside resort, with good boating and bathing. At
		Point du Chene there is an extensive sand beach, and the place
		is much in favor with the residents of Moncton, many of
		whom have summer homes at the beach, and also at Cape
		Brulé, further along the shore. There are fish-packing plants
		at Point du Chene, from which large shipments are made to
		Canadian and American markets.

- 50.0 Moncton Population 18,000, and with its suburbs about 25,000. It is the second largest city in New Brunswick, and is steadily growing in importance. Its geographical position and excellent railway facilities make it a distributing centre of great importance to the surrounding country—a situation of which many large wholesale houses have taken due advantage. Here the Canadian National Railway lines from Halifax, St. John, Quebec, Montreal, and many branch lines, converge. Workshops and offices of the Canadian National Railways are located in Moncton, employing over 3,500 hands.

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

The town has many attractions for tourists. Its most unique attraction is the famous "bore", or tidal wave, that twice a day comes tumbling up the Petitcodiac River to a height of four to five feet. Golfers can find opportunity for playing their favorite game, while for motorists there are many pleasant and picturesque drives.

ST. JOHN TO MONCTON

- 21.4 St. John Population 62,000. Was founded in 1783 by United Empire Loyalists, who are reputed to have landed at the foot of what is to-day known as King Street. The harbor is spacious and deep, and is navigable at all times and seasons, is a winter port for Atlantic liners, and the year round for the West Indies, Boston and coast cities. The Harbor is well equipped with docks and grain elevators, while a drydock 1,150 feet in length is being constructed at Courtenay Bay. The St. John river, draining an area of

Altitude

30,000 square miles after a flow of 450 miles, and which, with its tributaries, furnishes 1,300 miles of navigable water, discharges its flood into the harbor through a narrow, rocky gorge, famous in Indian lore. At this gorge are the famous Reversing Falls, so called because at high tide the water of the harbor, being above the level of the river, has a perceptible drop up-stream. Down this river is annually floated approximately 125,000,000 feet of timber, to be turned subsequently into lumber and wood pulp. During the season of navigation there are regular steamer sailings up the St. John to Fredericton, a distance of 62 miles, and affording one of the most delightful river trips on the continent, for the river is famous for the magnificence and diversity of its scenery.

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

St. John is an important manufacturing, wholesale and commercial centre. Factory product has a value of about \$15,000,000 annually.

Travelling from St. John to Moncton, the route along the main line is as follows:

12.8	Cold Brook	Leaving St. John, several pretty suburban vil-
29.3	Brookville	lages are passed. Renforth, in the days when
68.8	Torryburn	boat-racing was of world-wide interest, was the
40.4	Renforth	scene of many interesting aquatic contests.
20.1	Riverside	Riverside is the home of the Riverside Golf and
23.0	Rothsay	Country Club. Rothsay is situated on Kenne-
		becasis Bay, the beautiful homes it possesses
		testifying to its popularity as a place of residence.
154.0	Quispamsis	Quispamsis is an Indian name, being de-
130.0	Model Farm	rived from "quispem," a lake, and "sis,"
28.4	Hammond River	the diminutive term. In fact it was the
18.8	Nauwigewauk	practice when the stations were being
29.1	Lakeside	located to bestow upon them existing
26.7	Hampton	Indian names. Other Indian names along
35.1	Passekeag	the route are, however, usually modi-
35.0	Bloomfield	fications of those which the aborigines
51.2	Norton	bestowed on the respective localities.
73.4	Apohaqui	

Hampton is a pleasant village with much to commend it to the visitor. It is the shire town of King's County. Besides enjoying favor as a summer resort, it has some important industries, including saw mills, a wood-working factory and a

Altitude

match factory. From this point a branch line runs across the country to St. Martins and the Fundy Bay shore, where summer visitors find splendid bathing and quiet enjoyment. Norton is located in a district noted both for its adaptation to agriculture and for the big game it affords the hunter. From here the line of the Fredericton and Grand Lake Coal and Railway Company runs to Chipman and Minto, where there are extensive coal fields, thence to Fredericton.

- 69.2 **Sussex** Population 3,000. Is picturesquely situated in the beautiful valley of the Kennebecasis, and is a handsome and well-built town. In the midst of a fine farming district, it is a good trading centre, and has several large and important industries, including the manufacturing and bottling of aerated waters. The waters of the sulphur springs are said to have medicinal qualities that are highly beneficial. A Government military camp is in the vicinity. Excellent opportunities for trout fishing are found in nearby lakes and streams.

- | | | |
|-------|-----------------------|--|
| 66.9 | Plumweseep | Plumweseep is the Indian name for Salmon |
| 91.8 | Penobsquis | River. Penobsquis is another Indian designation, meaning "penobsq", a stone, and |
| 160.1 | Anagance | "sisps", a brook. Petitcodiac is the point |
| 96.2 | Petitcodiac | from which a branch line runs to Elgin and |
| 81.7 | River Glade | to Havelock. The Elgin section serves an |
| 103.5 | Salisbury | important lumbering district, and there are |
| 80.7 | Boundary Creek | large lumber mills at Pollett River and |
| 105.1 | Jones | Elgin. Havelock is the centre of a good |

farming country where there is considerable dairying and fruit raising. This is also one of the best ways to reach the hunting grounds in the Canaan Woods. River Glade has a sanitarium for tubercular patients. From Salisbury a branch line runs to Hillsboro and Albert. At Hillsboro there are extensive gypsum quarries and a well-equipped plant for the manufacture of plaster. Hillsboro may also be reached by a delightful drive of seventeen miles along the Petitcodiac River from Moncton. The rocks at Hopewell Cape—one of the Bay of Fundy's tidal phenomena—attract many visitors. There is considerable lumbering at Riverside and Albert. This part of the province is also rich in agricultural resources.

Generally speaking the route along the main line from St. John to Moncton is one of the most picturesque train rides in Canada, and for quite a distance follows the banks of the Kennebecasis River.

HALIFAX TO VANCOUVER

(Moncton to Montreal)

- | | | |
|-------|--------------------|--|
| 216.3 | Berry Mills | There is a rich farming and fishing district |
| 262.3 | Canaan | in this part of the country. As, however, |

Altitude

- | | | |
|-------|---------------|--|
| 215.7 | Coal Branch | the train runs so far from the shore the |
| 299.4 | Adamsville | traveler has not the opportunity of ascer- |
| 200.3 | Harcourt | taining this from observation. Near Adams- |
| 269.0 | Kent Junction | villa there are extensive deposits of brick |
| 304.0 | Rogersville | clay and at Beersville coal mines. Harcourt, |
| 56.4 | Barnaby River | noted as a lumbering centre, is also a point |
- from which can be reached the Canaan Woods, famous for the hunting and fishing they afford. A short distance beyond Harcourt the famous Richibucto River in which experiments are being carried on in connection with the cultivation of oysters, is crossed. At Kent Junction a branch line, (the Kent Northern Railway) runs to the town of Richibucto, twenty-seven miles distant, an excellent summer resort with no limit to bathing and boating possibilities. The village of St. Louis, noted as a resort for the sick and infirm, who seek the healing waters of a grotto in the nature of the famed one of Our Lady of Lourdes, is in this district about seven miles from the main line of railway. Rogersville is a lumbering centre surrounded by a good agricultural district.

The Miramichi District.

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

- 138.0 Newcastle Population 3,000. The town is situated on the north shore of the Miramichi River, at a point where the latter is practically an arm of the sea. It is one of the oldest towns in the district, and in the forest conflagration of 1825, when six thousand square miles of territory was swept by fire, was for the time-being wiped out of existence. Near the depot are the huge towers of a wireless station, which was during the war under control of the Government. Beautiful driveways are in the vicinity of the town. By steamer there are delightful summer excursions from Newcastle to Bay du Vin at the mouth of the great river, calling on the way at Chatham, Loggieville, Escuminac, Burnt Church, etc. A branch of the Canadian National Railways runs from Derby Junction to Chatham and Loggieville.
- 99.6 Chatham Population 4,700. Ranks next to St. John as a ship-owning port of New Brunswick. It was here that the first steam saw mill was built.
- 32.8 Loggieville The terminus of the branch line, and important as a fish-packing and manufacturing centre.
- 332.1 Beaverbrook A feature of the route through these points
- 520.2 Bartibog on the main line is the marked variation in

Altitude

- 338.1 Red Pine the altitude, rising from a little over ninety
 102.7 Gloucester Jct. feet at Nepisiquit Junction to over 520 feet
 90.6 Nepisiquit Jct. at Bartibog.

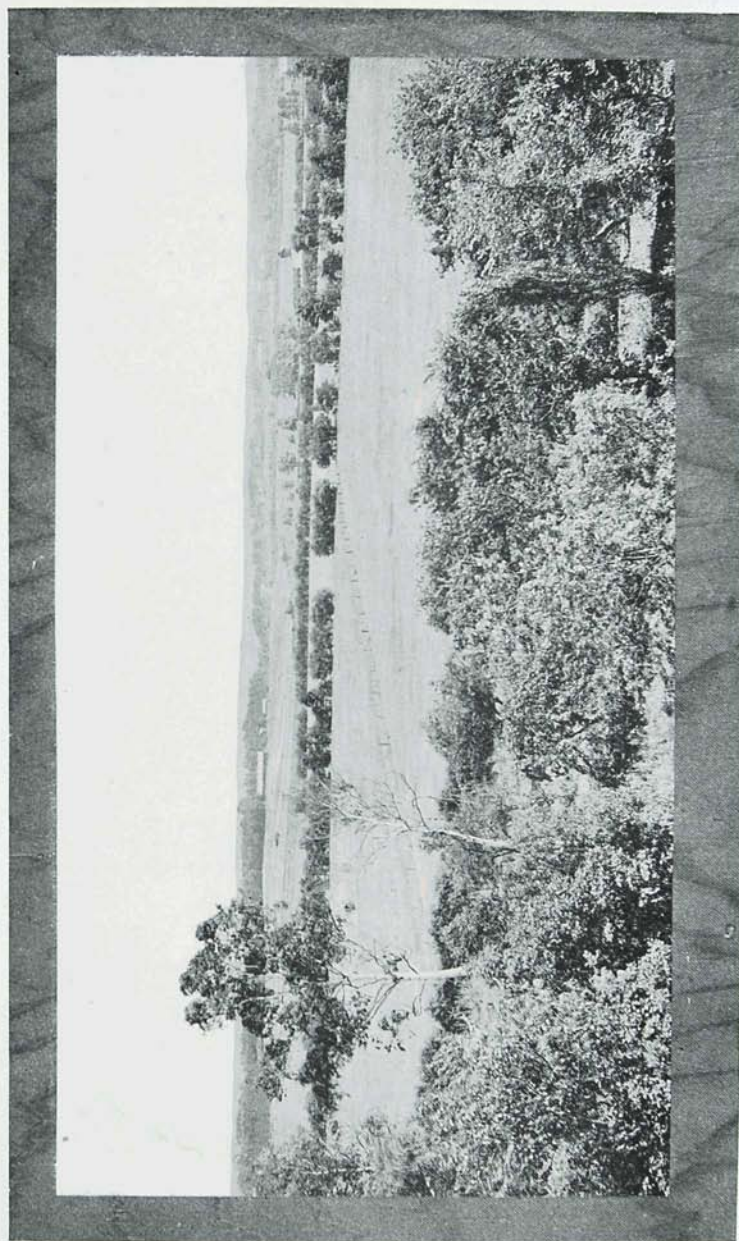
- 47.9 Bathurst Population 4,000. Bathurst is pleasantly situated on a tidal lagoon at the mouth of the Nepisiquit River, where it enters the bay of the same name, which in turn forms a part of the great Bay of Chaleur. From the town a delightful view is obtainable of the Gaspesian Hills on the opposite side of the bay. The beaches in the vicinity of Bathurst are of smooth sand and afford excellent facilities for bathing, while the harbor lends itself to motor-boating. Salmon fishing can be enjoyed on the Nepisiquit River, while in season moose and deer hunting can be found at the headwaters of the Tetagouche river. For canoe trips the district affords many and varied opportunities. Hitherto known principally as a summer resort, Bathurst has during the last few years developed considerable importance as an industrial site, particularly in respect to the lumbering and pulp industries. At Bathurst Beach, an ideal resort, there are summer cottages for the accommodation of summer tourists.

From Bathurst a branch of the National Railways goes to Caraquet, Shippegan and Tracadie. Along this line are many noted trout streams, while in season such wild fowl as geese, brant and duck can be shot.

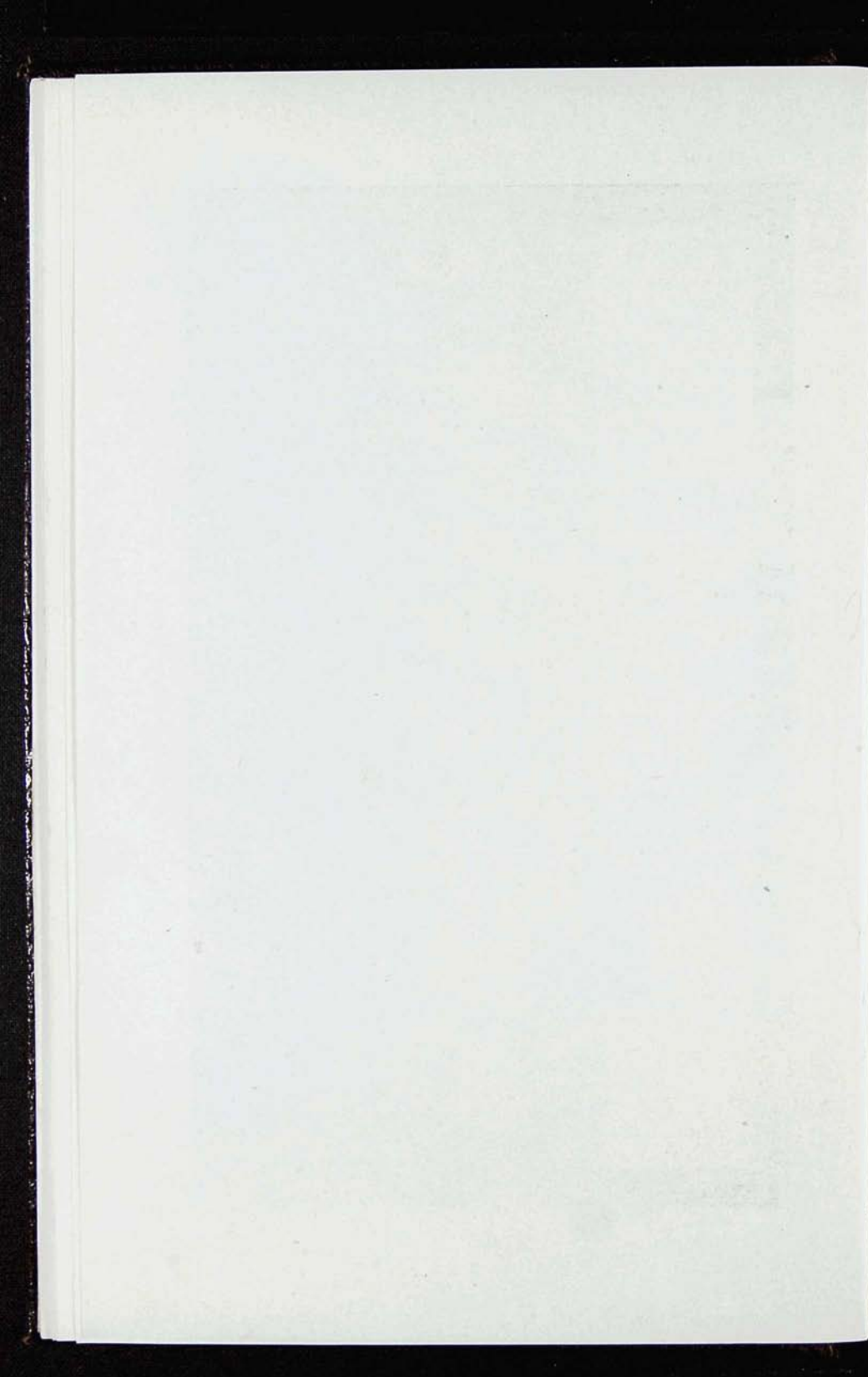
- 32.1 Beresford From Dalhousie Junction is a branch line of
 82.7 Petit Rocher six miles to Dalhousie, a town of 2,000 popu-
 93.1 Belledune lation. It is one of the loveliest spots on the
 49.8 Jacquet River line of the Canadian National Railways, and
 22.5 Nash Creek for many years has enjoyed favor as a sum-
 41.2 New Mills mer resort. The bathing is ideal, and there is
 54.6 Charlo ample opportunity for angling and deep sea
 29.8 Eel River fishing, as well as numerous opportunities for
 81.7 Dalhousie Jct. water trips along La Baie de Chaleur. Good
 hotel accommodation is provided. Dalhousie
 is an important lumbering centre; also in respect to fresh and
 frozen fish.

Charlo, overlooking La Baie de Chaleur, is finely situated. At the foot of the cliffs there are smooth sand beaches where bathing is enjoyable.

La Baie de Chaleur When Jacques Cartier, on July 10th, 1534, sailed into this magnificent haven the day was hot, a circumstance that led to its there and then being named La Baie de Chaleur—the bay of heat. Ninety miles long and from fifteen to twenty-five miles in width, this arm of the Gulf of St. Lawrence divides the Gaspé Peninsula from the Province of New Brunswick. The depth of the bay is sufficient to ensure a safe passage for the largest ship afloat. As the bay narrows into the estuary of the Resti-



PRINCE EDWARD ISLAND—"THE GARDEN OF THE GULF"



Altitude

gouche River the scene becomes bolder and more majestic, presenting one of the most superb and fascinating panoramic views in America. The region is mountainous, and almost precipitous to be Alpine. But its grandeur is derived less from cliffs, chasms and peaks than from far-reaching sweeps of outline and continually rising domes that mingle with the clouds. On the Gaspé side, precipitous cliffs of brick-red sandstone flank the shore, so lofty that they seem to cast their gloomy shadows half-way across the bay, and yawn with rifts and gullies, through which fretful torrents tumble into the sea. Behind them the mountains rise and fall in long undulations of ultramarine, and towering above them all is the famous peak of Tracadigache, flashing in the sunlight like a pale blue amethyst.

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

- 42.0 **Campbellton** Population 4,000. A thriving town beautifully situated at the head of the broad estuary of the Restigouche, which discharges its flood into La Baie de Chaleur. The scenery here is entrancing, one feature of which is the background formed by Sugar Loaf, a mountain 2,000 feet in height, from whose top a glorious view is obtained of the surrounding country, while almost directly across the river, in the Province of Quebec, is Mission or Cross Point, noted for its Indian reservation of 500 Micmacs, and which can be reached by stage.

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

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

THE PROVINCE OF QUEBEC.

Quebec is a province of outstanding interest to tourists of all sorts and conditions. In historical lore, in romance and in tragedy there is no part of the continent more famous. For the extent and variety of its scenic effects it is a wonderland, while in rivers and lakes Nature has been prodigal in her gifts.

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

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

Quebec is famous for its great rivers. The most important part of the St. Lawrence, on whose system steamers can navigate from the Atlantic to the head of the Great Lakes, a distance of 2,500 miles, is within the boundaries of the province. The Indians well named it "a river that is without end." Among the great rivers tributary to the St. Lawrence within the boundaries of the province are the Ottawa, the St. Maurice, and the Saguenay. A peculiarity about the last-named is that through some convulsion of nature its bottom is in parts about six hundred feet below that of the river it helps to feed. Cape Trinity and Cape Eternity, standing on either side of the mouth of the Saguenay, tower 1,800 and 1,600 feet respectively above the surface of the river. Tadousac, standing at the mouth of the river, is believed to be the site of the oldest European settlement in Canada. In all, the province has 185 rivers having an aggregate length of nearly 16,000 miles. The province has enormous potential possibilities in respect to water powers, estimated at 6,850,000 horsepower, of which only about 900,000 has so far been developed.

Quebec possesses many magnificent bits of mountain scenery, the most striking and extensive of which is the Laurentian range which runs through a greater part of the interior from east to west.

The farms of Quebec are noted for their fertility and the field crops of 1920 had a value of \$396,183,000. The province is also noted for its live stock and dairy products. Its first lot of cattle came over from France in 1620, and although the province is well up-to-date with cattle of modern breed, on some of its farms are still to be found descendants of the animals which came across the Atlantic three hundred years ago.

In certain manufactures Quebec leads all other provinces. This is particularly true in respect to pulp and paper, boots and shoes, sugar and cotton.

The population of the province is about 2,500,000 and is steadily increasing. About eighty per cent. of the people speak the French language.

Altitude

The Gaspé Peninsula.

The Gaspé Peninsula is reached by the tourist shortly after leaving Campbellton, New Brunswick, the train crossing the Restigouche over a bridge from which a fine view of the river can be obtained. Gaspé Peninsula is one of the striking geological feats of Nature. In shape it approximates to that of the claw of a lobster, in length it is about 120 miles and at its widest part some ninety miles, while its total area is over 10,000 square miles. On the north it is flanked by the Gulf of St. Lawrence and on the south by La Baie de Chaleur.

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

Perce and the Rock Perce and its flanked rock is one of the outstanding spots of interest on the peninsula. Perce itself has been described as "the most dramatic spot in the Gaspé Peninsula, where the powers of description fail". The land upon which it is situated pushes out into La Baie de Chaleur in lines of lofty red sandstone cliffs, with the restless sea eternally gnawing at their base. The village, which has excellent hotel accommodation, is in an undulating valley between the mountain and the shore cliffs, and in every direction there is a glorious panorama of verdant slopes, contrasting harmoniously with the soft red of the cliffs and their varying shades of yellow and green.

The great diversity of the scenery and the peculiarity of its geological formation make Perce a place of great interest to many summer visitors, and for years it has been the objective point of scientists, literary men and artists. In the wonderful atmosphere of this part of the Gulf, the distinctness with which objects are presented to the view is surprising. The rock is an island block of reddish conglomerate and sandstone, 1,500 feet long and 300 feet in width, and rising out of the sea with perpendicular cliffs 286 feet high. Near the outer end is another smaller rock rising just as abruptly and to almost as great a height, with a clear channel separating the two. This is merely the outer pillar of what was once a natural arch, mentioned in the narratives of the early explorers, who described the rock as having three arches. Only one remains, and at high water it is possible to pass through it in a good sized boat with full sail set. Thousands of gulls and cormorants nest on the rocks and make a lively commotion during the day, with only a slight diminuendo during the night. This noise, however, serves a good purpose, for no friendly beacon could be more welcome to the mariner than the warning cries of the birds that out of the darkness, fog and mist proclaim the whereabouts of the rock and dangerous reefs that encircle it.

Altitude

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

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

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

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

Practically the whole of the peninsula is a fish and game region. The connection of the Quebec Oriental Railway at New Carlisle with the Atlantic, Quebec & Western Railway, making a through line from Matapedia, on the main line of the Canadian National Railways, to Gaspé, has led to some very encouraging agricultural and industrial development, and at many places the land is being cleared and tilled, while lumbering is being carried on with increased vigor. The railway offers convenient access to the settled portions of Gaspé, although some of the villages by the shore are a few miles distant from the nearest station.

HALIFAX TO VANCOUVER (Matapedia to Montreal)

- 54.0 **Matapedia** The village and station are located at the junction of the Matapedia and Restigouche Rivers, while near by is the Restigouche Salmon Clubhouse, owned by wealthy Americans, who are willing to pay well for what has been aptly termed the "Sport of Kings". This part of the Matapedia is a place of singular beauty, and the charm of the scenery of mountain, valley and winding river never

Altitude

fails to awaken a responsive cord in those who love the artistic.

98.1	St. Alexis	Leaving Matapedia the route as far as Cau-
140.8	Millstream	sapschal lies through the Matapedia Valley,
280.1	Routhierville	following the course of the river for a dis-
353.7	Ste. Florence	tance of over twenty miles. Through a
454.0	Causapschal	beautiful valley, the Matapedia winds in
503.0	Lac au Saumon	graceful curves, singing the music of the
532.0	Amqui	waters as it goes. In the miles of its course,
536.7	Val Brillant	followed by the railway, it has 222 rapids,
581.1	Sayabec	varying in size, swiftness and depth, and
644.5	St. Moise	running over shinging gravel and golden
713.0	Padoue	sand. Here and there are the deeper pools
566.6	Petit Metis	in which lurk salmon of astounding size, for
387.1	St. Octave	this is one of the salmon streams of which
		everyone has heard. In some places in the

Matapedia, the river, the highway and the railway crowd each other for a passage, so narrow is the valley. The scenery along the route is rich and varied. Switzerland lives in miniature amid the mountains, while England and Scotland are around the lakes, streams, and springy heather.

In the vicinity of Causapschal good hunting and fishing are to be obtained. Amqui, in addition to being an agricultural district of growing importance, is a favorite centre for sportsmen, there being in the summer excellent fishing in nearby lakes and in the Fall the best of big game hunting. Beyond the village of Sayabec is Lake Matapedia, a beautiful sheet of water which gives birth to the famous salmon stream that flows from here to its junction with the Restigouche. Between Val Brillant and St. Moise the railway reaches an altitude of 751 feet above sea level—the highest point on the line east of Montreal. Lumbering is an important industry along this part of the Province of Quebec, proof of it being in evidence at various stations touched.

- 262.6 **Mont Joli** Population 2,400. Here, as the railway takes a more direct turn westward, a magnificent view of the St. Lawrence is obtained with the opposite shore in faint outline on the horizon. Mont Joli is a divisional point of the Canadian National Railways and a junction for the Canada and Gulf Terminal Railway running east along the shore to Metis Beach and Matane. Several wealthy Canadians have summer homes at Metis Beach, and there are good hotels to accommodate summer visitors. The salt waves roll on a beach four miles long, hard and smooth and safe for bathers. In the vicinity there are numerous streams for the enterprise of the angler. Grand Metis Falls are reached by a drive of about three miles from St. Octave. The falls are about one hundred feet in height and present an imposing

Altitude

sight. The golf course at Metis Beach is considered one of the best in the province.

At Mont Joli, if the tourist wishes to carry the correct time, he will move the hands of his watch backward an hour, for here Eastern Standard Time takes the place of Atlantic Standard Time, that in vogue throughout the Maritime Provinces. Noon, for example, becomes 11 o'clock.

- 175.8 Luceville Rimouski is a summer resort of considerable importance, and a long pier extending from the shore to deep water, a distance of nearly 77.8 Rimouski a mile, affords an excellent promenade where the breezes of the river can be enjoyed to 22.0 Sacre Coeur the full. Rimouski has a population of 3,300, is a live town, and is surrounded by a fine agricultural country. Lumber is one of its important industries. Mails from inward-bound steamers are embarked here. At Father Point there is a telegraph and signal station in connection with ocean steamers.

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

- 446.1 St. Fabien At Trois Pistoles and Isle Verte the surroundings are very attractive, the villages 300.6 St. Simon extending back to the river and containing 114.6 Trois Pistoles many of the charms such as summer pleasure-seekers desire. Some excellent farms 70.1 Tobin may be seen in this vicinity, and there are 139.2 St. Eloi good roads for motoring. 199.0 Isle Verte 275.0 St. Arsene

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

Altitude

314.5 **Riviere du Loup** Population 7,000. Riviere du Loup, which is incorporated as the town of Fraserville, extends to the mighty St. Lawrence, here like a broad sea, with all its possibilities—bathing, boating and fishing, with shooting in season. There is good summer hotel accommodation. Apart from its own attractions, it is a convenient centre from which one may go to various points, either on the river where fish are to be caught or in the forest where game abounds. Near the railway the waters of Riviere du Loup have a descent of over 200 feet by a succession of falls making their way over a rocky gorge. The town has several large industrial establishments and is an important business centre. It is a divisional point of the Canadian National Railways, and the Temiscouata Railway runs from here to Edmundston and Connor's, New Brunswick.

On the opposite side of the St. Lawrence is Tadousac, at the mouth of the wondrous Saguenay River. This, as well as other points on the north shore of the river, is served by a steamer running from the Fraserville wharf.

349.4 **Old Lake Road** From the car windows long narrow
369.0 **St. Alexandre** farms, with their quaint cottages and
345.2 **St. Andre** low-lying out-buildings will be noticed.
318.4 **Ste. Helene** The explanation of their peculiar
300.9 **Dessaint** form is found in the fact that origi-
192.1 **St. Pascal** nally they were farms of fair width
143.2 **St. Philippe de Neri** but have from time to time been
divided among heirs by the simple
process of running lines from front to rear, so as to give
each a share of frontage on the highway. The people in this
part of the country are industrious, peaceful and plain in
their tastes. All speak their mother tongue and are fer-
vent adherents to their mother church. In these particulars
they are very much as were their forefathers of early
Canada, but in farming and in business methods they have
kept pace with modern conditions.

46.4 **Riviere Ouelle Jct.** At Ste. Anne is the centre of an excellent
53.7 **St. Pacome** farming district, and has the honor of
100.7 **Ste. Anne** possessing one of the best agricultural
119.7 **Ste. Louise** colleges in Canada. Large quantities of
162.8 **Elgin Road** farm produce are shipped from here to
176.0 **St. Jean Port Joli** Quebec and Montreal. It has saw mills,
99.0 **Trois Saumons** a grist mill and a cheese factory. Ste.
103.2 **L'Islet** Jean Port Joli and L'Islet are the site of
117.3 **L'Anse a Giles** many summer homes. As a rule the real
129.1 **Cap St. Ignace** attractions of the villages through this
part of the country are not apparent
from the car windows, but on the shores of the St. Lawrence,
some five or six miles distant, there are places which have
enjoyed favor for many years as summer resorts.

Altitude

The summer resorts of the Lower St. Lawrence have so increased in favor as to demand special train arrangements, to comply with which the Canadian National Railways runs, during the season, the "St. Lawrence Special", a solid train of vestibule sleeping cars from Montreal to Metis Beach.

53. **Montmagny** Population 6,000. The village, extending to the St. Lawrence, is quite picturesque. There are fine drives, especially along the shore road to other villages pleasantly situated by the river. Montmagny is the centre of extensive lumbering operations, there being several well-equipped saw mills. Agricultural implements are also manufactured here.

- 130.9 **St. Pierre** The country through which the traveler passes continues to be typically French-Canadian. One after another the picturesque villages come into view, with their long, narrow farms, their low-lying buildings and quaint cottages, built to be delightfully airy in summer and yet to withstand the keen cold of winter. In every village is to be seen the parish church, usually a substantial edifice of stone, while here and there, standing out in bold relief against the sky line on some distant hill, is to be seen a large cross.

- 16.0 **Levis** Population 6,900. In the old days before British rule came in Levis played an important part in the sieges which took place, the heights behind the town being occupied in turn by defending and attacking parties, and many millions of dollars have since been spent by the Imperial Government on the fortifications which crown them. The town is a busy place, with many fine educational and religious institutions. A drydock, 1,150 feet long, recently completed, is one of the largest in the world, and more than sufficient in size to accommodate the largest battleship or ocean liner afloat. Levis has for some years had a drydock of substantial size. Connection with Quebec, immediately across the St. Lawrence, is maintained by ferry service.

The City of Quebec

It is generally conceded that Quebec surpasses all cities of the continent in the wealth and the variety of the attractions it affords the tourist. Its history is stirring, eventful, and romantic, while for the magnificence of its scenic effects there is no city on the North American continent its equal.

Before white man stepped upon its site it was an Indian stronghold. When Cartier first visited it in 1535, and spent a winter there as the guest of Donnacona, the chief of the Algonquin tribe, it bore the name of Stadacona. Its definite history under the rule of white men began in 1608, when Champlain formally took possession in the name of the King of

Altitude

France and built a fort in what is now known as Lower Town. Twenty-one years later the place was captured by the British under General Kirk. After an occupancy of three years it was restored to France, in whose possession it remained, in spite of renewed attacks by the British in 1690 and 1711, until 1759, when it was captured by forces under the intrepid Wolfe. Only once since has Quebec been subject to siege, and that was in 1775, when the Americans, under Montgomery, made an ineffectual attempt to capture it. On the escarpment overhanging Lower Town is a tablet marking the spot where Montgomery fell in leading a night attack.

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

The famous citadel crowning the heights of the escarpment, some three hundred feet above the St. Lawrence flowing beneath, and now occupied by Canadian troops, was constructed a little less than a century ago according to plans approved by the Duke of Wellington, the hero of Waterloo, at a cost of \$25,000,000.

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

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

The harbor of Quebec is one of the most important in the Dominion. Being situated at the confluence of the St. Charles with the St. Lawrence, it has dockage on two river fronts, and ample accommodation for ocean-going steamships. For Transatlantic mail steamers it is the terminus during the season of navigation. Quebec is also an important manufacturing and commercial centre.

Altitude

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

The Quebec Bridge.

"In the annals of engineering triumphs of the world," to quote one well known authority, "the construction of the Quebec Bridge, for immensity, uniqueness of design, excellence of detail and boldness of organization, has rarely been equalled and never excelled."

Its main span, 1,800 feet, is the longest in the world, being ninety feet greater than that of the famous Forth Bridge in Scotland. The length of the suspended span is 640 feet, of the cantilever arms 1,160 feet, and of the anchor arms 1,030 feet, while the total length of the bridge is 3,240 feet. Its height above high water is 150 feet. The centre span was constructed at Sillery, about three miles below the bridge site. After it had been completely assembled and rivetted up, the span was placed on specially constructed scows and thence, guided by tugs, floated into position under the cantilever arms of the bridge and by hydraulic hoists raised, after many hours of labor, to its designed place. That the task was heroic may be gathered from the fact that the span weighed 5,000 tons and had to be hoisted 150 feet. This took place in September, 1917. A year before an attempt had been made to hoist a similar span into position, but owing to a failure in one of the castings in the hoisting apparatus it slipped and fell into the river, at the bottom of which it still lies.

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

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

Altitude

- 232.5 Charny Leaving Charny, whence a branch line connects with the new Quebec Bridge, the train continues westward along the south shore of the St. Lawrence.
- 235.1 Chaudiere Jct. At Chaudiere Junction, where there is a connection of the Canadian National Railways with the Grand Trunk for Sherbrooke, Lennoxville and Portland, Me., a glimpse of the beautiful Chaudiere Falls is obtained, but these require a special visit before their full charm may be seen and understood. The Chaudiere River is less than 400 feet wide at the falls, and as the water is forced over the rocky precipice, three divisions are made in the face of the cataract, which unite as they near the bottom of the rescent, 130 feet below.
- 236.1 Chaudiere
- 265.0 St. Nicholas
- 323.1 St. Apollinaire
- 369.5 Laurier
- 391.3 De Lotbiniere
- 394.1 Villeroys
- 310.0 Manseau
- 299.4 Lemieux
- 298.0 Lavergne
- 289.2 Daveluyville
- 288.3 Aston Jct.
- 292.0 St. Wenceslas

At St. Apollinaire there is good farming, and this part of the country is noted for the quality of its cheese and potatoes. In the vicinity of both Laurier and De Lotbiniere excellent farms are to be seen. The district is also noted for its adaptability to dairying. From Villeroys the Lotbiniere and Megantic Railway runs to St. Jean des Chaillons and to Lyster, while at Aston Junction the Canadian National Railways crosses the line of the Grand Trunk running to Arthabaska. The route of the main line runs in the vicinity of considerable forest areas which are rich in attractions for the hunter.

- 74.0 Nicolet Population 6,200, is situated at the mouth of the Nicolet River on Lake St. Peter, and is the terminus of a branch line fourteen miles from St. Leonard Junction. It is a typical French-Canadian town, with a history dating back to 1660. It is the titular see of a bishop, with a beautiful cathedral containing a number of noteworthy paintings. Some of these pictures have a history.

A century ago, in the fierce days of the French Revolution, when a vandal mob trampled under foot all that savoured of culture and refinement, great havoc was wrought in the world of art. They sacked the palaces and destroyed works which centuries of labor would not suffice to replace. Paintings which had been the triumphs of world-famous artists were thrown into the streets to be trodden under foot. Others were torn from the walls and rolled up in bundles to be sold for enough money to buy drink. A drunken *sans culotte* would stand at a street corner and auction a roll of paintings as if it were so much old carpeting. Some of the clergy, not without difficulty and danger to themselves, managed to secure a number of these rare works and had them sent to Quebec, where most of them remain to this day. Nicolet, through some favor, was able to secure a few of them for

Altitude

its own parish church, and thus it is, that in this town are paintings which were once among the glories of the most cultured city in the world.

- 243.0 St. Leonard Jct. The country in the vicinity of this group of
 234.0 St. Perpetue villages has long been recognized for its
 236.0 Mitchell rich agricultural qualities, with dairying
 304.0 Carmel as one of its outstanding features. Active
 284.0 St. Cyrille lumbering operations are also carried on,
 and large shipments of pulpwood are made
 from these stations.

- 288.0 Drummondville Population 5,000. The town is situated on
 St. Francis River, and was named in honor
 of Sir George Drummond, the hero of Lundy's Lane in
 the war of 1812. There are several manufacturing industries
 here, the annual aggregate output of which is valued at about
 \$4,000,000. Hydro-electric power is obtained from Lord's
 Falls, on the St. Francis River. Drummondville lies be-
 tween the two rich agricultural districts of St. Germain on
 the west and St. Cyrille on the east.

- 262.0 St. Germain About midway between Drummondville
 299.0 Duncan and St. Germain the line crosses the
 274.0 St. Eugene Black River, a stream which enters the
 239.0 Bagot St. Francis north of the former town.
 234.0 St. Edward Beyond Bagot, the Chibuet is crossed.
 203.0 St. George Ste. Rosalie is the junction point for
 111.0 Ste. Rosalie Jct. interchange of freight traffic between
 the Canadian National Railway lines and
 its western connections. From Levis to Ste. Rosalie the
 Canadian National Railways is topographically as near an
 air line as the physical conditions of the country permit.
 From here the Canadian Pacific Railway runs to St. Guillaume
 and Farnham.

- 109.0 St. Hyacinthe Population 14,000. The town is situated on
 the west bank of the Yamaska River, and is
 a very desirable place of sojourn and residence. Here are
 several large and important industries. St. Hyacinthe-built
 church organs are known throughout Canada. Educational
 and religious institutions are particularly noted for the
 beauty of their architectural appearance. St. Hyacinthe is
 an important railway centre, the Grand Trunk running from
 here to Portland, Maine, etc., and the Quebec, Montreal and
 Southern to points in New England and New York.

- 117.0 Ste. Madeline At Belœil one of Canada's historic rivers is
 99.5 St. Hilaire East crossed—the Richelieu. It was Champlain,
 83.3 St. Hilaire the first of white men who came south by
 63.0 Belœil this route from the St. Lawrence in 1609,
 62.0 St. Bazile with his ready diary, to see the "great lake,

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80.9 St. Bruno its fair islands and fine countries," to fight
90.0 St. Hubert the Iroquois, and to leave an imperishable
monument to his adventurous career—Lake
Champlain. The Richelieu has figured in most of the im-
portant North American wars since that date. Explos-
ives were extensively manufactured at Belœil during the
war period.

73.9 St. Lambert St. Lambert has a poulation of 5,000, and
52.5 Point St. Charles has several industries, among them being
61.0 St. Henri factories for the manufacture of fountain
pens, electrical goods and furniture. There
are several educational institutions and a convent. The town
is situated on the St. Lawrence and is connected with Mon-
treal by the Victoria Jubilee Bridge.

This magnificent bridge was opened in 1898, replacing the
old Victoria Tubular Bridge, around which it was constructed
with little interference of traffic. It is one of the largest in
the world, being a mile and a quarter in length, with 25
spans, 242 feet in length (centre span 330 feet), resting
on 24 piers. The bridge is 65 feet wide with double railway
tracks, electric trolley tracks and a broad driveway. The
cost was two million dollars.

St. Charles and St. Henri, suburbs of Montreal, are
reached after crossing the bridge.

48.3 Montreal Population 673,000, the commercial metropolis of
Canada, and the sixth largest city on the North
American Continent.
For further particulars regarding Montreal see page 51.

Altitude

MONCTON TO THE CITY OF QUEBEC.

(Route via Edmundston.)

Altitude

This route, which is a part of the transcontinental system constructed a few years ago by the Dominion Government, carries the traveler through a country diversified in its physical characteristics, marked by sharp changes in its altitudes, and famous for the magnificence of its scenic effects. It is a land of streams, lakes, cedar swales, alder swamps, barrens, broken lands varied by magnificent hardwood growths, mile upon mile of splendid farming lands, and unbroken forests reaching the sky line on the summits of distant hills. Except in spots here and there previously reached by civilization the railway has opened up this vast region for exploration and development purposes.

50.0	Moncton	Leaving Moncton, the railway takes a
213.0	Lutesville	northwesterly direction, striking into the
216.3	Berry Mills	interior of the Province of New Brunswick,
277.0	Segawa	and in the main traversing sections hitherto
259.0	North Branch	untouched by highways of steel. From
340.4	Alward	Moncton to Chipman the line lies through
342.8	Pangburn	an agricultural and lumbering country,
188.9	Bronson	crossing en route a number of rivers and
71.0	Chipman	streams. Canaan River, eleven miles out,
333.2	Cantor	the railway crosses the first of a number of
497.7	Sunbury	the large structures for which the route is
459.9	Bantalor	noted. This particular structure is over 531
534.9	North Cains	feet in length. At Chipman the soil and
		country changes. From the railway can be

seen comfortable homesteads resting on the hillsides for miles around which exhibit evidences of rural thrift and comfort.

Chipman is an attractive and flourishing town, with farm and forest products as its principal sources of wealth. It has two large steam mills. The town is well provided with transportation facilities, possessing summer steamboat connections with St. John and railway connection with Norton, on the main line of the Canadian National Railways, and, by a line running southwest, with Fredericton. This latter line runs through the Minto coal fields, eighteen miles distant, and estimated by geologists to cover 10,000 square miles. Large shipments of coal have been made from these fields during the last few years.

Leaving Chipman, the railway immediately crosses the Grand Lake River, over a viaduct 1,173 feet long. West of the town good land, well timbered, and extending a distance of twenty miles, is encountered. That the district is well watered is evident from the number of streams to be seen.

Altitude

571.6	McGivney Jct.	At McGivney Junction is encountered the
821.7	Maple Grove	Fredericton to Newcastle line of the Can-
899.2	Napadogan	adian National Railways, a branch which
796.5	Deersdale	links up the capital of the Province with
837.2	Juniper	not only Newcastle, but other such towns on

the Miramichi River as Chatham and Loggieville. Over this line connection is also made with St. John, the latter being reached from Fredericton over the "Valley Railway," and it is over this route that sleepers from St. John come which join at McGivney Junction, the Moncton to Quebec line.

West of McGivney Junction a magnificent hardwood forest is encountered and followed for a distance of about fifteen miles. The trees are large and mixed in character, beech, maple and birch being much in evidence. This district promises in time to become a source of much national wealth.

1194.0	Summit	The Allegheny Mountains are much in evidence
528.8	Longley	in northern New Brunswick. They cross the
466.6	Plaster Rock	St. John River between Woodstock and Aroo-
738.0	Blue Bell	stock, and enter the interior of the province,
.....	Davis	running northwesterly parallel with the At-
660.0	Peterson	lantic Coast. In thin recesses rise the sources
630.0	Drummond	of the Miramichi, Nepisiguit, Upsalquitch, and
574.9	Grand Falls	Tobique Rivers. The construction of the rail-
479.0	Bellefleur	way across these hills involved engineering
464.0	St. Leonard	difficulties of great magnitude, huge embank-
454.0	Sigas	ments and great bridges having to be created.
455.0	Quisibis	The rocks of these mountains contain lime
474.0	Green River	plaster and silica, rendering the soils disin-
470.0	St. Basil	tegrating from them very fertile in the Aroo-
		stock country around Madwaska, Plaster Rock,
		Grand Falls, and extending to the banks of the Restigouche.

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

Napadogan, nearly 118 miles from Moncton, is a divisional point, where there is an excellent restaurant for the entertainment of travelers. The railway shops and the houses of the employees occupy a clearing in the green woods. The formation between Juniper and the St. John River to the west

Altitude

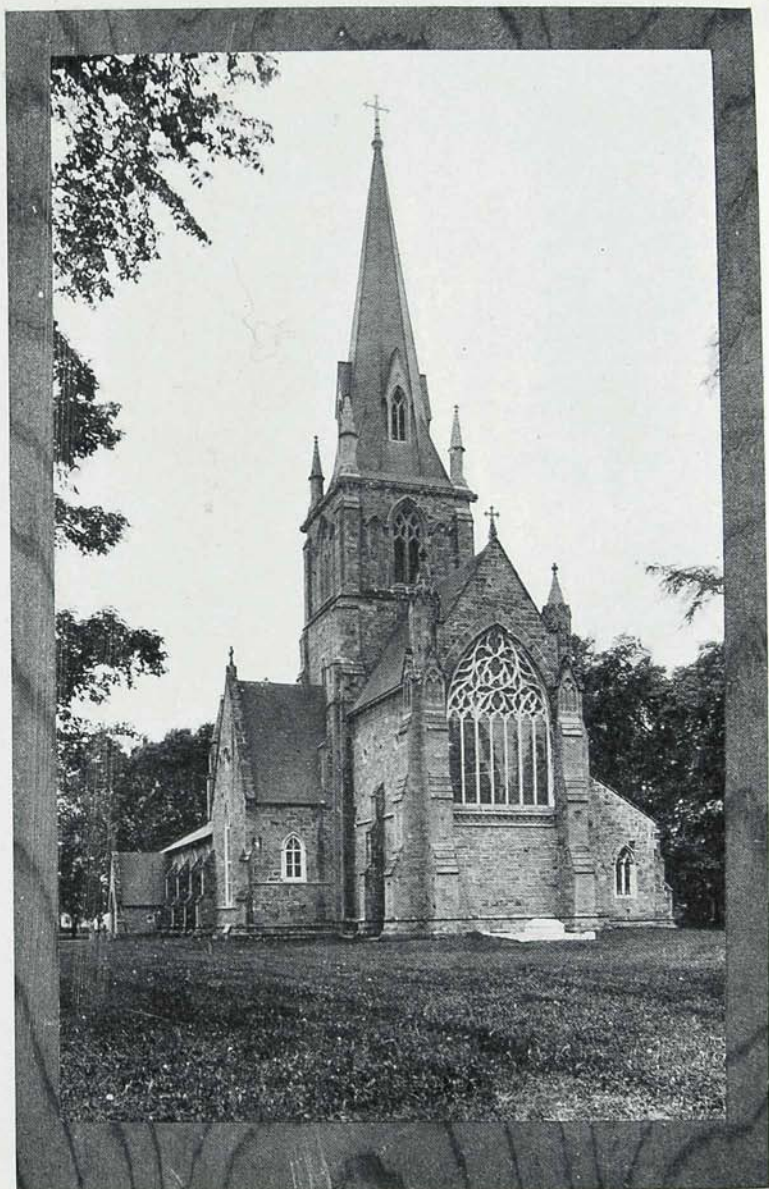
yields a limestone soil. Near Plaster Rock the Tobique River is crossed. The crossing is made over one of the largest bridges on the line. It is a three-deck truss span, each 140 feet; one deck plate girder span of 80 feet, and two deck girder spans of 100 feet each. Total length of the bridge is 710 feet. Plaster Rock is noted as a potato-growing district. At Blue Bell is encountered the summit between the Tobique and St. John Rivers. The four-tenths grade generally adopted when the railway was being constructed was abandoned at Summit, there being an east and west down grade of 666 feet in thirteen miles from an elevation of 1,194 feet. A splendid view of Blue Mountain is obtained from Summit.

From Napadogan to Grand Falls, a distance of a little over 76 miles, there are practically no settlements, there being only a succession of hard and soft wood lands, covering a hilly country liberally supplied with boulders. Near Grand Falls the railway takes to the northern bank of the St. John River, following it for several miles.

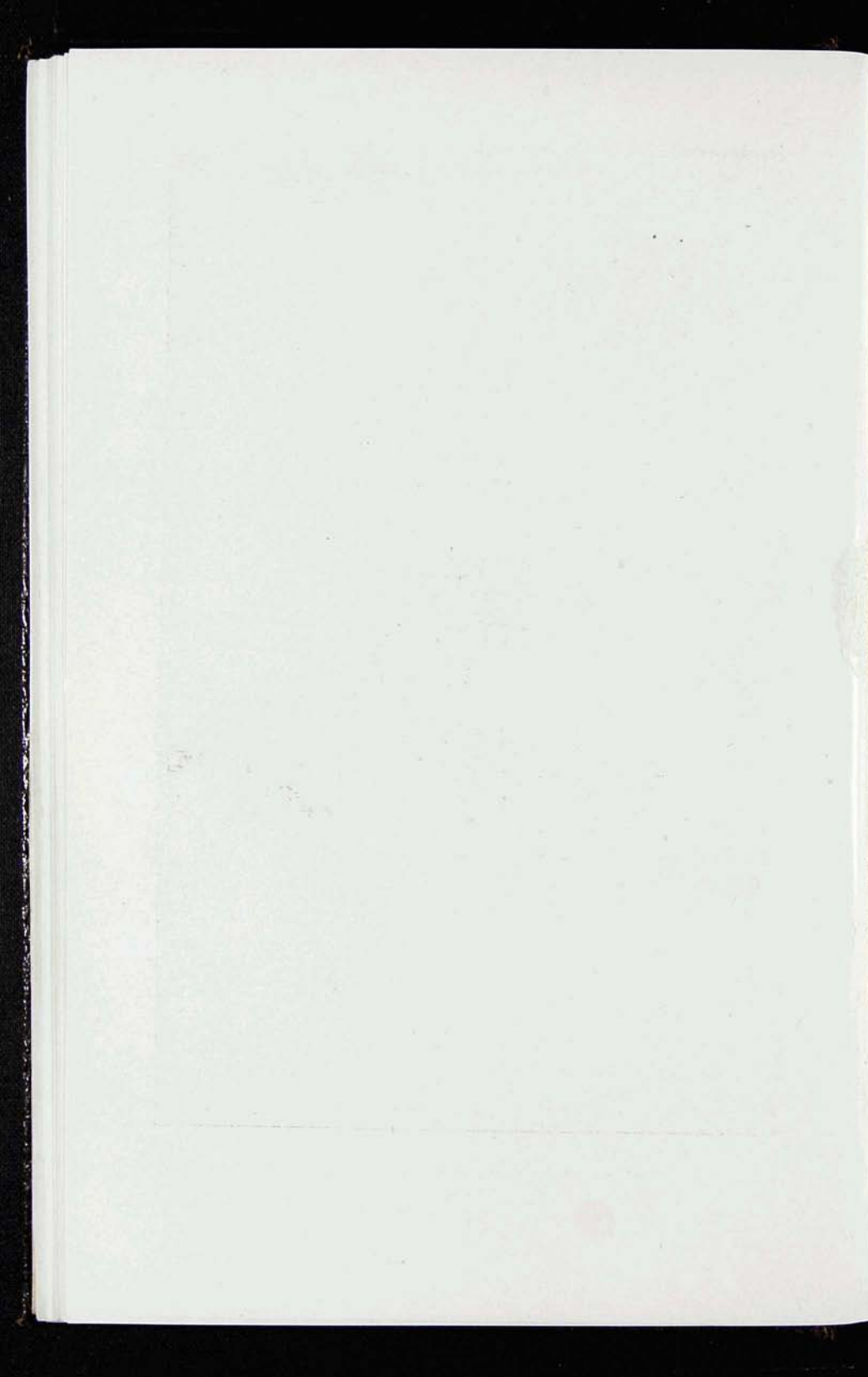
475.0	Edmundston
493.2	Albertine
516.4	Baker Brook
603.0	Caron Brook
676.0	Lac Baker, N. B.
736.0	Courchesne, Que.
672.0	Glendyne
650.0	Riviere Bleue
709.0	Estcourt
.....	Ste. Eleuthere
1259.0	Pelletier
1207.0	Picard
1140.0	Lapointe
.....	River Manie
1106.0	Lippee
.....	Bretagne
1111.0	Holliday
1202.0	Lefebvre
.....	Daly
1092.0	Lafontaine
1162.0	Monk
1252.0	Therien
1215.0	Bras d'Apic
1232.0	Ste. Apolline
1316.0	Langelier
1214.0	Rosaire
1114.0	Ste. Euphemie
996.0	Armagh
.....	St. Lazare
934.0	St. Damien
836.0	Abenakis
768.0	Ste. Malachie

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

Leaving Edmundston the railway continues to follow the St. John River until Baker Brook is reached, when it strikes a north-westerly direction. A few miles beyond, Baker Lake is encountered and skirted its entire length. Just before the end of the lake is reached the interprovincial boundary line is crossed, and the train



THE CATHEDRAL, FREDERICTON, NEW BRUNSWICK
"An architectural gem in a perfect setting"



Altitude

744.0	Frampton
681.0	Ste. Claire
565.0	St. Anselme
455.0	St. Isidore
339.0	Beaudet
.....	St. Jean Chrysostome
219.0	Diamond
232.5	Charny
170.0	Bridge (south abutment)
19.2	Quebec (Palais Station)

enters the Province of Quebec. Beyond Courchesne, the first station reached in Quebec, the train follows the north shore of Long Lake for about one-third its distance. Then, at its narrowest point, it crosses to the south shore at a point near Glendyne, following the lake for the remainder of its length.

At Estcourt, 55 miles from Edmundston, there is an up-grade from 708 feet to 1,283 feet in the course of eleven miles, followed by a drop of 150 feet in ninety miles. Heavy trains are broken up to go over the summits. Estcourt is pleasantly situated at the southern extremity of Pohenegamook Lake, a narrow body of water on the River St. Francis system. From Estcourt the railway strikes north until Pelletier is reached, when it turns west. The country through which the traveler is carried is typically French-Canadian, dotted with farms and pleasant, though, as a rule, small dwellings and outbuildings, and criss-crossed with numerous rivers and streams. At Abenakis the line takes a short and sharp turn to the south, and just beyond Ste. Malachie crosses the Etchemin River, which, turning north, it follows to St. Anselme, where the same river is again crossed as the train proceeds to the banks of the St. Lawrence, which it crosses over the famous Quebec Bridge. Half an hour later, and the traveler is at the picturesque Palais Station, in the ancient city of Quebec.

ST. JOHN TO QUEBEC.

The "Valley Railway" is a local application to the line of the St. John and Quebec Railway, built a few years ago by the Provincial Government of New Brunswick, and operated by the Canadian National Railways. Its construction has been on the best possible standard, and heavy steel rails and finely-ballasted roadbed ensure comfortable travel over a scenic route so attractive as to earn for it the cognomen of the "Garden of New Brunswick."

From St. John the line is over the C.P.R. rails as far as Westfield Beach, crossing the bridge over the famous "Reversing Falls."

Westfield The town is on the St. John River, and is a favorite summer resort for the people of St. John. From here the noble river is continually in view, and many pretty villages in most fertile sections are passed. At Oak Point, Evandale and Hamstead the scenery is entrancing.

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Gagetown Gagetown is the shire town of Queen's County, and is a quaint and pretty place that will attract the visitor. Around Oromocto and Lincoln are some fine farms.

- 35.0 Fredericton** Population 8,000. Fredericton is the capital of New Brunswick, and has been such for about 133 years. Before it was selected as the capital it was the site of an Acadian village. It is picturesquely situated on the banks of the St. John River, and is an inviting place for a summer's sojourn. There are many artistic and imposing buildings. A building of historical interest is that in which the Legislative Assembly first met in 1788, while in the present Parliament Building several magnificent works of art are to be found, among them being a portrait in oil of Queen Charlotte by Sir Joshua Reynolds. Other notable portraits are those of George III, Lord Sheffield, and Lord Glenelg. Among the 14,000 volumes in the Legislative Library are many rare and valuable works. The University of New Brunswick is located at Fredericton. At the lower end of Fredericton is a field of particular interest to Americans, it having been at one time the site of the home of Benedict Arnold, the reversible patriot. The cathedral is an architectural gem in a perfect setting.

Fredericton is an important manufacturing and commercial centre, and is surrounded by an excellent farming country, as is evidenced from the fact that the Dominion Government has an Experimental farm of 500 acres in the district.

The "Valley Railway" continues from Fredericton to Centreville, noted for its lumbering and agricultural activities, passing en route through Cherry Bank, Kingsclear, Rosborough, Hillman and Woodstock. The traveler en route to Quebec in his through sleeping car from St. John is carried over the Fredericton Division to McGivney, connecting there with the Transcontinental line of the Canadian National Railways from Moncton to the "Ancient Capital", via the Quebec Bridge. This route from Fredericton to McGivney follows in part the old post road of pre-railway days that led from the capital to Newcastle, now a point on the main line.

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QUEBEC TO MONTREAL

Via North Shore Route

- 18.0 **Quebec** Leaving the Parent Square Station, the train, after following the valley of the St. Charles for some distance, gradually ascends the rocky promontory on the eastern end of which the "Ancient Capital" stands. En route an excellent view is obtained of the Laurentian Mountains and the pleasant country lying between.
- 47.0 **Limoilou** At Cap Rouge a junction is made with the
 40.0 **Cap Rouge** main line of the Canadian National Railways
 31.0 **Neuveille** and from here excellent views are to be obtained of the St. Lawrence River and of the
 20.0 **Ecureuils** towering cantilevers of the famous Quebec
 31.0 **Donnacona** Bridge. Turning inland the route of the
 26.0 **Cap Sante** railway to Garneau Junction lies through a
 30.0 **Portneuf** typical bit of French-Canadian agricultural
 44.0 **Deschambault** land which for centuries has been under
 103.0 **Lachevrotiere** settlement. The farms are small but fertile
 115.0 **St. Marc** and well cultivated, while every few miles
 115.0 **St. Casimir** quaint and pleasant little French-Canadian
 349.0 **St. Prosper** villages are encountered.
 350.0 **Gendron**
 353.0 **St. Stanislas**
 431.0 **Proulxville**
- 444.0 **Garneau** From Garneau there is a branch line of the Canadian National Railways running in a northeasterly direction to Riviere a Pierre, over 39 miles distant, passing en route Hervey Junction.
- 364.0 **Grand Mere** This is one of the most arresting points on the line from Quebec to Montreal. The town is situated on the St. Maurice River, which here leaps over a high cataract, thus creating a picturesque and enormous waterfall from which 180,000 horsepower of electric energy is developed. On the bank of the river, immediately adjacent to the falls, are large pulp and paper mills manufacturing daily over 200 tons of newsprint. Grand Mere has a population of 8,500, and is a prosperous industrial and commercial town with good hotels. The railway crosses the St. Maurice here, affording the traveler a magnificent view of the river and the falls.
- 463.0 **Aldred** A branch line runs from here to Shawinigan Falls, a little over three miles distant. Shawinigan Falls is one of the most interesting and progressive industrial towns in the Province of Quebec. From the falls of the St. Maurice, situated close to the town, over 200,000 horse-

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power of electric energy is developed, the largest at any one point in the province. About half this power is used locally and the balance is transmitted to Montreal, Three Rivers and other towns. The falls present a magnificent sight, having a drop of over 150 feet. Several large industries are located in the town, the most outstanding being a large paper and pulp mill, with a daily output of 165 tons of pulp and 195 tons of newsprint; an aluminum plant, the only one in Canada, turning out 26,000,000 pounds annually; and factories making calcium carbide, cottons, woolen goods, magnesium, and wooden products of various kinds. With its suburbs, the town has a population of about 14,000, the result of twenty years' growth.

474.0	Glenada	Two miles from Ste. Ursule, and within a
415.0	St. Boniface	stone's throw of the eastern side of the
417.0	Charette	railway, are the Falls of Ste. Ursule. The
548.0	St. Paulin	traveler should not miss seeing them.
.....	Premont	They are by no means as wide as those
293.0	Ste. Ursule	to be seen at Grand Mere and Shawinigan,
293.0	Ste. Ursule Falls	but they are of surpassing interest, leap-
256.0	St. Justin	ing as they do over a rocky precipice, and
199.0	Bois Blanc	falling a hundred feet or more into the
174.0	St. Barthelemi	river bottom beneath. Typical French-
.....	St. Edmond	Canadian villages are encountered every
196.0	St. Cuthbert	few miles, but the most pleasant prospect
178.0	St. Norbert	is the long stretch of rich agricultural
172.0	St. Pierre	land through which the railway runs. The
174.0	St. Elizabeth	farms are uniformly ribbon-like in their

narrowness and marked by the intensiveness with which they are cultivated. The dwellings and out-buildings on these farms are correspondingly small as a rule, but they are pretty, and as they are treated once a year to a coat of whitewash they stand out bright and clear upon the land's surface.

201.0	Joliette	Joliette is one of the important indus-
.....	Norraie	trial and commercial cities of the pro-
130.0	Crabtree	vince, and is located on Assomption
128.0	Salome	River. One of its most outstanding
78.0	L'Epiphanie	industries is the manufacturing of to-
69.0	L'Assomption	bacco. Others are woolen mills, lum-
55.0	St. Paul l'Ermite	ber mills, paper mills, clothing fac-
52.0	Charlemagne	tries, etc. There are a Roman Catho-
72.0	Pointe aux Trembles	lic cathedral and several religious and
76.0	Maisonneuve	secular education institutions. Maison-
78.0	Montreal	neuve, fronting on the St. Lawrence,

has a population of 37,000, and is linked with Montreal by an electric railway. It is an important industrial centre, having a sugar refinery, bridge works, shoe factories, machine works, biscuit factories, etc.

HALIFAX TO VANCOUVER

(Montreal to Winnipeg)

The City of Montreal

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78.0

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

It was from Montreal that in 1660 Dollard and his fifteen companions set out to meet at the Long Sault Rapids, on the Ottawa, a few miles above, the horde of Indians descending from the north to destroy the French settlements on the St. Lawrence. Although Dollard and his companions lost their lives in the venture, their heroic effort caused the Indians to abandon their enterprise. "It is stated on credible authority," history tells us, "that Montreal—Canada in fact—was saved at this critical juncture by the heroism of a few devoted Frenchmen". It was also from Montreal that Jumonville led a force for the purpose of surprising and capturing British positions on the Monongahela, an enterprise in which he was thwarted by George Washington, then an officer in the British colonial forces. In 1775 Montreal was occupied by American troops under General Montgomery, who, on December 31st of the same year, lost his life in an abortive attempt to capture Quebec.

Montreal is to-day a beautiful modern city, with a population, including its suburbs, of over 800,000. At the back of the city, a mile or two from the waterfront, is Mount Royal, an eminence of 763 feet, which gave the city its present name. In the days prior to the advent of the white man Mount Royal was the game park of Hochelaga, and in which during the early days of British occupancy moose were shot. To-day it is dotted with picturesque and stately homes and coursed by pleasant driveways and walks planned by Olmstead, the great park designer.

The harbor of Montreal is one of the most important in the Dominion, and has the unique distinction of being the farthest inland ocean port on the continent, being situated

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one thousand miles from the Atlantic. The harbor has a frontage of eight miles, has a depth of water ranging from 25 to 35 feet, and has berth accommodation for one hundred vessels. During the season of navigation ocean-going steamers to the number of over 1,000 enter and leave the harbor, and of inland steamers approximately 7,500. Less than a century ago the harbor had but two wharves with a depth of water of nine feet, while the size of the vessels then entering the port may be gathered from the fact that the shipping trade of that time could have been carried by one or two of the modern steamers which now frequent it. Vessels from inland waters could not enter the port at all, owing to the Lachine rapids above. The Lachine canal, enabling this to be done, was opened in 1825, and that with a depth of four-and-a-half feet in place of the fourteen feet now obtaining. While all craft use the canal when sailing westward, certain passenger steamers regularly negotiate the rapids when entering the port from the upper part of the river. There is a floating drydock in the port capable of accommodating the largest of ocean-going steamers.

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

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

The city is a large manufacturing, as well as an important financial and commercial centre, there being nearly 2,500 factories with an annual productive value of approximately \$600,000,000. The largest flour mill in the world, having a capacity of 6,000 barrels a day, is within the confines of the city. There are two sugar refineries, shipbuilding yards, bridge works, and a large number of factories turning out clothing, boots and shoes, tobacco and cigars, rubber goods, machinery, tools, etc.

As an educational centre, Montreal ranks high among the cities of the continent, and particularly for its universities. McGill University has a world-wide reputation.

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61.0	St. Henri	Leaving Montreal westbound for Winnipeg,
68.0	Montreal West	the traveler is carried over the line of the
86.0	Rockfield	Grand Trunk Railway System to Ottawa.
89.5	Dominion	The train first passes through an important
115.0	Convent	industrial part of the metropolitan city. La-
131.0	Lachine	chine, situated on Lake St. Louis (a broad-

ening of the St. Lawrence), is an interesting historical town with a population of 17,000. Here Sieur LaSalle in 1666 built a stone dwelling, the remains of which are an inviting scene for tourists. It was from this seigniory that the famous adventurer embarked on his long journey of exploration to the west, in the hope that it would ultimately land him in China. It was because he believed that the St. Lawrence was the highway to the "Flowery Kingdom" that he gave Lachine its name (a la Chine). On this adventure he handed where to-day stands the City of Kingston, built a fort at Niagara, discovered the Mississippi and traced it to the Gulf of Mexico, and in 1687, while in the wilds of Louisiana, was murdered by his followers. On an evening in August, 1689, Lachine, by that time a thriving village, was destroyed by a band of Iroquis and its inhabitants massacred.

99.5	Dixie	Until Ste. Anne de Bellevue is reached the
87.0	Dorval	points touched are located on Lake St. Louis,
89.0	Strathmore	and are favored summer resorts of Montreal
89.3	Valois	during the summer months. At Dixie, on
96.6	Lakeside	the left of the train, are the noted 18-hole
107.4	Pointe Claire	golf links of the Royal Montreal Golf Club,
104.5	Beaconsfield	while from the vicinity of Valois a pretty
105.5	Beaurepaire	vista is obtained of the lake, on which dur-
114.0	Baie d'Urfe	ing the summer months yacht races are held.
		At Pointe Claire are the beautiful links of
		the Beaconsfield Golf Club.

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

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

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

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tution encountered while approaching Ste. Annes is the Macdonald Agricultural College, one of the most noted of its kind in the Dominion, with a handsome and striking group of buildings.

Immediately after leaving Ste. Annes the main channel of the Ottawa River is crossed by a steel bridge within a few hundred yards of the point where the waters of that famous stream join those of the St. Lawrence. Isle Perrot, about six miles wide, is then crossed. This island divides the Ottawa into two streams.

84.0	Isle Perrot	Crossing the other arm of the Ottawa River,
85.0	Vaudreuil	the village of Vaudreuil is reached. Here, on
150.0	Cedars	the right, is to be seen the ruins of an old
159.0	St. Dominique	fort built by early French settlers as protec-
160.0	Riviere Rouge	tion from the Iroquois and Mohawk Indians.
160.3	Coteau Jct.	Good fishing, boating and shooting are to be

had in the vicinity of Vaudreuil. A considerable quantity of tobacco is grown in the district. At Coteau Junction the train, leaving the Montreal to Chicago main line, takes a northwesterly direction.

176	St. Polycarpe	The country through which the traveler
191	St. Polycarpe Jct.	is carried was in the days of the
244	Ste. Justine, Que.	French regime occupied by seignories,
261	Glen Robertson, Ont.	hence the peculiar narrow sub-division
256	Alexandria	of the farms, the products of which
343	Greenfield	are principally hay, oats, butter and
355	Maxville	cheese. A mile or two beyond Ste.
288	Moose Creek	Justine the railway crosses the bound-
208	Casselman	ary line between the provinces of
232	South Indian	Quebec and Ontario. Glen Robertson,
249	Vars	the first station in the latter province,
225	Carlsbad Springs	is a point from which a branch line

of the Canadian National Railways runs to Hawkesbury, a town 21 miles distant on the banks of the Ottawa, and at which large pulp and paper mills are located. The sulphite pulp mill there is the largest in the British Empire. Alexandria has a population of 2,200, several factories, and is the centre of a good dairying district. Near Maxville is the birthplace of Ralph Connor, whose stories of the county (Glengarry) are familiar to lovers of fiction everywhere. The inhabitants of Glengarry County are chiefly of Scotch descent. A short distance beyond Casselman the Nation River is crossed and followed for a few miles. South Indian is a junction point from which a branch line runs to Rockland, an important lumbering town and summer resort on the Ottawa River, and having a population of about 3,500. Carlsbad Springs is renowned for the curative properties of its saline, sulphur and lithia waters.

Approaching Ottawa the train runs through the yards, dotted with extensive shops, of the Canadian National Rail-

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ways, while to the left is to be seen the Rideau Canal linking the Rideau and Ottawa Rivers. Between these two rivers there is a variation of eighty-six feet in their respective levels.

The Capital City of Ottawa.

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

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

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

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

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

Ottawa is an important commercial and industrial centre. There are about 180 manufacturing industries turning out lumber, paper, matches, marine gas buoys (only one in the world), cement, clothing, etc.

The city has a population of about 110,000.

Hull, immediately across the river, is connected with Ottawa by two bridges. It has a population of 25,000, and is a busy industrial town, the annual output of its factories having a value of about \$15,000,000.

289.0	Rideau Junction
268.0	Bell's Corners
265.0	South March
250.0	Malwood
249.0	Dunrobin
258.0	Woodlawn
243.0	Fitzroy
261.0	Pontiac
322.0	Norway Bay
321.0	Bristol
331.0	Clarendon
330.0	Portage du Fort
398.0	Forester's Falls, Ont.
511.0	Beachburg
429.0	Finchley

Striking west from Rideau Junction, the lines of both the Canadian Pacific and Grand Trunk Railways are crossed overhead; then, running through a fine stretch of agricultural country, the Ottawa River is again approached and crossed just below Fitzroy. Skirting the river on the Quebec side, the thriving town of Arnprior is observed on the Ontario shore. A short distance farther on, Norway Bay, a promising summer resort situated on a fine strip of sandy beach, is passed. For the next twenty miles, or as far as Portage du Fort, the route lies on the Quebec side of the river, but here a final

crossing is made into Ontario.

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Portage du Fort is a picturesque little town at the foot of a formidable series of rapids and falls with a combined drop of about 100 feet. In the old pioneer days a seven-mile portage led to Bryson at the beginning of the next navigable stretch above,—hence the name "Portage of the Strong," no weaklings being tolerated in the vicinity. In those days, navigation was by bark canoe, and commencing with the voyage of Champlain over three hundred years ago, a steady stream of these picturesque craft went back and forth, to and from, the far-flung trading posts of Lake Huron and Lake Superior. No wonder the history of the Ottawa River is replete with interest and romance, and that its course is marked every mile or two by names conferred by the French voyageurs.

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

Leaving Dufort, the line traverses a fine agricultural country, passing through Beachburg, the centre of one of the best grain-growing districts in Ontario. Then crossing the C.P.R. again, it runs into Pembroke.

- 447.0 **Pembroke** Situated at the confluence of the Ottawa and Muskrat Rivers, is one of the principal towns in the Ottawa Valley, with a population of 7,600. That part of the Ottawa lying in front of the town is known as Pembroke Lake, a long stretch of navigable water. An hourly ferry runs to Alouette Island, and a steamer plies between the town and Des Joachims, fifty miles up the Ottawa. Pembroke was in its early days an important lumbering centre, and to-day is developing considerable activity as a manufacturing centre, its principal products being lumber, woollens, gloves, furniture, flour, electric specialties, leather, machinery and mocassins. Three railway lines enter

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the town. The surrounding agricultural country is good, and excellent hunting and trout fishing are to be had in the vicinity. Ten miles from the town is the Petawawa artillery training camp.

The Algonquin Park.

513.0	Hiam	Leaving Pembroke, the railway follows
498.0	Alice	the valley of the Indian River, and about
544.0	Indian	twenty miles from the town, and just
750.0	Dahlia	beyond Dahlia, enters the far-famed Al-
761.0	Kathmore	gonquin Park. This park covers an area
745.0	Achray	of 2,721 square miles, is situated in the
783.0	Brawny	heart of the Highlands of Ontario, and is
848.0	Agnone	maintained by the Government for the
920.0	Radiant	entertainment of visitors and the pres-
1028.0	Acanthus	ervation of wild game. It is one of the
1038.0	Brent	most beautiful of natural spots on the
1070.0	Government Park	continent. In its primeval forests all
1073.0	Daventry	kinds of wild animals common to the
1008.0	Ascalon	North American continent roam at will.
1000.0	Coristine	Lakes and rivers, noted for their pic-

turesque beauty and for the excellent game fishing they afford, are to be found in every direction. Of lakes alone there are nearly 1,000. For canoe trips, no greater attractions are to be found anywhere. Climatic conditions are ideal, largely the result of its high altitude, which at its highest point is 1,100 feet above sea level. Some one has described it as the "Land of your dreams and of forest and stream". And yet it is less than a day's journey by train from Canadian centres of population and but twenty-four hours' ride from New York and Boston.

The line of the Canadian National Railways traverses Algonquin Park for a distance of about eighty-two miles, during which are encountered a succession of rivers and lakes, while the scenic effects upon which the eye of the traveler rests are magnificent. Cedar Lake, one of the largest and most beautiful bodies of water in the park, is skirted for its total length. Brent, situated on its northern shore, is both a divisional point on the railway and a particularly convenient spot from which to embark on a canoe trip.

1143.0	Fossmill	Algonquin Park is left at Kilrush, and running
1017.0	Wasing	down the long grade towards Lake Nipissing,
890.0	Alderdale	some fine views of an entirely new kind are to
819.0	Astorville	be had, differing both from the rugged wilder-
749.0	Callander	ness of the Petawawa Canyon and from the peace-
		ful prospect of Cedar Lake. The railway present-
		ly emerges on a sandy hillside; stretched out below lies a
		great plain dotted with tiny farms and clearings. In the
		middle distance is the shining surface of Lake Wistwasing,
		and far away, twenty miles to the north, extends the valley
		of the Mattawa and the great escarpment of the Laurentian

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Hills, purpled by distance. The line finally reaches the shore of Lake Nipissing, a splendid body of water some 50 miles long by 10 miles broad, at Callander, an important distributing centre and shipping point for the lumber interests of the district. It is located at the extreme east of the Lake on an arm called South Bay.

Historic Lake Nipissing.

Lake Nipissing is one of Canada's historical inland lakes. It has an area of 330 square miles, and being connected with Georgian Bay by the French River, was in the pioneer days of the country traversed by hardy French adventurers. It was by way of the Ottawa, Lake Nipissing and French River that Champlain in 1615 made his trip to Georgian Bay, whence with a body of Huron Indians he entered the Severn, crossed Lake Simcoe, and by way of the Trent River passed into Lake Ontario in an abortive attempt to conquer the Iroquois, an adventure for which the French had subsequently to pay dear.

- 687 **North Bay** Situated at the northeast angle of Lake Nipissing, North Bay was a generation ago a small clearing on the edge of the lake. To-day it has a population of 10,000 and is an important railway and commercial centre, the result of the advent of the steel highway, but more particularly of the opening up of the great mining districts in Northern Ontario, for which it has become the principal distributing centre. It is also an important manufacturing centre, and the headquarters for the French River tourist route, on which steamers are daily employed during the summer season. It is on the main line of the two transcontinental railway systems and the headquarters of the Temiskaming and Northern Ontario Railway, running from here to Cochrane, a distance of nearly 254 miles.

Greater Ontario.

Leaving North Bay over the tracks of the Temiskaming and Northern Ontario Railway, the train, skirting Trout Lake for almost its entire length, gradually turns north into that part of the province officially known as Northern Ontario, and aptly designated Greater Ontario because of the fact that it comprises an area of 330,000 square miles, while from its northern limit on James Bay to its southern boundary it has a length of 770 miles. This area is in turn divided into eight districts—Nipissing, Temiskaming, Sudbury, Algoma, Thunder Bay, Rainy River, Kenora, and Patricia. The railway traverses the two first-named districts.

Taken as the whole the route lies along one of the most interesting bits of country in the world. The scenery is as varied as it is beautiful. For mile after mile the train is winding its way through towering rocks and hills crowned

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with verdure and dotted with patches of pink fireweed. Frequently it is encountering rivers, lakes and streams, many of them of historical as well as of present importance, while towards its centre, and beyond, the route lies through wild plateaus of rich agricultural land dotted with pleasant farms.

Enormous Mineral Resources.

From what might be termed the material standpoint, Northern Ontario's chief fame lies in its enormous mineral resources, for the variety and extent of which no other part of the known globe is its equal. In the Sudbury district are the great nickel mines, from which 85 per cent. of the world's total supply is obtained, and since their discovery some thirty-five years ago have yielded a value of about \$166,000,000. In the district of Nipissing there is the famous Cobalt silver area, from which, since its discovery in 1903, silver to the value of about \$194,000,000 has been extracted, to say nothing of other metals, among them cobalt and arsenic, which have added many additional millions of dollars. Of cobalt it is the world's chief source of supply. In the Temiskaming district there are a number of gold-mining areas, the most outstanding of which up to the present is the Porcupine, the Hollinger being the greatest quartz gold producing mine in the world. Since mining began in 1910 the Porcupine district has yielded gold to the value of \$65,000,000. Northern Ontario is to-day a larger producer of gold than any State, except California, on the North American Continent. Up to the end of 1919 the mines of Cobalt and Porcupine paid in dividends \$78,500,000 and \$15,500,000 respectively.

The Great Clay Belt.

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

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

Possessing as it does so many lakes, rivers and streams, Northern Ontario naturally has great possibilities for the

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development of hydro-electric energy. Already much has been accomplished in this direction for use at mines, saw mills and factories and for lighting the streets and homes of the various towns and villages in that part of the province.

654	North Bay Junction	Leaving North Bay Junction there is a
746	Trout Mills	gradual rise in the altitude of the rail-
789	Lounsbury	way, and which increases, with few ex-
908	Feronia	ceptions, for a distance of about ninety
1055	Widdifield	miles. Rocks abound on all sides and
1222	Mulock	here and there are pleasant, but rugged,
1167	Tomiko	little valleys, rich in wild flowers dur-
1045	Joko	ing the season. Although the stations
1029	Riddle	are remarkably close to each other,
1040	Osborne	settlement is sparse in this part of
1053	Diver	the line. Natural scenery, however,
1028	Otter	there is in abundance. The numerous
996	Bushnell	streams encountered afford excellent
954	Kenny	opportunities for fishing and canoeing,
1015	Redwater	while in the adjacent forests the sport-
1063	Doherty	ing hunter will find about all that his
		heart can desire.

989	Temagami	The station at Temagami is situated on a comparatively narrow arm of the famous Lake Temagami, and makes a convenient starting point for a holiday tour of that waterway.
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Lake Temagami has an area of ninety square miles, and is one of the most charming of Canada's inland summer resorts. As it is included in the Temagami Forest Reserve, it is practically destined to be preserved in all its natural beauty for all time to come. At least a thousand islands dot the surface of the lake and its shores are punctured with innumerable and inviting little bays. For natural and picturesque beauty it can scarcely be surpassed. Although there is no heather upon its banks, an enthusiastic Scotchman once remarked that it recalled to his mind the famous Loch Katrine. As a scene for camping and canoeing Lake Temagami is becoming increasingly popular, while for the variety and extent of its game fish no part of the continent can surpass it.

992	Owaissa	Latchford is a village of about 250 inhabi-
1037	Rib Lake	tants, and is a lumbering centre, saw mills
1066	Johnson	being located here. It is a convenient
922	Latchford	starting point for the river and land route
934	Gillies Depot	to the Montreal River gold and silver mining
		areas; also for the Temagami Forest Reserve.

The Silver Mining District.

841	Cobalt	The town is the centre of the great silver mining camp, and although it has only been in existence about fourteen years, is now a prosperous town of over 5,000.
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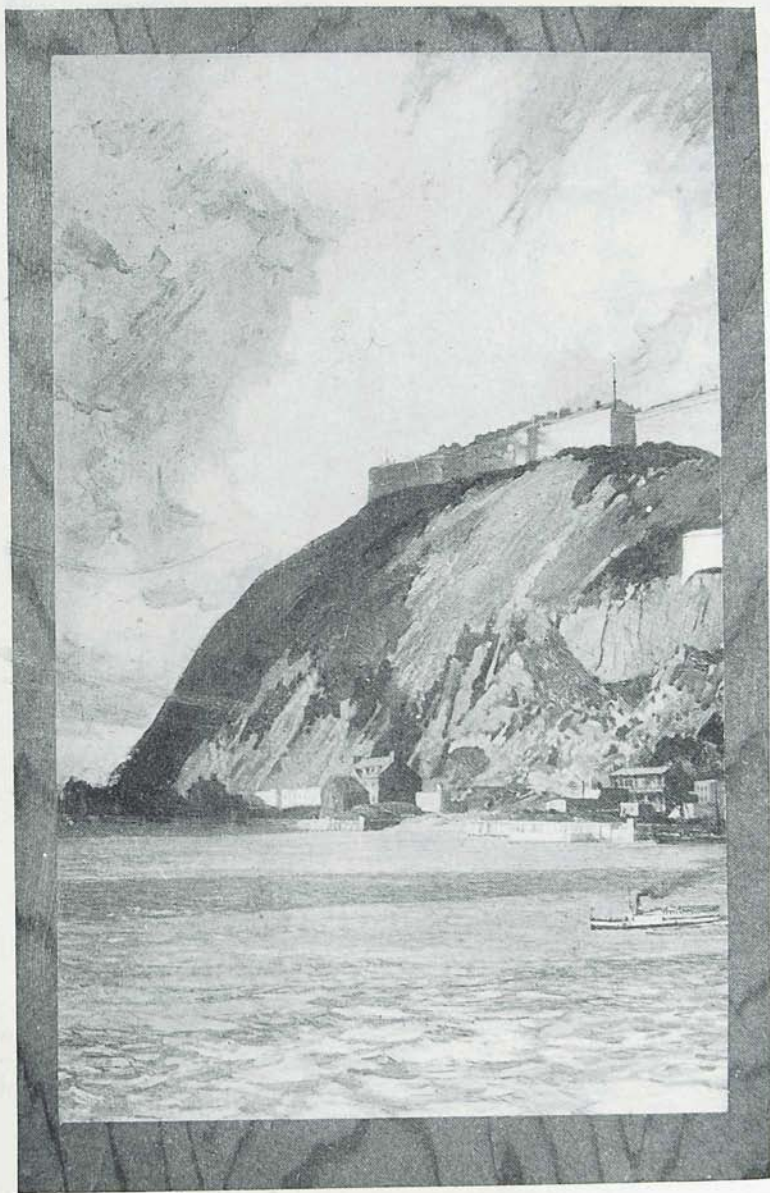
Immediately in front of the town, and close to the railway, is Lake Cobalt, which, in order to facilitate the procuring of the silver that occupied veins beneath its surface, was a few years ago pumped out. From the railway an excellent view is obtained of some of the mills in which the silver dug from the mines is treated. It was on the shore of Cobalt Lake that silver was first discovered, and the discovery was made one Sunday in 1903 by two lumber contractors engaged in connection with the construction of the railway, they having, while in the act of throwing pebbles into the water, picked up several nuggets of the white metal. These nuggets were native silver, and their find led to an influx of prospectors. From Cobalt a branch line runs to the mining district of Elk Lake.

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|-----|---------------------|--|
| 764 | Haileybury | Both these towns are pleasantly situated on |
| 638 | New Liskeard | the shore of Lake Temiskaming, and in the summer time are points from which steamers regularly run to various places of interest on that lake. Both towns are connected with Cobalt by an electric line. Lumbering is common to both, and each has its saw mills. Haileybury has a population of 5,000, is the seat of the Roman Catholic Cathedral, and has an excellent hospital. New Liskeard is at the head of Lake Temiskaming, has a population of 3,000, and like its sister town is a pleasant summer resort. Haileybury and New Liskeard are situated in an excellent agricultural district, the Clay Belt beginning a short distance south of the former town, while near the latter is a Government Demonstration Farm. |

Historical Lake Temiskaming.

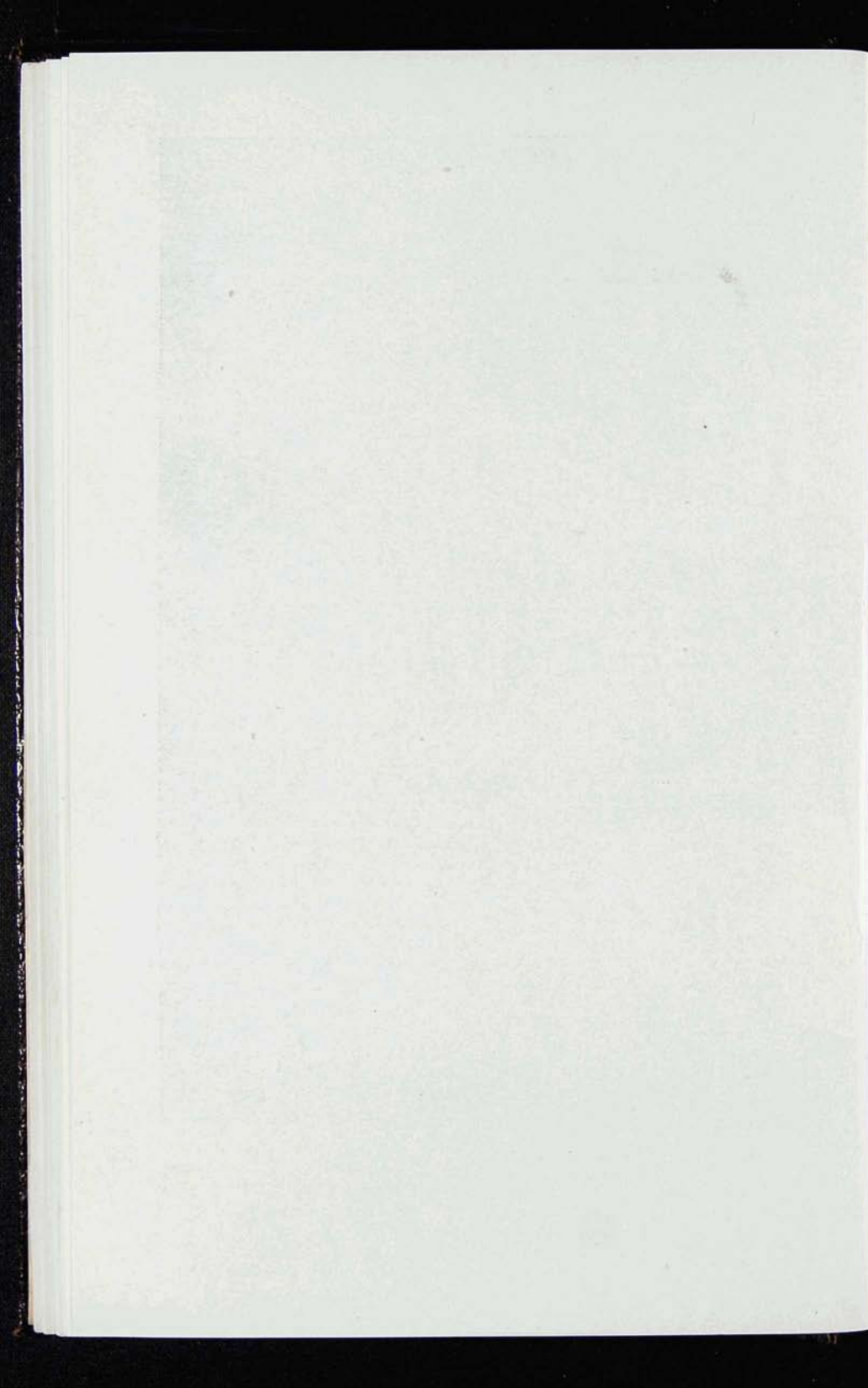
Lake Temiskaming is one of the famous historical waterways of Canada, and is the headwaters of the Ottawa River, which empties into the St. Lawrence above Montreal. Consequently, in the early history of the country, the lake was included in the highway leading from French Canada to the Hudson's Bay.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

Lake Temiskaming has an area of 117 square miles, and is to-day a delightful summer resort, with excellent facilities



THE CITADEL, QUEBEC

From here is a magnificent panoramic view of the St. Lawrence with the Laurentians, glorious in color effects in the background



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for canoeing, camping and fishing, while there are steamers for those who want to navigate its waters without "paddling their own canoe".

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|-----|------------------|---|
| 631 | Uno Park | Uno Park is a village situated in one of |
| 645 | Maybrook | the oldest settled parts of the Clay Belt. |
| 722 | Thornloe | Earlton, located in a fertile farming coun- |
| 816 | Earlton Junction | try, is a point from which a branch line |
| 728 | Heaslip | runs to Elk Lake, 28½ miles distant. |

From the latter a daily stage runs to

Gowganda, one of the promising new gold areas in that part of the country.

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|-----|-------------|---|
| 680 | Englehart | Englehart is a divisional point, and a busy |
| 667 | Chamberlain | little town with a population of about 800. |
| 710 | Wawbewawa | The surrounding district is rich in timber, and |
| 775 | Krugerdorf | the town has saw mills. It is the centre of a |
| 882 | Mindoka | pulpwood industry. There is electricity for |
- power and lighting purposes. In 1913 the greater part of the town was destroyed by forest fires, but has since been rebuilt. A short branch line runs from Englehart to Charlton, situated at the foot of Long Lake, navigable for forty miles, and the centre of a good lumber and agricultural district.

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|------|---------------|--|
| 925 | Boston Creek | The railway here traverses a district which |
| 969 | Rosegrove | has extensive and promising gold areas. |
| 1032 | Dane | Larder Lake, into which there was a rush of |
| 1007 | Swastika | prospectors in 1906, is seventeen miles from |
| 1009 | Kenogami Lake | Dane, and is connected with the latter point |
| 1022 | Sesekinika | by a Government road. Swastika is the |
| 1034 | Bourkes | gateway to the Kirkland Lake gold field, |
| 960 | Yorkston | next to Porcupine the most important gold- |
| 945 | Ramore | producing district in the province. A short |
| 908 | Vimy Ridge | roadway connects Kirkland Lake with Swas- |
| 878 | Belleek | tika. Approaching Kenogami, the train |

follows the Blanche River. Kenogami Lake,

which gives the village its name, lies a short distance to the west. A few miles beyond Sesekinika the railway crosses the height of land. The waters of the innumerable lakes, rivers and streams thereafter encountered flow into Hudson's Bay.

- | | | |
|-----|----------|--|
| 861 | Matheson | Matheson is the gateway to the gold mines in the |
| 872 | Watabeag | Township of Munro and the Lightning River |
| 905 | Homer | districts. There is also a boat line running from |
| 922 | Nushka | here to Abitibi and Twin Falls. Monteith is the |
| 922 | Monteith | site of a large pulp and paper mill and saw mills. |
| 904 | Kelso | Near Monteith is a Government Demonstration |

Farm, on which is also a school for the training

of returned soldiers and sailors for agricultural vocations. Thousands of acres of excellent farm lands are to be found in the vicinity.

The Porcupine Gold Fields.

- 946 **Porquis Junction** This is the entrance to the world-renowned Porcupine gold fields, a branch line running westerly to Timmins, thirty-three miles distant. Porcupine, situated on Porcupine Lake, is twenty-four miles distant. In addition to the famous Hollinger mine, which annually yields gold to the value of about \$7,000,000, there is also in the district the McIntyre and the Dome mines, which in 1919 produced gold to the value of \$2,000,000 and \$1,280,000 respectively. In all the Porcupine area produces over \$10,000,000 worth of gold annually.

Seven miles northeast of Porquis Junction, and reached from the later by a branch line, is Iroquois Falls, a town with a population of about 2,000, and the site of one of the largest pulp and paper mills on the continent. The falls have been utilized for the development of hydro-electric energy, and seventy-thousand horsepower is available. The town is the centre of an extensive timber district, and good hunting and fishing are to be obtained in the vicinity.

- 1008 **Nellie Lake** From Porquois Junction to Cochrane, a distance of about 23½ miles, the train traverses a country dotted with numerous small lakes and crossed by rivers. At times the lines is within a short distance of the Abitibi River, flowing into James Bay, and having its origin in Lake Abitibi, a magnificent body of water having an area of 356 square miles, and noted for the attractions it affords for fishing and hunting. At Cochrane the train runs westward over the Quebec to Winnipeg main line of the transcontinental system.
- 962 **Devonshire**
- 917 **Holland**
- 902 **Nahma**

- 911.0 **Cochrane** One of the divisional points on the Transcontinental and the terminus of the Temiskaming & Northern Ontario Railway.

Although only a little over ten years old, Cochrane is an incorporated town, has a population of about 2,000, and is steadily growing in importance as a business and industrial centre. The farming settlements in this vicinity are being rapidly taken up. The land offered by the Ontario Government for homesteading reaches from here to Hearst, and includes fifteen townships, exclusive of the two townships of Jacksonboro. It is estimated that in this district alone there are about 2,500 settlers who have sought homes in this northern hinterland.

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

861.0	Frederick
883.0	Buskegow
881.0	Hunta
898.0	Driftwood
860.0	Pullen
	Smooth Rock Falls
769.0	Jacksonboro
792.0	Tudhope
797.0	Strickland
746.0	Fauquier
794.0	Moonbeam
780.0	Kitigan
714.0	Kapuskasing
764.0	Secord
779.0	Harty
744.0	Opasatika
823.0	Lowther
769.0	MacBey
750.0	Mattice
778.0	Fryatt
815.0	Omo
807.0	Hearst
836.0	Ryland
815.0	Penhall
793.0	Akova
797.0	Kabina
788.0	Wapiti
746.0	Bertram
772.0	Ameson
749.0	Nagogami
689.0	Fraser
679.0	Savoff
625.0	Teltaka
617.0	Pagwa
681.0	Wilgar
719.0	Flint
799.0	Blanche
852.0	Ogahalla
893.0	Watini
972.0	Lynx
997.0	Grant

There are settlements at Frederick, Buskegow, Hunta and Driftwood. Thirty miles west of Cochrane, the Mattagami River is reached. Here the traveler is in the neighborhood of one of the most interesting industrial developments in New Ontario. Three and one-half miles north of the big steel bridge which spans this important watercourse are Smooth Rock Falls, a power site capable of developing 12,000 horsepower of electric energy. The power rights and extensive timber limits stretching for many miles on both sides of the river, have been acquired by a company known as the Mattagami Pulp and Paper Company, Limited, and this company is now engaged in developing the power and has completed and is now operating a pulp mill, with a capacity of 120 tons of sulphite pulp per day.

A branch railway, constructed by the company, runs from the main line to Smooth Rock Falls. Here a wonderful transformation has been wrought. In the spring of 1916 the site of the great power works was in its primitive condition. A wild cataract poured all uncurbed over the huge grooved hummock of rock that gave its name to the waterfall. Trees grew in all their natural luxuriance right down to the edge of the river. To-day, a vast clearing has been made in the forest; dwellings, public schools, churches, and excellent hotels have been built, and a population of several hundred men, women and children have come to live within sound of the falls.

The power plant is naturally the centre of the development. An immense concrete dam, 380 feet long, has been

slung across the river, harnessing the current for the purposes of electric generation. The power house is located below the falls, while on the lofty bank of the river just above rises the big pulp mill. The latter commenced operations during the fall of 1917.

The Mattagami Pulp and Paper Company's enterprise represents an investment of about two million dollars, with prospects of further developments as the industry grows. The company owns 900 square miles of timber limits, which will yield, it is estimated, about three million cords of spruce

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pulpwood. In addition to the power at Smooth Rock Falls, it has additional powers higher up the river at Yellow Falls and Island Falls, which will furnish another 12,000 horse power when required.

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

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

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

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

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

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

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

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

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

There are several good stores in Hearst, and quite a large trade is carried on with the surrounding settlements. For the sportsman there are many opportunities, the fishing of the Mattawishkwia River being very fine, and the best of

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hunting being obtainable in the vicinity. Guides and canoes can be engaged, and there is fair hotel accommodation. From Hearst, the Algoma Central Railway runs to Sault Ste. Marie.

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

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

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

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

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

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

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

Written entirely phonetically, it is unhampered by irregularities, and can be readily acquired by one Indian from another. So general is their knowledge of this sign language that every Indian camping place and every point where canoe routes diverge become local post offices, where letters written on birch bark, often, of course, containing only an

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account of trivial occurrences, but giving the opportunity to convey news of importance, are left for the information of following parties.

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

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

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

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

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

1049.0	Opemisha
1021.0	Nakina
1036.0	Exton
1078.0	Cavell
1050.0	Kowkash
1043.0	Paska
1123.0	Redmond
1065.0	Tashota
1053.0	Penequani
1035.0	Ombabika
1093.0	Minataree
1010.0	Weatherbee
969.0	Ferland
921.0	Willet
975.0	Green
1028.0	Wagoming
1121.0	Armstrong
1256.0	Collins

Between Grant and Penequani for seventy miles the line is through a territory where gold discoveries have been made and claims have been staked in every direction. The most important finds have been at Kowkash, and numerous prospectors are active in this district. Surface mining has been carried on to considerable extent, but more serious efforts are now being made to work the more promising locations. New strikes of great value will not be surprising.

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

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1337.0	Jacobs	the category of mines. A good deal of ore
1351.0	Allenwater	averaging from \$8.00 to \$14.00 per ton in
1424.0	Bucke	gold values has been obtained. Some values
1215.0	Robinson	run as high as \$80.00 to the ton.
1227.0	Smith	There is fine fishing on the Kowkash
1201.0	McDougall Mill	River. The whole country to the north is
		intersected by streams that afford excellent
		sport. At Minataree, the old post road
		leading to the trading post of Revillon
		Freres at Port Hope is crossed. From Wil-
		let or from Ferland stations the northern
		shores of Lake Nipigon are easily reached.
		Canoes and guides can be obtained at either

Grant or Armstrong. There are good trout streams near Armstrong.

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

Lake Nipigon.

Lake Nipigon lies approximately between longitude 87° 35' W. and 89° 10' W., and between latitude 40° 5' N. and 50° 30' N. Its northern boundary is the Canadian National Railway, whilst the Nipigon Mountain Range lies along its southern coast. Lake Nipigon, 852 feet above the sea level, is some seventy miles long and forty miles wide.

The Indians "Great Bay of the North", Lake Nipigon, has a history dating back to 1671. It is shown on the Jesuits Relations map of that year, but for almost two centuries following the first exploration little additional knowledge of the country north of Lake Superior appears to have been made public. Numerous fur traders must undoubtedly have traversed its streams and portages, but they have left no written records that are accessible. Such knowledge as was gained with respect to the country was the property of private interests, and was never made public. Following the occupation of certain districts by French traders from Three Rivers and Montreal, the two great rival corporations, the North-West Company and the Hudson's Bay Company, had important trading posts on Lake Nipigon nearly two hundred years ago. It was not until 1860 that any official survey was attempted, and in 1905, the Ontario Government set aside an area of about 7,297 square miles around Lake Nipigon as a forest reserve.

Lake Nipigon is considered one of the most beautiful bodies of water in Ontario, with innumerable well wooded islands of varying size. Its shores are deeply indented by bays, separated one from another by very long points or promontories, some of them stretching out into the lake for many miles. This makes it possible to paddle from the

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shelter of one island to another, and to cross most of the bays even in the most unfavorable weather. Its waters are very clear and cold, and around the shores of the lake and the islands are miles of sand and gravel beaches. At the present time there are no permanent settlements of importance along the shores of this body of water. The total Indian population of the district is a little over 500, distributed in a number of reserves located at the mouth of Gull River, at the foot of McIntyre Bay, Sand Point, and at Jack Fish Island. On most of the reservations the inhabitants have small gardens in which they cultivate potatoes and a few other vegetables, but their chief source of food supply is the fish from Lake Nipigon, particularly sturgeon, white fish and grey trout.

At Nipigon House, near Jack Fish Island, the Hudson's Bay Company has an old-established post, with a permanent resident agent in charge. There is also an Anglican mission at the Reserve on McIntyre Bay, and a school at Gull Bay. The Nipigon Reserve is a good hunting country, particularly for moose. As to fish, there is no doubt at all of their being there. They put themselves in evidence when they gather at their spawning places. Maskinonge, lake trout (from two to seven pounds), pike, pickerel and sturgeon abound. The Nipigon River has been so satisfying to sportsmen heretofore that few have taken the trouble to investigate the lake above this river and the vast wilderness around it. Sportsmen will now be prompted to reach the northern shores of the lake by rail, take a chance at the practically virgin fishing grounds there and reach the Nipigon river from above.

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

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

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1197.0 **Sioux Lookout** At Sioux Lookout the branch line from Fort William connects with the main line. Here is quite a lively railway centre, with a population of about 500, with substantial houses, good hotels, stores and public school. It is situated at the end of Pelican Lake, which is navigable for twenty miles by motor boat. The fishing for pike and pickerel is excellent here, and also at Abraham and Minitaki Lakes. There is good trout fishing at Vermilion Lake, 12 miles distant.

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

From Fort William and Port Arthur to Sioux Lookout.

750.0	Alba	In the neighborhood of Fort William and Port
920.0	Baird	Arthur are rich farm lands where many settlers
1084.0	Crest	have located. The Ontario Government are con-
1041.0	Dona	structing roads, which will prove a boon to the
1200.0	Ellis	farming community. The mineral deposits in the
1357.0	Flett	neighborhood give promise of developing one of
1445.0	Griff	the largest industrial centres in Canada. It is an
1487.0	Horne	area rich in gold, silver, nickel, copper, iron and
1582.0	Raith	iron pyrites.
1555.0	Linko	The line between Fort William and Superior
1537.0	James	Junction plays an important part in the grain
1558.0	Kelly	movement from Manitoba and the Northwest to
1567.0	Larson	the head of the Great Lakes. It is also the rail
1593.0	Mack	link with the main line of the National Railways,
1617.0	Knowlton	for passenger and freight traffic, which has tra-
1596.0	Oscar	versed the Great Lakes to the Twin Cities, and
1520.0	Petry	destined for points in the Northwest and Pacific
1459.0	Quorn	Coast. Being sparsely settled, it is a great hunt-
1465.0	Reba	ing country; deer, bear and foxes are numerous,
1465.0	Sowden	while there are plenty of partridge and wild fowl
1470.0	Tannin	in the fall.
1428.0	Unaka	
1403.0	Valora	
1338.0	Watcomb	
1304.0	Hunt	
1338.0	Yonde	
1311.0	Zarn	
1237.0	Alcona	

Altitude

HALIFAX TO VANCOUVER

From Sioux Lookout to Winnipeg.

1211.0	Pelican
1173.0	Hudson
1252.0	Webster
1309.0	Taggart
1311.0	Sunstrum
1316.0	Millidge
1302.0	Richan
1300.0	Freda
1346.0	Hunter
1289.0	Morgan
1147.0	Quibell
1247.0	McIntosh
1239.0	Canyon
1232.0	Favel
1291.0	Jones
1200.0	Farlane
1133.0	Brinka
1083.0	Redditt

The railway from Sioux Lookout to Winnipeg traverses another picturesque region. Hudson may be considered the station or starting point for the last Great North, "The District of Patricia". By canoe or motor boat, across Lost Lake and down the slow flowing current of the English River Lac Seul is reached.

On Lac Seul is a Hudson's Bay Post, the chief distributing point for the Company's posts through the District of Patricia. It is not an uncommon sight, when the fur brigade brings its harvest of furs in early June to this post, to count hundreds of tepees, pitched along the sandy shores of the lake with the real aboriginal Indians, their wives, sons, daughters, husky dogs and brand new babies.

A gasoline transport service is operated on this lake by the Company, and weekly trips are made to and from Hudson station. The Armstrong Trading Company also operate a boat on this lake in connection with their fisheries, making their headquarters at Hudson.

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

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

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

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

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

Altitude

The Minaki Inn

1090.0	Ena	Mee-Naw-Kee—Beautiful Country—The Minaki
1067.0	Minaki	Inn, a new summer hotel, is operated by the
1194.0	Wade	Canadian National Railways.
1102.0	Malachi	The Inn has accommodation for 350 guests,
1136.0	White, Ont.	and is situated in a beautiful natural park of

fourteen acres. It has been so built that every room in the entire structure has an outlook of exceptional attraction, a panoramic vista of water and woodland. The utmost care has been taken to leave undisturbed the natural beauty surrounding the Inn. The many densely wooded knolls and look-out points in the vicinity afford shaded, cool places on warm summer days.

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

Minaki may be justly termed the home of the maskinonge, but in addition to this species of the finny tribe are to be found the finest varieties of lake trout, pickerel, white-fish and sturgeon. Sturgeon captured by the Indians have been brought in weighing as much as 138 pounds. Guides who are familiar with the adjacent lakes are available, and can assure the most exacting fisherman a fine day's sport with the trout, while the novice who is satisfied with other varieties may fish from the rocks or boats in the immediate vicinity of the hotel. Minaki is also a convenient centre for the big game hunter, for this territory is the home of moose, bear and deer, while as a point from which extensive canoe trips can be made it is unsurpassed. By way of Winnipeg River, Winnipeg Lake and the Red River one can paddle his way to the Manitoba Capital.

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

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

1157.0	Ophir, Man.	The boundary line between Ontario and Mani-
1109.0	Dott	toba is just west of White Station.
1048.0	Brereton	At Anola the railway line clears the forest
1011.0	Hector	and enters upon the prairie, passing through

Altitude

940.0	Elma
949.0	Lewis
902.0	Hazel
902.0	Vivian
843.0	Anola
799.0	Dugald
766.0	Transcona

a section of the great wheat area of this fertile province. The change to perfectly level country is almost startling. As far as the eye can see there is nothing to obstruct the vision, and villages far distant loom up with remarkable clearness. The National Railways repair shops are located at Transcona, and a National Railway elevator has recently been constructed with a capacity for 1,000,000 bushels of grain. While capable of extensive storage, its principal function is to serve as a transfer point for grain enroute east over the Canadian National Railways. The grain is graded and weighed as it passes through the elevator, and under a Government certificate of quality it is reloaded and shipped east.

- 775.0 Winnipeg Population 200,000. Capital of the Province of Manitoba. Situated at the confluence of the Red and Assiniboine Rivers, it commands the trade of the great and ever-growing West; is the gateway through which flows so large a proportion of the commerce of the Canadian Dominion, and is the greatest grain market in the British Empire. See page 118 for fuller particulars regarding Winnipeg.

Altitude

QUEBEC TO COCHRANE.

- 19.2 **Quebec** The air line of the Canadian National Railways from Quebec to Winnipeg, thence to the Pacific Coast, traverses a wondrously picturesque part of the Dominion, and which until the last few years was in the main beyond the fringe of civilization. And although prosperous towns and villages and fertile farms are now to be seen, the greater part of the line runs through a country still in its pristine glory—vast in the extent of its primeval forests, picturesque and varied in its scenic effects, cut by mighty, rushing rivers and dotted with beautiful lakes. Certain points in the vast interior which the train traverses also possesses historical interest. This is particularly true of points touching the vicinity of great rivers running into Hudson's Bay, which, in the early pioneer days, when there were neither roads nor railways, served as highways for fur traders and marauding Indians.

The express service between Quebec and Cochrane, at which point connection is made with the express trains operating between Montreal and Winnipeg, is modern in appointment, while the roadbed is noted for the substantial character of its construction. The Union Palais Station, whence the start is made, is strikingly artistic in design and in keeping with the quaint, Old-World architecture of the "Ancient Capital". The distance from Quebec to Winnipeg over the Canadian National Railways is 1,350 miles, and is the shortest of all rail routes between the two cities.

- 165.0 **Cadorna** After leaving Quebec, the railway follows the
 Bridge valley of the St. Charles River for several
 257.0 **Cap Rouge** miles, gradually climbing the slope of the vast
 promontory which separates the St. Charles
 from the St. Lawrence, and at the eastern extremity of which
 the city of Quebec is built. As the train mounts higher and
 higher, a panorama of rare attractiveness unfolds, the wide
 fertile valley spreading out in the foreground and beyond
 stretching the rugged outline of the Laurentian Mountains,
 with their rich purple coloring.

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

- 216.0 **St. Augustin** Just beyond the junction of the line from the
 238.0 **Neuville** Union Palais Station and the line from the
 264.0 **Dombourg** Quebec Bridge, the railway crosses the Cap
 205.0 **St. Basile** Rouge Viaduct. This is an immense structure,

Altitude

240.0	Portneuf	second only in importance to the bridge itself,
144.0	St. Marc	and from it magnificent views in both direc-
126.0	St. Casimir	tions are to be had, which should by no means
361.0	St. Prosper	be missed. From this point until the railway
410.0	St. Adelphe	turns north up the Batiscan Valley at St. Prosper,
583.0	Hervey Jct.	the line follows the north shore of the

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

768.0	Gouin	The railway crosses several rivers beyond
797.0	Doheny	Hervey Junction—among them, Riviere aux
713.0	Milieu	Mortis, Milieu, Brochet, Beauce—which have
684.0	Lac Chat	given the names to the stations here men-
713.0	Brochet	tioned. Most of them afford the best of
754.0	Bousquet	sport for the angler. They are all tributaries
697.0	Lac a Beauce	of the St. Maurice River, which is here being
713.0	Morency	approached. At Lac Chat there are two
		sawmills.

The St. Maurice is one of the most important rivers in Canada from the industrial standpoint, and in the development of the great basin which it drains the Canadian National Railway is destined to play a most important part. The river has a length of 350 miles and a watershed of some 17,000 square miles in area. It flows through richly timbered areas, and enormous quantities of lumber are carried down by it annually to the pulp and paper and lumber mills that have been erected on its banks. Its course is broken by a dozen falls and rapids which are capable of developing 1,000,000 horsepower of electrical energy. At the present time there are important power developments at Shawinigan Falls, twenty-one miles above the confluence of the St. Maurice and the St. Lawrence at Three Rivers; at Grand Mere, twelve miles above Shawinigan Falls, and at La Tuque, a flourishing town 103 miles from Three Rivers.

551.0	La Tuque	Population 4,000. A town of rapid growth, lively business centre, with modern stores and many fine residences. The town is well built, with water, sewerage system, and electric light. La Tuque has good schools, both French and English, a convent boarding school and a business
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Altitude

college. It also has a Catholic church, an Episcopal church, and a well-equipped hospital.

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

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

- | | | |
|--------|--------------------|--|
| 507.0 | Fitzpatrick | Three miles beyond La Tuque is Fitzpatrick, the first division point west of Quebec. |
| | Stirling | Leaving Fitzpatrick, the railway crosses |
| 728.0 | Cressman | to the left bank of the St. Maurice and |
| | Creek des Prairies | for the next seventy miles follows the |
| 819.0 | Vermillion | valley of the picturesque watercourse in |
| 1033.0 | Darey | a northwesterly direction. The scenery |
| 972.0 | Crespel | is wild and impressive in its rugged |
| | | grandeur. On either side tower massive |

rocky hills, compressing the river into a narrow gorge, through which the water pours tumultuously along. The railway skirts the torrent, now running close to its margin on a narrow ledge of rock and again mounting higher and higher on the breast of the towering hillsides. There are magnificent views to be seen all along this portion of the route, and travelers should be on the lookout for them.

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

Altitude

Altitude		million and the St. Maurice valleys, passes Darey at the summit and drops to the main river near Crespel.
901.0	Flamand	Up to this point there have not been many indications of lumbering operations, but from now
909.0	Joybert	until the railway leaves the main river at Manouan, frequent camps are to be seen. At Fla-
999.0	Windigo	mand is located the principal camp of the Waya-
999.0	Ferguson	gamack Pulp and Paper Company of Three
1030.0	Vandry	Rivers. At Windigo and Ferguson, the Brown
1154.0	Weymount	Corporation of La Tuque carry on extensive oper-
1168.0	Sanmaur	ations. At Vandry, the Belgo Pulp and Paper
1171.0	Manouan	Company of Shawinigan Falls, and at Weymount the Lauren-
		tide Pulp and Paper Company of Grand Mere, maintain
		large camps. In the vicinity of Manouan, at the confluence
		of the Manouan River with the St. Maurice, is one of the
		most notable public works of the day in Canada, viz., the
		great storage reservoir at La Loutre Falls.

The Gouin Reservoir.

The Gouin, originally named La Loutre, is the largest artificial reservoir in the world, having a capacity of 160,000,000 cubic feet and a water area of 300 square miles. Compared with the famous Assouan Reservoir in Egypt, hitherto the largest, the Gouin dam has a storage capacity approximately four times greater. The dam holding back this enormous body of water is 1,720 feet long, 80 feet high, 69 feet wide at the base, and 20 feet wide at the crest. The flow of water is regulated by means of ten gates, each 7.5 feet by 12 feet, and capable of discharging 18,000 cubic feet of water per second.

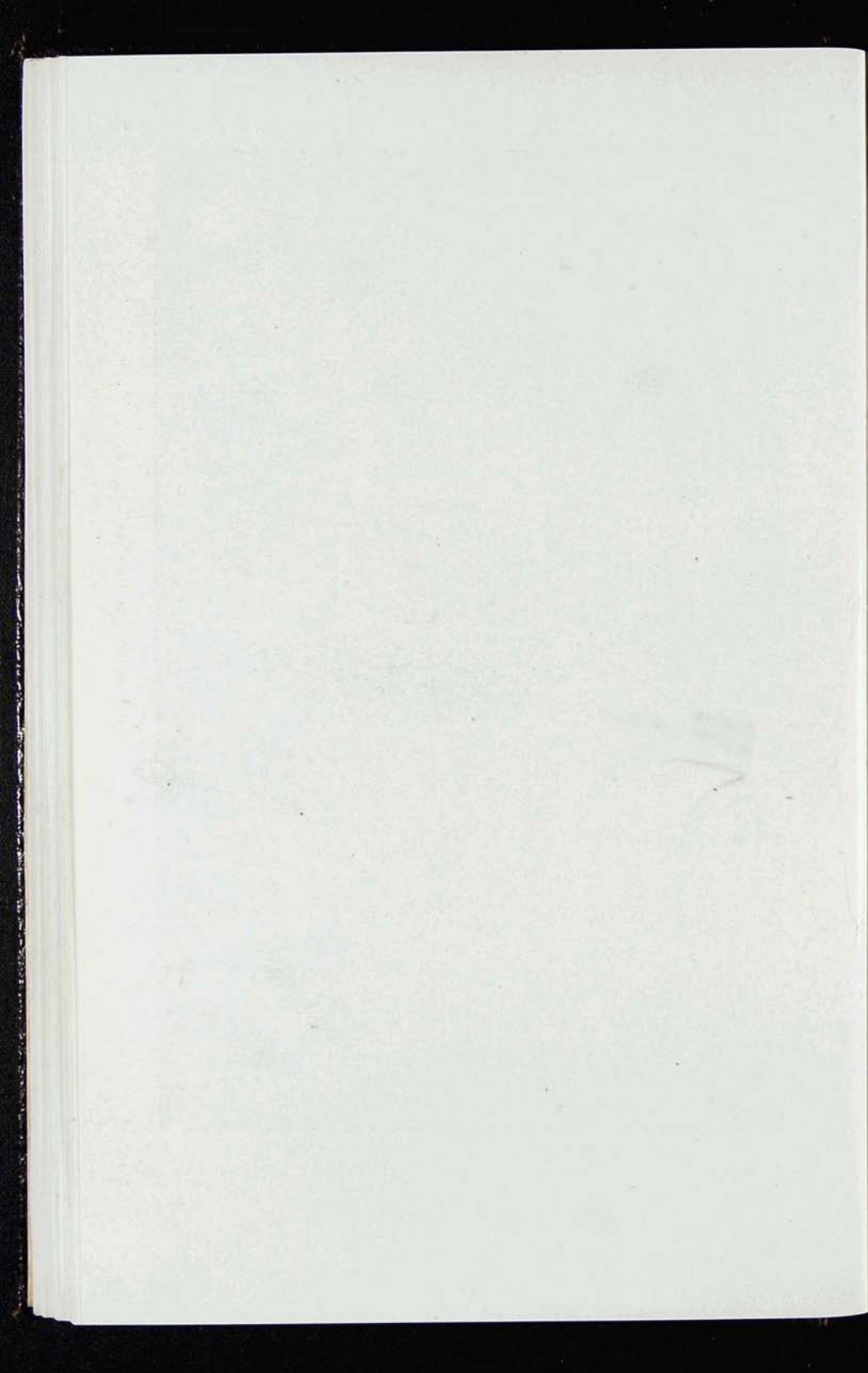
The St. Maurice is one of the mighty rivers of Quebec, but owing to the variations in the flow at different seasons of the year a loss of power for the development of hydro-electric energy at such important industrial points as Grand Mere and Shawinigan was necessarily experienced. It was for the purpose of overcoming this that the Provincial Government, through the Quebec Streams Commission, in 1915, began the construction of the dam at a point about fifty-two miles up the river from Manouan, and a short distance above La Loutre Falls. Now, as a result of the completion of this vast storage basin, instead of there being seasonable variations in the flow, no less than 1,000,000 horsepower are permanently available. At Shawinigan there is a permanent flow of over 12,000 cubic feet per second.

1187.0	Cann	Leaving the St. Maurice River at Manouan, the
1464.0	Hibbard	railway now strikes almost due west to Parent,
1376.0	Casey	passing several small lakes on the way. Parent
1434.0	McCarthy	is the second division point west of Quebec, and
1467.0	Wykes	here are to be found the usual yards, roundhouse,
1401.0	Parent	etc., common to such places.



ONTARIO LEADS IN MANUFACTURING INDUSTRIES

In the heart of Toronto—the Provincial Capital—are skyscrapers the highest within the British Empire



Altitude

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

1410.0 Timbrell At Oscalanea the St. Maurice River is again in
1454.0 Strachan view. Lake Oscalanea, after which the station is
1424.0 Greening named, is one of the headwaters of the River,
1357.0 Oscalanea and it is possible starting from here by canoe, to
make a trip through a long chain of lakes back to
Manouan, a distance of 157 miles. Milledge & Edwardson
have a trading post at Oscalanea, where hunters and fisher-
men can be outfitted.

1347.0 Clova The run from Oscalanea to Doucet, the third
1478.0 Coquar division point, is through a country very sparsely
1454.0 Monet settled. There are, however, possibilities for the
1448.0 Tarrien enjoyment of sport, as lakes and rivers are
1421.0 Langlade abundant. Doucet is a little railway settlement,
1383.0 Dix with the usual equipment to be found at a
1314.0 Bolger division point. Nottaway is important because
1299.0 Forsythe it is the first fair-sized settlement in what may
1219.0 Doucet be described as New Quebec. Three fisheries
1202.0 Press ship from this point to United States markets.
1172.0 Signal From this point to La Sarre, at the boundary
1138.0 Forget between Quebec and Ontario, land is being taken
1102.0 Megiskan up rapidly by settlers from the older parts of
1030.0 Nottaway the province. The story of the migration into
1007.0 Goulet this vast new district, following the completion
1025.0 Coffee of the railway, is a modern romance. It is the
1062.0 Uniacke result largely of the devoted endeavor of one
1078.0 Natagan man, L'Abbe Ivanhoe Caron, Colonization Mis-
1124.0 Fisher sionary of Abitibi and Temiskaming, who, since
1051.0 Landrienne the spring of 1913, has organized and conducted
to the district several excursions of settlers from
Old Quebec. These people are brought from the same par-
ishes and settled together, so that they avoid the hardships
of going into a country surrounded by strangers. So success-
ful have been the colonization efforts in this particular district
that it makes a story of outstanding interest.

The Bell River crosses the railway at Nottaway on its course from Grand Lac Victoria, via a chain of other lakes, to James Bay. From Nottaway to the far north a canoe trip can be made its entire length. Motor boating is possible to the north-east arm of Lake Shabogama. It is 345 miles by this route to Rupert's House on James Bay, and the round trip would require a little over a month, including a stop-over of a few days at the Bay. An alternative route returning is via the Natagan River from Taibi Lake south to where the Natagan crosses the line of railway. The Bell River and Shabogama Lake contain pike and pickerel of immense size.

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By the north-east branch of Shabogama Lake, canoe trips can be made to Laurentian Lake through a region which is as yet practically unknown and unmapped. Here are dozens of beautiful clear-water lakes, full of speckled trout that rise hungrily to the fly, even in mid-summer—fish ranging from quarter-pounders to five pounders.

- 1002.0 Amos Amos is one of the most promising towns in the making along this part of the railway. Not yet ten years old, it already has a population of 1,500, and many settlers are expected this season. It has already become an important business centre. There are stores here that carry on an extensive trade with the surrounding country, and supply the Indians that reside between here and James Bay with outfits and provisions, taking their furs in return. The Indians transport their goods by canoe in the summer and use dog teams in the winter. A busy trading day is a picturesque sight. There is a movement to start a large pulp and paper industry which will give employment to many and insure the permanent prosperity of the town. Amos first became known when gold was discovered at Kieniwisik Lake, forty-five miles to the south. Over 3,000 acres of land have been taken up in the vicinity of Amos, and there is any quantity of good land awaiting settlement.

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

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

Two sawmills contribute to the industrial activity of Amos. There is considerable mining also, the most important being the operations at Kewegama Lake, and the Height of Land, where valuable deposits of molybdenite are mined. As the chief use of this metal is for the tempering and tough-

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ening of steel its value at the present time is greatly enhanced.

The Canadian National Railways have issued special booklets "Out of Door in Quebec", and "Out of Door in Ontario", which, as their name implies, contain the latest information relating to the sporting possibilities in a country abounding in game and fish.

1051.0 Spirit Lake Here the Canadian Government established its first detention camp. At one time some 2,500 Austrian and Bulgarian prisoners were interned here and employed in clearing land and improving it.

1048.0 Vilmontel O'Brien is a railway division point. Several
1073.0 Launay settlers have taken up land near here, and the
1020.0 O'Brien place is becoming quite a lively business centre. It is locally known as Robertson Lake,
1007.0 Authier this being the name of a fine body of water
951.0 Makamik within sight of the station.
883.0 La Sarre

945.0 Dupuy At La Sarre there is a settled section, and the
910.0 La Reine place is a centre for fishing operations, whitefish being taken from the Whitefish River and from Lake Abitibi and shipped to New York. At La Reine station a good deal of land has been cleared, revealing good soil. There is excellent fishing for pike and pickerel in the Okikodok River, the fish being of very large size. Between here and Goodwin, the boundary line between Quebec and Ontario is crossed. A sign marks the actual spot.

944.0 Goodwin The country which the train traverses is thickly
883.0 Mace covered with spruce, balsam and other descriptions of trees. Rivers and streams are frequently encountered. The soil is part of that
889.0 Low Bush comprising the famous clay belt of Northern
942.0 Kirke Ontario. Nature is to be seen in her primeval
989.0 Hughes beauty and ruggedness on either side of the
983.0 Norembega railway, and everywhere good fishing and hunting are to be obtained. Goodwin is the first
857.0 Brower station encountered after the train crosses the
895.0 Abitibi interprovincial boundary line. At Balkam the

traveler is brought within the vicinity of Abitibi Lake, a body of water 356 square miles in extent, noted for the part it played as a highway during the early history of the country. The lake is still a point of interest, but for the sportsman, and not the adventurer. For its fishing Abitibi Lake has an excellent reputation. Between Mace and Low Bush the traveler sees much of the famous lake, its northern shore being skirted by the railway. Low Bush derives its name from the Low Bush river which crosses the line at this point. Abitibi is on a branch of the Abitibi river, once a highway for canoe travel to James Bay. For route Cochrane to Winnipeg, see pages 64 to 74.

QUEBEC TO CHICOUTIMI.

(Through the Laurentide Park).

19.0	Quebec	To sportsmen and lovers of nature the
556.0	Valcartier	Laurentide National Park is rich in its attractions. The park which lies north of the
706.0	Riviere a Pierre	City of Quebec, comprises 2,500 square
.....	Linton Jct.	miles of wild mountainous country intersected with rivers and streams and dotted
1195.0	Lake Edward	with lakes. Lake Edward, the largest body
550.0	Chambord	of water between Quebec and Lake St. John,
19.0	Chicoutimi	possesses great attractions for the sportsman, whether angler or hunter. It has a length of twenty miles, is beautifully wooded to the water's edge and is dotted with numerous picturesque islands. The waters of the lake are clear and cool and in its depth linger monster red-bellied trout, often running in weight from four to six pounds. Fishing outfits, canoes and guides can be obtained or those who wish to either fish or hunt.

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

Valcartier, a little over 16 miles from Quebec, is the site of Canada's famous military camp, at which the first Canadian contingent received its preliminary training in 1914. At Chambord Junction, 176 miles from Quebec, the railway divides into two branches, one of which runs to Dufferin and the other to Chicoutimi, each skirting Lake St. John. Chicoutimi is not only famous as a Summer Resort, but as an important industrial centre as well, particularly in connection with the manufacture of pulp, of which 60,000 tons a year are exported to Great Britain. The Chicoutimi Pulp Company is erecting a new pulp mill with a capacity of 25,000 tons, while Price Bros. propose building a mill of 190 tons capacity. The former has 20,000 horse power of hydro-electric energy under development.

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MONTREAL TO TORONTO

46.0	Montreal	For details regarding Montreal see page 51.
61.0	St. Henri	Leaving the Bonaventure station, the route
68.0	Montreal West	is that of the Grand Trunk's double tracked
86.0	Rockfield	line. The railway traverses the western
89.5	Dominion	suburbs of Montreal, noted for the large
115.0	Convent	industrial plants located there, while a short
131.0	Lachine	distance to the south is the Lachine Canal.

Lachine, a busy town, with a population of 17,000, is delightfully situated on Lake Louise, a broadening out of the St. Lawrence. It is of considerable interest historically, and is the point at which tourists can embark for a trip through the Lachine Rapids to Montreal.

99.5	Dixie	All the stations in this group are within the
87.0	Dorval	vicinity of Lake Louis, and all are to a more
89.0	Strathmore	or less extent summer resorts, particularly for
89.3	Valois	residents of Montreal. At Valois, situated on
96.6	Lakeside	a little arm of the lake, a charming view of
107.4	Pointe Claire	the latter is obtained. Lake Louis is a beau-
104.5	Beaconsfield	tiful sheet of water, and during the season
105.5	Beaurepaire	is the scene of many yacht races. The phys-
114.0	Baie d'Urfe	ical character of the country in the vicinity of

the lake lends itself to golfing. At Dixie there is the eighteen-hole links of the Royal Montreal Golf Club, while at Pointe Claire is the links of the Beaconsfield Golf Club. Both are popular with golf players.

122.3	Ste. Annes	Ste. Annes, or Ste. Anne de Bellevue,
84.0	Isle Perrot	with a population of 2,500, is situ-
85.0	Vaudreuil	ated on the Island of Montreal where
150.0	Cedars	its western extremity rests on the
159.0	St. Dominique	Ottawa. Near the railway is a pic-
160.0	Riviere Rouge	turesque little church, which in the
160.3	Coteau Junction	early days of the French regime
162.0	St. Zotique	was visited by voyageurs while en
167.3	River Beaudette, Que.	route up the Ottawa River, and
173.9	Bainsville	which Moore has immortalized in
163.6	Lancaster	his "Canadian Boat Song". Ste.
182.9	Summerstown	Annes has a number of industries,

and is the site of the Macdonald Agricultural College, noted for the striking group of its buildings as well as for its high standard of efficiency. The town is a popular summer resort.

Leaving Ste. Annes, the railway crosses the Ottawa River, a few hundred yards above its confluence with the St. Lawrence, over a steel bridge, landing upon Isle Perrot, an island six miles wide. Traversing the latter, it crosses to

Altitude

the western bank of the Ottawa and enters Vaudreuil, near which is to be seen the ruins of an old French fort, erected in 1687 to protect the inhabitants against attacks from Indians. At Coteau Junction a branch of the main line runs north to Ottawa. Proceeding west from Coteau Junction the traveler crosses the most westerly county of the Province of Quebec fronting on the St. Lawrence, and a couple of miles beyond River Beaudette enters the Province of Ontario.

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

- | | | |
|-------|--------------------------|---|
| 199.0 | Cornwall Junction | About five miles beyond Aultsville, |
| 255.0 | Mille Roches | standing on the banks of the St. Law- |
| 227.0 | Moulinette | rence, can be seen the granite shaft |
| 235.0 | Wales | erected to commemorate the Battle of |
| 236.0 | Farran's Point | Chrysler's Farm fought in the vicinity |
| 247.0 | Aultsville | in 1812, the encounter being between |
| 268.0 | Morrisburg | Canadian and American troops, victory |
| 242.0 | Iroquois | falling to the former. Morrisburg, with |
| 276.0 | Cardinal | a population of 1,318, is largely an indus- |
- trial town, its principal products being stoves, tacks and cheese boxes. The surrounding country is largely interested in the dairying industry, and mixed farming. Facilities for fishing and boating are good, and there are natural mineral waters in the vicinity. Morrisburg is connected with Waddington, N.Y., by ferry service. The Morrisburg Canal lies a short distance west of the town, while at Iroquois is the terminus of the Galop Canal, both constructed to overcome rapids in the St. Lawrence in their respective vicinities. There are extensive starch and syrup works at Cardinal.

Altitude

308.0 Prescott Prescott, population nearly 3,000, is on the St. Lawrence, and a port of call for all steamers plying on the river. A car ferry connected with the New York Central system regularly runs between the town and Ogdensburg immediately opposite on the southern shore. Prescott is the foot of lake navigation, craft bound for Montreal and below (except passenger steamers which shoot the rapids) taking the various canals en route. Here there is a grain elevator of 1,000,000 bushels capacity and a number of industries, among them being Government marine works. Among its principal objects of interest are old Fort Wellington, named in honor of the hero of the Battle of Waterloo, and the tomb of Barbara Heck, the founder of Methodism in Canada.

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

284.0 Lyn At Gananoque Junction connection is made
285.0 Yonge's Mills with the Thousand Islands Railway for
335.0 Mallorytown Gananoque. The latter is situated at the
332.0 Lansdowne very heart of the Thousand Island district,
306.0 Gananoque Jct. has a population of 3,500, and has a number
304.0 Findley of important industries, among the products
302.0 Rideau being hardware, vehicle springs, axles, carriage wheels, shovels, forgings, electric
270.0 Kingston Jct. meters and boats. Just beyond Rideau the railway crosses the Cataraqui River, a part of the Rideau system. Here from the car window is to be seen one of the locks, whereby vessels are raised to the little lake above.

273.0 Kingston Situated on Lake Ontario at the mouth of the St. Lawrence, is one of Canada's most interesting beauty spots. As early as 1673 a fort was erected here by Frontenac, the Governor of New France, and for generations

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bore the name of that worthy. Later the fort and its surrounding lands were granted to La Salle as a seigniory, and until the latter built a fort at Niagara was the furthestmost trading post under French Government. In 1758 it passed into the possession of the British, and eventually became Kingston in name. A generation after passing under British rule it was selected by a party of United Empire Loyalists as the site of their new home, and from that time gradually increased in importance, until it is to-day an important city with a population of 25,000. During the War of 1812 Kingston was an important military and naval centre. It is still of some importance as a military centre. The Military College here is an institution which is held in high esteem throughout the Empire for the efficiency of the training it imparts. Another of its important educational institutions is Queen's University, originally founded by the Presbyterian denomination, but now a non-sectarian institution. Portsmouth, on the outskirts of the city, is the site of the Provincial Penitentiary.

Kingston is an important industrial centre. There are here large locomotive works, textile mills, smelting plants, and a number of metal and woodworking factories. Total factory products have an annual value of about \$12,000,000.

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

- | | | |
|-------|----------------|---|
| 284.0 | Collins Bay | Collins Bay is situated at the head of a pretty |
| 324.0 | Ernestown | little arm of Lake Ontario. This bay is |
| 320.0 | Fredericksburg | skirted by the railway. Fredericksburg is |
| 312.0 | Napanee | a junction point from which travelers make |
| 335.0 | Marysville | connections for Tweed and Deseronto. Na- |
| 334.0 | Shannonville | panee, derived from the Mississauga Indian |
| | | word, Naw-Paw-Nay, meaning flour, is situ- |
| | | ated on the Napanee River, emptying into the picturesque Bay |
| | | of Quinte, and is the centre of a rich agricultural district. |
| | | The town has several industries, and a population of about |
| | | 3,000. Immense beds of marl, composed of disintegrated an- |
| | | cient sea shells, are located in the vicinity. |
| 295.0 | Belleville | The town is an important industrial railway and |
| | | lake shipping centre situated at the confluence of |
| | | the Moira River with the Bay of Quinte. It is recorded that |
| | | Samuel de Champlain spent, with his followers, a winter here. |
| | | The Bay of Quinte was part of the highway traversed by |
| | | early French explorers on their way to and returning from |
| | | the west. |

A wide variety of products are turned out by the factories of the town, among them being locks and hardware specialties, machinery and boilers, evaporated fruits, furniture, and wearing apparel. There is electric ferro-molybdenum fur-

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naces, and in the vicinity of the town talc and flourspar mines. The surrounding country is noted for its adaptation for fruit-growing and dairying.

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

- 280 **Trenton** Situated as it is at the head of the Bay of Quinte, where the waters of the Trent River debouch, its site became well-known to the early French explorers, who by way of the Trent, Rice Lake, and waters beyond made their way into Lake Simcoe and thence by the Severn River, into Georgian Bay, a trip which, thanks to the canals recently completed, can be made by motor-boat and eventually by small steamboats. The town is on the line of three railways, and during the summer there is daily steamboat service with Rochester, N.Y.

During the Great War, Trenton was the site of a large Government plant, occupying over 250 acres, for the manufacture of high explosives. This plant is now being operated by a private corporation for the manufacture of sulphuric acid, artificial fertilizers and pharmaceutical preparations. On the river near the town is one of the large power-houses of the Provincial Government Hydro-Electric Commission, thus ensuring an ample supply of electricity for the various industries and for street lighting and domestic purposes. Rice Lake was the headquarters of the Mississauga Indians, a branch of the Objibways. In the neighborhood of the town are iron ore, limestone, marble and various descriptions of timber. Excellent facilities for fishing, boating and canoeing are to be had. Population is 6,100.

- 290.0 **Smithfield**
 302.9 **Brighton** Leaving Trenton, and running in a southwesterly direction, the traveler, a few miles before entering Brighton, obtains a magnificent view of Presqu' Isle Bay and the broad waters of Lake Ontario beyond, the latter being sixty miles wide at this point. There is also to be seen parts of Prince Edward County and Presqu' Isle point, the latter jutting four miles into the lake, and in early days given consideration by the Government as the site of the provincial capital. Now it is a popular summer resort and in season a good place for duck shooting. Brighton is an old town with a population of 1,500. Grafton is a picturesque little town possessing considerable popularity as a summer resort.
 321.0 **Colborne**
 **Wicklow**
 283.1 **Grafton**
 295.1 **Cobourg** This is one of the oldest towns along the lake shore, and during the summer months it is a large number of visitors, a large proportion of whom are Americans. Its popularity with Americans had its origin during the war be-

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tween the Northern and Southern States, a good many Southern families taking refuge here. Some of the finest residences in the town are owned by Americans. The town has a population of about 5,000, and is surrounded by an excellent mixed farming, dairying and fruit-growing district. Cobourg is connected with Rochester, N.Y., by a car ferry, a steel steamer 316 feet long and with a speed of seventeen knots an hour being employed in the service, which is maintained the year round. Besides the railway cars and freight carried the steamer has accommodation for 1,000 passengers.

286.0 Port Hope The town is picturesquely situated and has the most important harbor on the north shore of Lake Ontario between Toronto and Kingston. It is an important railway centre and a junction point for the Northern Division of the Canadian National Railways giving access to the famous Kawartha Lake district in the north, touching the City of Peterboro en route. Port Hope has a number of large industrial plants, the principal products of which are enamelware, files, plumbers' supplies, preserved and canned goods, leather, varnishes, farm implements, iron pipe, clothing, etc. Population is about 4,500. As a summer resort it has many attractions.

392.0 Newtonville Bowmanville is a busy industrial town with a
295.2 Newcastle population of about 3,000. It has some of the
261.5 Bowmanville largest automobile tire, organ and piano factories in the Dominion. Among other lines
379.0 Darlington manufactured are tin fruit and vegetable containers, gloves and canned goods. The harbor can accommodate large lake steamers, has an excellent bathing beach, and affords good facilities for boating and canoeing. It is the centre of an excellent apple-growing, mixed farming and dairying district.

333 Oshawa For its size, it is one of the best industrial towns in Canada. Its most outstanding industry is the manufacturing of automobiles, in which a couple of thousand men are employed. Oshawa is also one of the largest producers in the Dominion of malleable iron castings. Other important factory products are iron pipe fittings, pianos, organs, textiles, leather, sheet metals, and canned goods. The town has an excellent supply of hydro-electric energy obtained from power generated on the Trent River. The census of 1917, the last taken, gives the annual factory output of the town a value of \$25,252,000, since which a number of new plants have been established. The town derived its name from an Indian chief and means "Over the Water". Population is over 10,000. Oshawa's harbor is situated on Lake Ontario, two miles distant.

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267.0 Whitby Junction Whitby is the judicial centre of the County of Ontario, and is one of the oldest towns in that part of the country. Its population is about 3,500. There are several industries, its most important products being harness, leather, and horse blankets. Standing on an eminence north of the railway, as the town is approached from the east, is an imposing building now occupied as a ladies' college, but was originally erected by a wealthy man who aimed to emulate the estate of an English aristocrat, an effort which was beyond his power to maintain. A branch line runs north from here, passing en route through Lindsay, an important industrial town and one of the gateways to the Kawartha Lakes.

287.0 Pickering The country through which the train travels is noted for its mixed farming and dairying activities. Pickering was originally a Quaker settlement. At Dunbarton the traveler obtains a view of a picturesque body of water known as Frenchmen's Bay and of Lake Ontario beyond. At Rosebank the railway comes into close contact with the northern shore of Lake Ontario and crosses the picturesque River Rouge there. Closely skirting the lake for three or four miles, the train gradually ascends the Scarboro escarpment, in a distance of eight miles the altitude increasing by over 280 feet. Lying on the lake shore about one mile south of Scarboro Junction, is one of the world's most noted deposits of glacial clay. Similar in form to that of a massive cathedral roof, it towers over three hundred feet above the waters at its base. Geologists from all parts of the world have visited its site. From Scarboro a branch line runs north, taking in many well-known towns, among them being Lindsay, Peterboro and Orillia. York is the terminal of the Eastern and Northern Division of the railway, and the extensive freight yards are visible from both sides of the railway. The station is within the confines of East Toronto, a suburban town now a part of the City of Toronto. Leaving Riverdale station the traveler sees on his left the large marsh lands which are being reclaimed for industrial sites for the City of Toronto. Several hundred acres have already been reclaimed and occupied by large industrial plants, one of which is devoted to the manufacture of tin plates, the only one of its kind in the Dominion. Continuing along the waterfront of Toronto Bay, across which can be seen Toronto Island, a noted summer resort, the train enters the Union Station, lying about one hundred yards to the east of which is the magnificent new Union Depot, now almost ready for occupancy. (See page 94 for particulars regarding the City of Toronto.)

280.2 Dunbarton
280.6 Rosebank
264.9 Port Union
545.3 Scarboro
546.0 Scarboro Jct.
425.0 York
330.0 Riverdale
254.0 Toronto

OTTAWA TO TORONTO.

The route of the Canadian National Railways from Ottawa, the Federal Capital, to Toronto, the capital of the Province of Ontario, lies through an interesting, and, generally speaking, old settled part of the country. The distance between the two cities is a little over 257 miles. Leaving the Central Station the railway follows the Rideau River until Rideau Junction, seven miles distant, is reached. This river is part of the canal system running from Ottawa to Kingston, work on which began in 1826 and was sufficiently completed in 1832 to permit a steamer to traverse its full length. The system is really the conversion of two rivers (the Cataraqui and the Rideau) into one stream. The work was undertaken by the British Government in order to provide a military highway from Lake Ontario to the Ottawa River and hence by the latter to the Great Lakes, owing to the difficulties experienced during the War of 1812 in getting supplies to troops operating on the latter at that time. The original cost of converting the two rivers into a continuous navigable waterway was nearly four million dollars. In 1857 the system was transferred by the British Government to the Canadian authorities who have since expended in improvements a great deal more than the original cost. During the French regime, and anterior to it, what is to-day the Rideau canal system was used by the Iroquois when making raids into the interior of the country. Now it is largely used as a summer tourist route.

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|-------|---------------|--|
| 289.0 | Rideau Jct. | From Rideau Junction the line continues in |
| 304.0 | Merivale | a southeasterly direction, and a few miles be- |
| 309.0 | Fallowfield | yond Fallowfield crosses the Jock River, one |
| 312.0 | Twin Elm | of the principal tributaries of the Rideau |
| 312.0 | Richmond | system. This river is subsequently followed |
| 425.0 | Munster | for some distance along its southern bank. |
| 377.0 | Dwyer's Hill | Richmond is one of the earliest settlements |
| | Marlmont | in the Ottawa Valley, and is an agricultural |
| 448.0 | Nolans | country of some importance. A few miles |
| | | beyond Nolans the railway skirts the south- |
| | | ern shore of Mud Lake. In the meantime the train has been |
| | | gradually ascending what is known as the Limestone country, |
| | | and surmounting a low flat-topped ridge enters the town of |
| | | Smith's Falls. |
| 406.0 | Smith's Falls | At this place the railway again encounters and |
| | | crosses the Rideau canal system, which here, |
| | | flowing out of Rideau Lake, takes a sharp turn to the south. |
| | | The town owes its original existence to a waterfall on which |
| | | an enterprising Canadian built a mill, but which is to-day |
| | | the site of canal locks. Smith's Falls is an important manu- |
| | | facturing, railway and commercial centre, with a population |

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of nearly 6,500. The principal manufactured products are agricultural implements, malleable castings, stoves, sashes and doors. There is a good supply of hydro-electric energy, the distributing plant being owned by the municipality. Being situated within seven miles of Rideau Lake, where there are a large number of cottages, it is an important summer resort.

429.0	Lombardy	After crossing the Rideau Canal the railway
.....	Newboyne	continues in a southwesterly direction, sup-
456.0	Portland	plying a service which has greatly facili-
421.0	Forfar	tated access to the numerous bodies of
408.0	Elgin	water constituting the Rideau Lake system.
447.0	Chaffey's Locks	Half a dozen miles out of Smith's Falls the
465.0	Perth Road	railway crosses the Otter River and a few
437.0	Sydenham	miles beyond skirts the southern shore of

the lake bearing the same name. At Portland the line comes within close vicinity of the southern shore of Rideau Lake, one of the largest bodies of water on the system. Portland is a popular resort and a distributing centre for other points on the adjacent lakes. From Forfar a branch of the Canadian National Railways runs to Brockville, situated on the St. Lawrence, just where the river leaves the Lake of the Thousand Islands. This same branch runs in a northerly direction to the pretty little town of Westport, on the Upper Rideau Lake, passing en route the village of Newboro on the summit level of the canal. Chaffey's Locks, situated on a narrow neck of land dividing lakes Indian and Opinicon, is delightfully situated. These lakes, which are dotted with pretty, wood-covered islands, are here connected by a winding river equipped with locks to make it navigable.

In this part of the country the Trenton limestone formation is replaced by the Laurentian, while the fine elms previously to be seen are supplanted by pine trees. Then follows a 10 mile ride through a wilderness of rocks and swamps, relieved at intervals by pretty little lakes, to Perth Road, so named because of its being on the main highway running from Kingston to the town of Perth, situated on the Tay canal north of the Rideau Lakes. A few miles beyond Perth Road, and the Laurentian rocks disappear and the Trenton limestone formation again comes into evidence. Following the northern shore of Sydenham Lake for its entire length (about three miles), the town of Sydenham is reached.

491.0	Harrowsmith	Climbing a limestone escarpment, and touch-
462.0	Yarker	ing the highest altitude on the line between
412.0	Camden	Ottawa and Toronto, Harrowsmith is reached
352.0	Newburg	after a run of nearly four miles. The town
318.0	Strathcona	is situated on the stream emptying Syden-

ham Lake, and from it can be obtained a beautiful view of the surrounding lake country. Here the Kingston and Pembroke Railway, a branch of the C.P.R., is

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crossed. At Yarker, on the Napanee River, is encountered the Bay of Quinte Railway, now owned and operated by the Canadian National Railways. The railway now follows the valley of the Napanee River, in which are situated the villages of Camden, Newburg, and Strathcona.

- 324.0 **Napanee** This is one of the oldest municipalities in the district, and is the county town of Lennox and Addington. It is situated on the Napanee River, which is from here navigable to the Bay of Quinte, lying about half a dozen miles to the south. The town is the centre of a good farming and dairying district, and among its local industries are a vegetable and fruit cannery, furniture factory, saw and planing mills, foundry and machine shop, creamery, and motor boat works. In the vicinity are brick and cement clays. Population is about 3,000.

From Napanee to Toronto, a distance of a little over 135 miles, the train runs over the double-tracked system of the Grand Trunk Railway. For particulars regarding the towns on this route see pages 86 to 89.

A regular service is also given from Napanee to Toronto over the line of the Canadian National Railways. This route is as follows:

- 324.0 **Deseronto** Leaving Napanee, a run of a little over six miles brings the traveler to Deseronto, an important town on the shore of the Bay of Quinte. The town has an extensive waterfront and is a port of call for steamers plying the St. Lawrence route. As a summer resort it is noted; good bathing, boating, and fishing are to be had. There are several important industries in the town, among them being a blast furnace making charcoal pig iron, powder and explosive plants, match factories, a cheese factory, and a number of large wood-working plants. The town is the centre of a rich grain, cattle and fruit-growing district, and has an excellent supply of hydro-electric energy for power, street lighting and domestic purposes.
- 252.0 **Shannonville** Leaving Deseronto, the railway skirts for
..... **Thurlow** nearly thirty miles the shore of the Bay of Quinte, of which picturesque body of water, with Prince Edward County lying along its southern shore, the traveler obtains an excellent view. North of the railway, between Deseronto and Shannonville, is an Indian reservation. At Point Anne, lying on the bay shore near Thurlow, is a large cement plant.
- 258.0 **Belleville** From Trenton a branch line of the Canadian
310.0 **Bayside** National Railways runs through Prince Edward
263.0 **Trenton** County—the only island county in the Province of Ontario—to Picton, crossing en route the Murray Canal uniting the waters of the Bay of Quinte with those of Presque Isle.

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

Leaving the Bay of Quinte, the line ascends to a somewhat higher level, and for some miles traverses a part of Ontario that is noted for the quality of the apples it produces, picturesque glimpses of Lake Ontario being at intervals obtained.

From Port Hope the railway gradually turns inland, and climbing a long easy grade to an elevation of nearly 300 feet above Lake Ontario, it traverses a remarkable strip of sand and gravel marking the beach of the ancient lake named by geologists "Iroquois Lake". Oshawa, which is passed some little distance beyond its northern boundary, is the last of the Lake Ontario towns encountered on the route. From here, the line takes a further turn inland, traversing one of the most pleasant and prosperous farming districts in the Dominion, finally making its descent into the picturesque valley of the Don River, following it to Toronto's harbor front. A further run of a couple of miles along the latter brings the train into the Union Station—the terminus.

HALIFAX TO VANCOUVER**(Toronto to Winnipeg)****The Province of Ontario.**

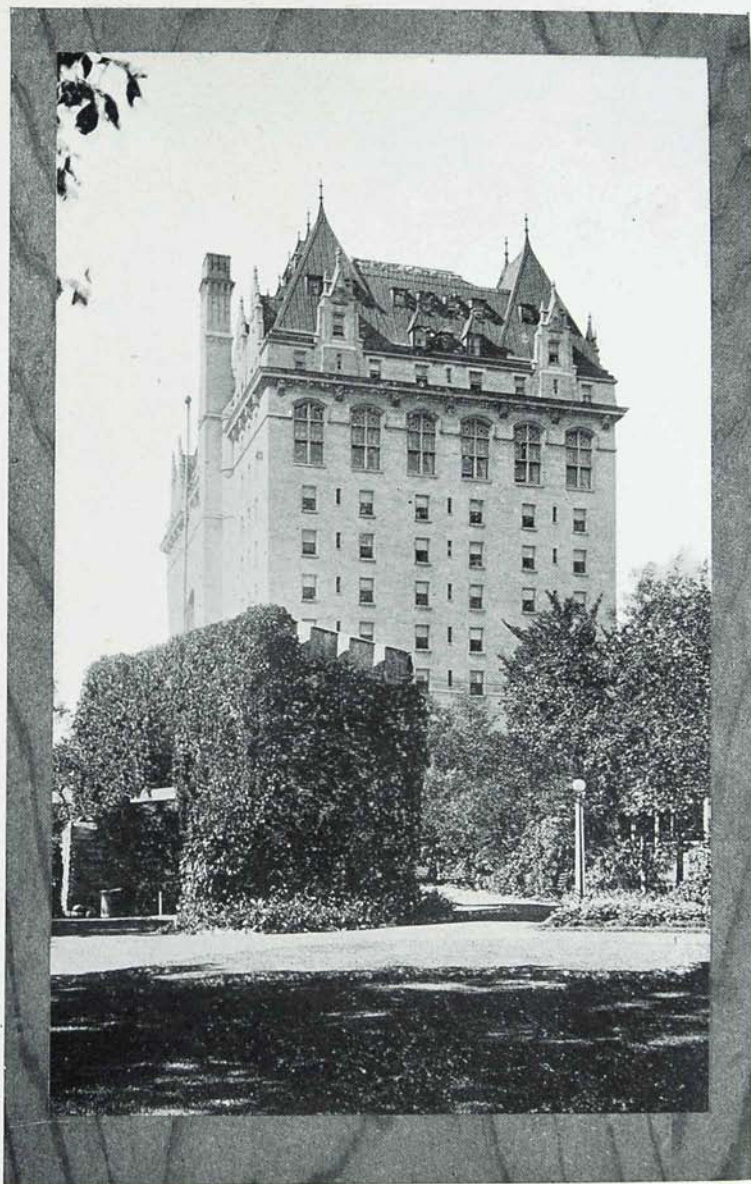
Ontario affords a variety of attractions to the tourist. It is particularly well situated in respect to waterways. Beginning at its eastern boundary to where its western limits touch the Province of Manitoba, the territory of Ontario has a continuous water front. From the Ottawa to the head of the Great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

From north to south the province has a length of 1,075 miles and from east to west a width of 1,000 miles, while its area is 407,262 square miles. Its population is over 2,650,000, in this particular the largest of the Canadian provinces. Until Confederation in 1867, Ontario was known as Upper Canada.

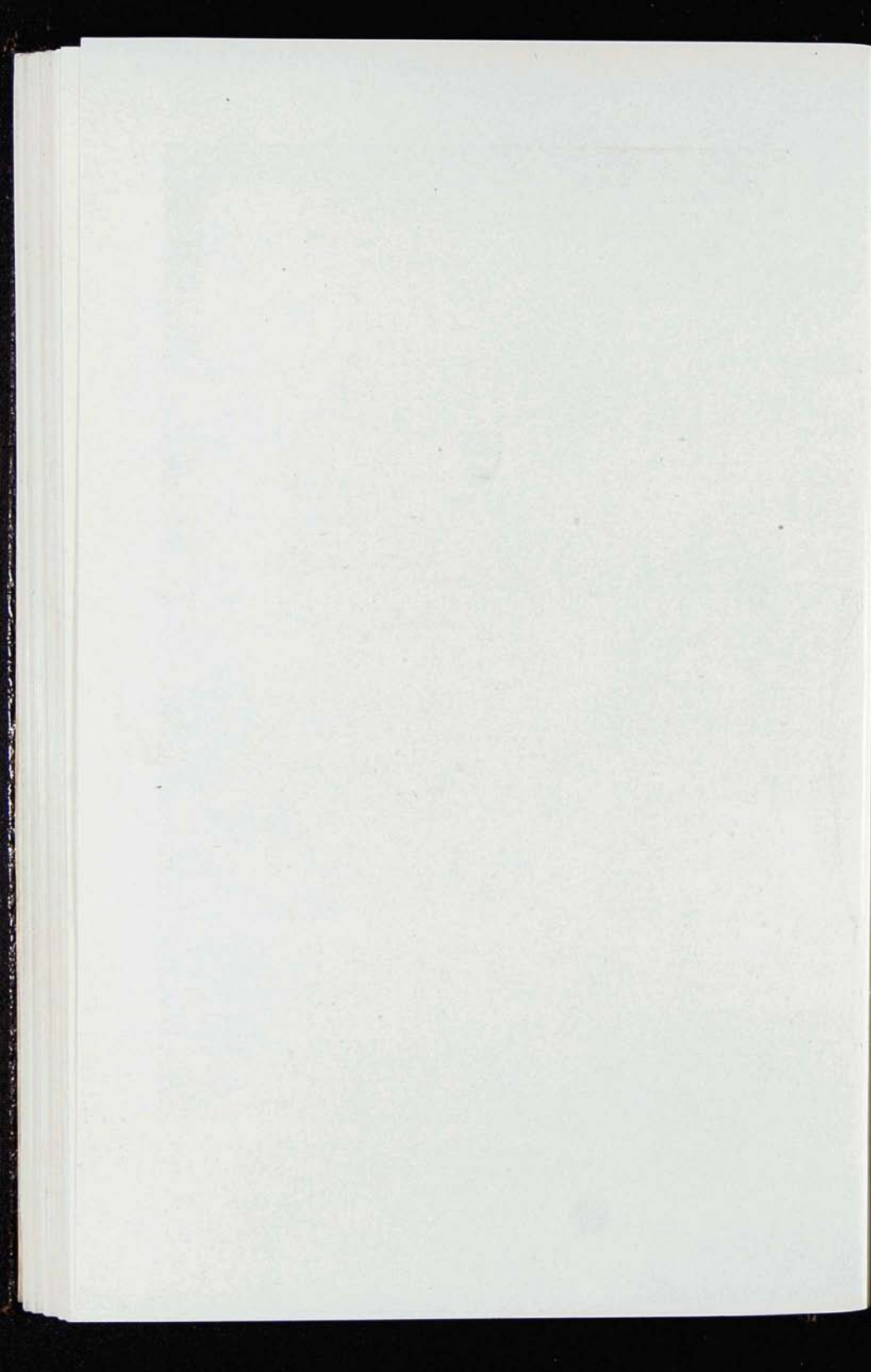
Settlement of the province can not be said to have actually begun until 1783, in which year ten thousand United Empire Loyalists from the United States took up free-grant land. To-day it stands first among the provinces in respect to manufacturing industries, in annual value of field crops, and in value of live stock upon its farms. The latest available statistics give the factory products an annual value of \$1,809,000,000. Field crops of 1920 yielded \$396,183,000, while a recently issued census gives the live stock on the farms of Ontario a value of \$287,942,000. In the products of the mines, Ontario also occupies the premier position, the output for 1920 having a value of nearly \$78,750,000. The nickel mines of the province produce 85 per cent. of the world's total supply. Approximately three-fourths of both the gold and silver produced in the Dominion is from the mines in Ontario.

Toronto—the Provincial Capital.**Altitude**

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



THE FORT GARRY HOTEL—WINNIPEG'S FAMOUS HOSTELRY
The site of old Fort Garry



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The city is pleasantly situated on ground gradually sloping to a range of hills in the north. Its land area is nearly thirty-three square miles, and along the waterfront it has a length of about twelve miles. In its down-town district it has skyscrapers which are the highest within the British Empire. Population is 525,000, making Toronto the second largest city in the Dominion, while the value of its factory products amounts to about \$500,000,000 annually.

As a summer tourist centre it occupies an important position. Both the great transcontinental systems of railways enter the city, and the head offices of the Canadian National Railways, with its 22,354 miles of steel highways, are located here. During the season of navigation Toronto is an important steamboat centre, being the home port from which boats depart for Niagara, Charlotte, the Thousand Islands, Montreal, Quebec and points on the Lower St. Lawrence.

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

As an educational centre Toronto ranks high, the University of Toronto, with its affiliated colleges, having an annual student enrolment of approximately 4,000. It is the legal centre of the province. For the charm and beauty of its residential districts Toronto has a continental reputation. The Provincial Museum no tourist should omit seeing. The city has an admirable system of public parks, the total area of which is nearly 2,000 acres.

Leaving Toronto for Winnipeg, the traveler has the choice of two routes. The one is by way of Capreol, the "Twin Cities" of Port Arthur and Fort William, and points in the Rainy River district. The other is over the track of the Grand Trunk Railway to North Bay, thence over the Temiskaming and Northern Ontario Railway to Cochrane, where the main line of the Canadian National Railways, running from Quebec to Winnipeg, is followed to destination.

256.0	Don	Leaving the Union Station for Winnipeg via
465.0	Duncan	Capreol, the train, running eastward for a couple
.....	Thornlea	of miles, follows the northern shore of Toronto Harbor. Thence it ascends the valley of the Don River, which, although now extensively occupied by industrial buildings of various kinds, still retains much of its original verdant beauty. Many fine private residences crown the high banks of the valley, the most outstanding of which is the

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palatial home of the Lieutenant-Governor of the Province. The train also passes through Toronto's principal zoological gardens. Turning eastward, passing en route the large brick works for which the locality is noted, the train gradually ascends from the Don Valley and, on the plateau above, enters a rich agricultural country, which it traverses for many miles.

764.0	Richmond Hill	During the course of a few miles' run the altitude rapidly increases, at Vandorf attaining a height of over a thousand feet. The country traversed is not only rich in agricultural resources, but possesses many bits of pleasing scenery, among which are some delightful little valleys. Most of the centres of population in this part of the country, while not large, are picturesque, prosperous, and of some commercial importance. A few miles beyond Pefferlaw, a quaint village with a long history, the traveler is brought within the vicinity of Lake Simcoe, a body of water 271 square miles in area, in the pioneer days of the country lying within the route of adventurers paddling their way into the upper lakes, and now famous for its summer resorts, a large number of which circle its shores. Its waters are blue and translucent, afford fair fishing, and are exceedingly well adapted for canoeing, motor-boating and sailing. The train follows the shore line of the lake closely for several miles, thus affording the traveler an excellent view of its waters, its islands, its picturesque summer resorts, and the blue hills which fringe it in the distance.
907.0	Gormley	
1001.0	Vandorf	
936.0	Pine Orchard	
784.0	Mount Albert	
755.0	Zephyr	
759.0	Cedar Brae	
759.0	Pefferlaw	
748.0	Port Bolster	
748.0	Maple Beach	
748.0	Cedarhurst	

751.0	Beaverton	Beaverton, situated on the shore of Lake Simcoe, and near where the Trent Valley Canal enters the latter, is a busy little commercial town serving an excellent agricultural district, while it has considerable fame as a summer resort. Proceeding from Beaverton, the railway continues for some distance in the vicinity of Lake Simcoe. At Washago the traveler reaches the head of Lake Couchiching, a picturesque little body of water of nineteen square miles, which is connected with Lake Simcoe by the Narrows near Orillia. In this lake the Severn River, flowing into Georgian Bay, has its source. Near Washago is the Couchiching-Severn Canal, a part of the Trent Valley Canal System, and affording a connecting link for craft bound for the upper lakes, an undertaking which until a couple of years ago was confined to canoes, the Severn Falls at Washago necessitating a portage.
740.0	Gambridge	
767.0	Brechin	
756.0	Udney	
787.0	Rathburn	
723.0	Washago (G.T.R. Stn.)	
.....	Washago (C.N. Rys. Stn.)	

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

A short distance out of Washago the train comes in contact with the Severn River, traversed over three centuries ago by Champlain. Although the river is in view but for a short space of time it is sufficiently long to enable the traveler to obtain some magnificent glimpses of its placid waters and verdant banks. The Severn affords excellent fishing, and particularly maskinonge, bass and pickerel. Almost immediately on leaving the Severn, the train strikes Sparrow Lake.

The latter has of recent years developed into a most popular resort.

The shores reflect in miniature the beauties of its larger and more famous neighbors to the north, the Muskoka Lakes, while it possesses the added advantage of being near a farming district, whence fresh supplies of all kinds are ready obtainable. Its proximity to Toronto—the distance can be covered in less than three hours—renders its resorts particularly attractive to week-end visitors.

North of Sparrow Lake the land becomes more rugged, until the traveler is in the real Muskoka country, with its rocks and trees, its hills and hollows, its many lakes and streams, each disclosing fresh beauties as the train winds in and out and round about. On that section of the Severn River which is crossed near Ragged Rapids there are situated three plants for the development of hydro-electric energy for power and lighting purposes, for towns covering a radius of nearly 120 miles. Bala Park is the first stop on the renowned Muskoka Lakes. Here steamers are in waiting to carry tourists to such destinations as they may have in mind on Lake Muskoka. Lakes Rosseau and Joseph are the heart and centre of this and of countless lakes and rivers and have long been the Mecca of travellers and summer visitors from all parts of United States and Canada.

The Canadian National Railways' Lake Shore Line has two stations on Lake Joseph which are reached shortly after passing Bala Park. The first of these is Lake Joseph Station which is the natural gateway to all the famous resorts on both Lake Joseph and Lake Rosseau. Passengers will here find the best connections for Hamil's Point, Port Sandfield, Woodington, Cleavelands, the Royal Muskoka, Windermere, Port Cockburn, Stanley House, and all other points on the lakes.

A mile beyond Lake Joseph Station, there is a second stop, at Gordon Bay, which is a convenience for cottagers in the vicinity. Then between Gordon Bay and Parry Sound,

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the next important point on the line, there are four wayside stations, each giving access to smaller lakes, which in their way are quite as attractive as the larger lakes just passed.

642.0	Parry Sound
822.0	Waubamic
.....	Zebra
822.0	Boakview
820.0	Deer Lake
779.0	Bolger
.....	Burton
704.0	South Maganetawan
713.0	North Maganetawan
716.0	Drocourt
717.0	Still River
626.0	Mowat
.....	Ludgate
.....	Cranberry
631.0	Key Junction
647.0	Pickerel River
640.0	Hartley Bay
.....	Baywater
646.0	Porlock
629.0	Burwash
695.0	McVittie
732.0	Waterfall
.....	Quartz
752.0	St. Cloud
820.0	Coniston

Parry Sound, population 8,500, is one of the most important ports on the Georgian Bay, that wonderful arm of Lake Huron, the shores of which are studded with a multitude of islands, large and small, a great many of which are occupied by summer cottages, ranging from the modest to the most pretentious. At Parry Sound connection can be made with steamers running to Chicago, Sault Ste. Marie, and other lake ports. There are several industries in the town, among them being saw mills, planing mills, chemical works, boat-building, spool and button factories. The town has excellent waterpower, and has under development about 1,000 horsepower of hydro-electric energy. Parry Sound is a popular summer resort, there being numerous islands in the neighborhood. Good hunting and fishing are to be had.

North of Parry Sound, the Canadian National Railways' line passes through a territory fairly ribboned

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

At the small settlement of Waubamic the railway crosses the highroad to the village of McKellar. This is the last maintained highroad crossed for a hundred miles.

Deer Lake Station is on Gooseneck Lake, which it is necessary to traverse to reach Deer Lake, one of the most attractive of the northern lakes.

At Bolger the line crosses the stream which connects Bolger Lake with Ka-She Lake, both flowing into the Maganetawan River, the south branch of which is the next stopping point. From this crossing to the north branch of the river is four and a half miles, through a thickly wooded

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country, and a favorite camping ground for the hunter. Five miles further north the gorge of the Still River is crossed on a span 106 feet above the water, and for some miles the surrounding country is very rough, but picturesque.

From Key Junction a branch runs down to Key Harbor, a port on Georgian Bay, with large elevator facilities for handling the products of the Moose Mountain iron mines.

Still proceeding north, the line crosses the Pickerel and French Rivers, in which there is excellent bass and 'lunge fishing, and then follows the Wahnapiet River for some distance. This is not a very turbulent stream, but it has one beautiful waterfall which can be seen from the train. Here power is being developed and transmitted to the town of Sudbury. Near Burwash there is a provincial industrial farm for the detention of men convicted for terms of less than two years. At Quartz, silica is mined in large quantities and shipped to the smelter at Copper Cliff, where it is used as a flux. At Todd, in the township of Laura, the Ontario Government is establishing an experimental farm. Coniston is a town in the course of creation by the Mond Nickel Company, which is operating large mines in the vicinity. They have erected reduction works and have built a model town for their employees.

872.0	Sudbury Junction	From Sudbury Junction a short branch
856.0	Sudbury	runs to Sudbury. The latter is one of
.....	Bertrands	the principal towns in that part of the
968.0	Hanmer	country and has a population of about
1003.0	Capreol	8,500. Its chief importance industrially

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

At Hanmer there is an interesting community of French-Canadians successfully engaged in agricultural pursuits. Capreol is one of the most important divisional points on the Canadian National Railways system. The main lines both from Toronto and Ottawa meet here.

1021.0	Whistle	Beyond Capreol, the railway enters the val-
1033.0	Nandair	ley of the Vermilion River, which it follows
1084.0	Milnet	for some forty miles. This is a glacial val-
1156.0	Sellwood Jct.	ley, remarkable for its low elevation, continu-
1187.0	Anstice	ity, and directness. It cuts almost at right
1244.0	Raphoe	angles to the general direction of the ordinary

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1278.0	Laforest	ridges and valleys of the country, thus affording a valuable connecting link in reaching the height of land and that great clay belt lying back of Lake Superior's watershed, which is so rich in fertile soil, minerals and timber. Geologically, the valley is most interesting because of the enormous drift that has been carried through and piled up during the glacial epoch. The debris has been deposited, first as huge boulders up the stream and then as the gravel flats around Capreol.
1336.0	Thor Lake	
1314.0	Felix	

From Milnet a short spur branches off to Sellwood, where the Moose Mountain iron mines on the west branch of the Vermilion are located. The ore from these mines is shipped to Key Harbor on Georgian Bay, whence it is transhipped by barges for smelting. Beyond Milnet the valley becomes even more picturesque, narrowing to a veritable gorge or canyon, thus expanding again into a series of very beautiful little lakes.

1344.0	Ruel	Passing from the Vermillion gorge the track crosses the upper reaches of the Wahnapiatae at mileage 470, and shortly after enters Ruel. This was at one time the end of steel, and during construction days a place of considerable activity. It is to-day the point of departure for the promising new Shining Tree mining district, and many sportsmen make it a stopping-off place for their expedition on the Opickinimika. At Ruel itself there is good land and much timber, so that a little settlement has grown up and supplies for the sportsman or prospector are obtainable. From now on the line traverses a big game country, the resources of which have scarcely been touched. Moose and fur-bearing animals abound. Rivers and lakes afford the finest fishing in America—speckled and lake trout, maskinonge, bass, pike and pickerel, with great quantities of white fish and sturgeon available in the larger lakes for commercial purposes. All these attractions, and more, are described in detail in the Railways' publication "Out of Door in Ontario," to which special attention is directed.
1313.0	Stupart	
1306.0	Westree	
1234.0	Ostrom	

Leaving Ruel, the line follows the Oshanagana and the Muskegogama Rivers downwards to Minnesinagua Lake. This lake, and all the leading rivers and lakes for the next 300 miles, discharge into Hudson Bay. The Minnesinagua discharges into the Mattagami River, and a few miles down stream the long-established and important fur-trading post of the Hudson's Bay Company at Mattagami. From Ostrom, on the west bank of the lake, the line ascends the Macaming River, and then leaving it crosses the end of Windegozegunzing Lake. The term "Windego" means the bad spirit which plagues the Indians, and is responsible for all their bad luck. The particular spirit associated with this lake was, after a furious struggle, drowned in its waters, and then turned

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into a rock, the legendary stone just showing above the water almost under the railway embankment. Report has it that it was a descendant of this fellow who upset one of the canoes of the survey party and ended the career of a very promising young Montrealer.

Passing a number of other very pretty lakes, the railway at length reaches and descends into the valley of the Ground Hog River, crossing its waters at mileage 555, just after arriving at Kukatush.

- 1138.0 **Kutatush** The Ground Hog is one of the several large rivers
1109.0 **Palomar** which combine to form the Moose River. Among
1147.0 **Slaterock** the others are the Abitibi, the Mattagami, the
Kapuskasing and the Missinabi. At Kukatush, is
is said, a bloody fight occurred years ago between the native
Creeps of the Moose River basin and the Iroquois, who some-
times crossed Lake Huron and penetrated far into the in-
terior, though they seldom got as far north as this.

Beyond Kukatush, the railway first comes into contact with a corner of the great clay belt of Northern Ontario, and the line, which has up to this point been running more north than west, now bends to the westward. A number of other waterways are crossed, and then the divisional yard at Foleyet is reached.

- 1078.0 **Foleyet** Foleyet is coming to be a centre for sportsmen
1043.0 **Shawmere** and tourists, and from it a large number of
1182.0 **Missonga** splendid canoe routes are available. Leaving
1095.0 **Oatland** Foleyet, the track runs into the midst of a
1076.0 **Agate** rocky region, interspersed with numerous lakes,
1102.0 **Dunrankin** the whole forming a section of much scenic at-
1036.0 **Ilkestone** traction. A little farther on the great clay belt
is again touched in the valley of the Trout
River, which the line follows down to Kapuskasing Lake.
Crossing the Kapuskasing River, which flows from the lake,
the scenery changes in character. Rock cuts become compar-
atively rare, and there is much arable land on all sides. A
prominent feature in the landscape is Mount Horden, an
isolated hill rising out of the plain to a height of 500 feet
or more, and named after the ex-Bishop of Rupert's Land.
Near the station of Peterbell, the Missinabi River is crossed.

- 1031.0 **Peterbell** Missinabi means "big stone", referring probably
1019.0 **Argolis** to the high rock bluff on the lake in which
1045.0 **Fire River** it originates. It is the largest stream crossed
1071.0 **Dishnish** by the railway in 400 miles of country, and
1137.0 **Minnipuca** has for many years been one of the best canoe
1164.0 **Neswabin** routes to James Bay. Many a brigade of canoes
laden with furs worth thousands of dollars have

found their way by this route either to Moose factory on James or to Montreal, via Michipicoten, and the portages have been worn smooth by the feet of hundreds of trappers, traders and explorers.

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- 1086.0 Oba A comparatively uninteresting country is now traversed, and at Oba the line of the Algoma Central Railway is crossed. This railway was started as one of the Clergue enterprises. It has its headquarters at Sault Ste. Marie on the south, and extends north to the Canadian National Railways second transcontinental line at Hearst.
- 1120.0 Albany Forks At Albany Forks a natural phenomenon occurs. The Oba River, coming up from the south, divides into two parts, one branch running off in a northeasterly direction, while the other continues due north. One branch joins the Albany River, the other the Moose River. Another excellent sporting territory is now approached, where moose and bear abound, duck are plentiful, and the rivers are fairly alive with brook trout running to five pounds or more. Here great records in catch and weight are made annually. Canoe routes are numerous, portages are easy, and the scenery is surprisingly beautiful. Notable among the waterways are the Shekak, the Nagagami, the Stoney, the Obakamiga, descriptions of which are given in the "Out of Door" booklet already mentioned. Such is the country surrounding Hornepayne, the next divisional point on the line.
- 1088.0 Hornepayne Proceeding westward from Hornepayne, the line first crosses the Osawian River, which flows north into the Albany, and then the White Otter, which flows in the opposite direction into Lake Superior. In the interval the height of land is crossed at the unusually low elevation of 1083 feet. At Gamsby the line recrosses it to the Hudson Bay slope at an elevation of 1120 feet. The country is comparatively featureless until Longlac is reached. Here the Kenogami River is bridged close to its outlet from Long Lake. This remarkable body of water, varying in width from one to three miles, extends to the south for some fifty-five miles, and at its farther extremity is only thirty miles from Lake Superior at Jackfish Bay. It interposes a natural barrier between east and west, and when the C.P.R. engineers were locating the route of the railway, they spent much time in seeking a practicable route past it, finally being forced to go to the south along the rough coast of Lake Superior. As a gathering place for tribal Indians; as a fur-trading centre for the Hudson Bay Company for upwards of a century, and as a post more recently for Revillon Freres, the great French Company, Longlac possesses a good deal of historic interest. Many sportsmen have visited these regions, and writers of note have written most interestingly of its many and varied attractions. The railway cross-
- 1032.0 Macduff
- 1058.0 Penhurst
- 1037.0 Shekak
- 1123.0 Lennon
- 1128.0 Tondern
- 1083.0 Obakami
- 1044.0 Lux
- 1083.0 Osawian
- 998.0 White Otter
- 1077.0 Taradale
- 1055.0 Gamsby
- 1106.0 Arms
- 1121.0 Caramat
- 1122.0 Pagwachuan
- 1099.0 Seagram
- 1036.0 Longlac

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ing over the Kenogami outlet is the most northerly point touched by this route of the Canadian National Railways east of Winnipeg.

1087.0	Octopus	From Longlac the line bends southwesterly
1088.0	Langmuir	towards Lake Nipigon. After passing through
1112.0	Bankfield	a low, flat country and skirting Little Long
1139.0	Keemle	Lake, the "divide" is crossed again for the
1092.0	Kinghorn	fourth time, and at Wildgoose Lake the valley
1081.0	Jellicoe	of the Sturgeon River is entered. The track
1066.0	Nezah	follows this valley along the shores of No
1032.0	Jackpine	Turkey and Partridge Lakes. The rather pec-
1010.0	Beardmore	uliar name of the first of these lakes origi-
974.0	Warneford	nated from an experience of one of the survey
976.0	Fairloch	parties whose Christmas fare missed connec-
927.0	Macdiarmid	tions and arrived too late for the festive day.

An imperceptible divide separates the Sturgeon from the Blackwater, on which is located the next divisional point of Jellicoe. The source of this name is unmistakable, and needs no explanation. From here to Fairloch, the line follows the valley of the Blackwater, where it comes within sight of Lake Nipigon. Nipigon is supposed to be a corruption of the Indian "Aweenipigo", or "the water which stretches far", and that is precisely the impression that is obtained as its wide expanse is first viewed from an elevation of nearly 100 feet. It presents to the eye a vast sheet of water stretching unbroken to the horizon, except for a number of beautiful wooded islands and curving points of land. The Lake is touched at Orient Bay, which has now become a famous rendezvous for sportsmen.

863.0	Orient Bay	Three miles across the lake, and near its
744.0	Cameron Falls	outlet, may be observed the Virgin Islands.
616.0	Nipigon	Further off, on a clear day, may be described
		the peaks of a mountain. Still further off,
		and to the north, lie the Shakespeare Islands. A good map
		of the district and a detailed description of this great hunting
		and fishing region is to be found in the Railways' publication,
		"Nipigon".

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

It is customary to speak of the five Great Lakes of the St. Lawrence System, but a sixth might very well be included, for Lake Nipigon is fully half as large as Lake Ontario. It is unquestionably the main source of the St. Lawrence. Into

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it empty many rivers, whose dark-colored waters have their birth in far-off swamps. Out of it flows one mighty stream of crystal purity, the Nipigon River, which goes thundering in a series of superb cascades, through one of the most picturesque gorges in the world, to Lake Superior, 240 feet below and thirty miles away.

A change in the character of the rock formation is now apparent and accompanying it appears a marked difference in the scenery. For two hundred miles before reaching Lake Nipigon, the railway ran through low rounded hills of Laurentian and Huronian rock. Now, it suddenly encounters the "animike" formation, which is characterized by flat-topped vertical mountains of basalt, a volcanic overflow which covers most of the country between this point and Port Arthur. This basalt is very hard, and has resisted denudation to a remarkable extent. Some of the summits rise over 2,000 feet above sea level, and are the highest points in Ontario.

The scenery now becomes rugged and grand. At mileage 905 occurs the only tunnel on the main line between Montreal and the Rockies. After skirting Orient Bay for several miles, the track diverges into the old pre-glacial channel of the Nipigon River, which had been dammed up by the glacial drift in much the same way as was the original channel of the Niagara River, and comes out upon the river itself at mileage 936, near Cameron Falls. Here the Ontario Hydro-Electric Commission are busy harnessing the latent power of these magnificent rapids. Construction at Cameron Fall, is partially complete, and eventually 75,000 horse-power will be available for turning the wheels of industry at Port Arthur and Fort William. Other power plants are projected along the Nipigon river. In the stretch of river between Virgin Falls, at the outlet from Lake Nipigon and Cameron Falls, a distance of about thirty-five miles, some 200,000 horse-power is in sight, which will doubtless be developed in due course.

Three miles below Cameron Falls, the track crosses to the west bank, and, skirting Lake Helen, one of the extensions of the river, arrives at its mouth at Nipigon Bay on Lake Superior. Here is located the village of Nipigon, the site of another old fur-trading post, which is still carrying on business. It is a notable outfitting place for tourists, sportsmen and prospectors.

624.0	Robford	At Nipigon the line is crossed overhead by the C.P.R. It then skirts the western shore of the bay, passing close under Cape Crawford, and strikes across country towards Black Bay, another large inlet of Lake Superior, of which one or two distant views are presently obtainable. There now commences a long, intermittent ascent of the
675.0	Coughlin	
627.0	Hurkett	
667.0	Dorion	
737.0	Ancliff	
854.0	Pearl	
834.0	Pass Lake	
740.0	Sibley	

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- 656.0 Silver Harbor backbone of the peninsula separating Black
623.0 Wild Goose Bay and Thunder Bay. Finally, at Pass
648.0 Current Lake, at an elevation of 832 feet, the line
emerges from a rocky defile, and comes

within sight of Thunder Bay. The view is superb. The bay, lying nearly 250 feet below, is apparently close at hand. Mackay's Mountain and Pie Island, though twenty-five miles distant, loom up boldly, while Caribou Island seems almost underneath. At Sibley, a gradual ascent carries the track over the great viaduct, forty feet high, and nearly half a mile long, which spans the Blende River. Then, running through a long rocky cut which forms a gateway to the city of Port Arthur, the first of the famous twin cities at the head of Lake Superior is reached. The station is situated close to the wharves, and almost directly below the Prince Arthur Hotel, which overlooks the harbor and bay.

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

The Twin Cities have a spacious outlook. On the opposite side of the bay rises the bold rocky promontory of Thunder Cape, beyond which lies Silver Islet. Here, years ago, silver was mined in large quantities, though operations were finally stopped by an influx of water. Overlooking the harbor is Pie Island, a mountain of columnar basalt, with Mount Mackay towering to the west.

Naturally, one of the most interesting features of the Twin Cities are the facilities provided for the transshipment of grain from cars to ships, and this is effected by means of immense elevators. Fronting on the shore of Lake Superior and the Kaministiquia River there are thirty of these elevators, in the main of steel and concrete construction, and capable of holding 56,000,000 bushels of grain, while the total quantity passing through them during the season is approximately 370,000,000 bushels. The 56,000,000 bushels which these elevators are able to hold at the one and same time would fill 37,333 railway cars of 1,500 bushels capacity each or equal to over 746 train loads of fifty cars each. The terminal elevator of the Canadian National Railways at Port Arthur is the largest in the world, having a total capacity of 10,000,000 bushels. This elevator has a track capacity of thirty cars, and it is estimated that under conditions of emergency 600 cars of wheat could be unloaded in a single day. With cars averaging 1,000 bushels, this feat would mean the elevating, weighing, and binning of 600,000 bushels within the

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twenty-four hours. The grain is conveyed in hoppers, from the cars to the top of the elevators, where it is weighed again and distributed into the bins. Then, when being transferred to a lake vessel, it is drawn from the bottom of the bin, again elevated to the top of the building, where it is once more weighed and poured into the shipping bin, whence it is spouted into the hold of the waiting ship through shipping legs. There are five of these shipping legs to each of the two working houses, each leg having a capacity of from 9,000 to 10,000 bushels an hour. Under ideal conditions 100,000 bushels an hour could, therefore, be unloaded.

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

Port Arthur, with a population of over 15,000, fronts on Lake Superior. It is an important industrial, as well as shipping, centre. Here is one of the largest shipbuilding yards in the Dominion; also a drydock 750 feet long. Fort William, situated on Lake Superior and the Kaministiquia River, has a population of over 19,000. Among its industries are large flour mills, car shops, stove works, starch factory, pipe and tube mills, and woodworking plants.

Both cities are noted for the attractions they afford to summer tourists. From them many pleasant trips can be taken, both by land and water. Within a short distance excellent fishing and hunting are to be obtained.

- 629.8 Westford Proceeding westward from Fort William, the line
630.0 Mount follows the valley of the Kaministiquia River for
about twenty-five miles. Up this valley also run
the lines of the C.P.R. and the former line of the Grand Trunk
Pacific, now absorbed in the Canadian National Railways

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system. To the left will be noted the valley of the Slate River. Here and in the Pigeon River Valley to the south, the old fur traders' route from Grand Portage, some good farm land will be found. Settlers are raising fine crops, and are beginning to pay more attention to vegetables for which there is a market in the Twin Cities. Remarkable yields of potatoes have been obtained, as high as 400 bushels to the acre being reported in favorable seasons.

- 723.3 Twin City Junction At Twin City Junction a branch line
- 750.0 Jelly bends off, crossing the Kaministiquia
- 915.4 Kakabeka Falls River a few miles farther up and following the valley of the Whitefish River

to Whitefish Lake, and so on to North Lake, near the international boundary. Meanwhile, the main line, after diverging from the Kaministiquia for a short distance, approaches the river again at Kakabeka Falls. These are one of the most beautiful waterfalls in Ontario, and they are visited annually by thousands of excursionists. Power is developed here and transmitted to Port Arthur and Fort William.

- 945.0 Hume Between Mokomon and Rowan, the line bends
 - 1003.7 Mokomon westward from the Kaministiquia valley and
 - 1129.0 Rowan ascends the valley of the Mattawin River. Just
 - 1202.0 Glenwater before reaching Shabaqua, the Mattawin is left
 - 1242.4 Shabaqua behind, and the road enters the valley of its
 - 1442.4 Mabella tributary, the Shebandowan, which presently
 - 1481.8 Rossmere broadens into the beautiful expanse of She-
 - 1486.0 Kabaigon bandowan Lake. Here may be seen the re-
 - 1516.0 Kashabowie mains of Lord Wolseley's headquarters, oc-
 - 1541.0 Keego cupied by him during the Red River Expedi-
 - 1570.8 Huronian tion of 1870. The country on all sides is pic-
- turesque, and undoubtedly contains mineral wealth. South and west of Mattawin are the Green Lake iron deposits, which, it is expected, will eventually prove producers of magnetic iron ore of commercial value. South of Kashabowie, near the head of Shebandowan Lake, lie the Round Lake copper fields. Between Huronian and Windigo, the line crosses the height of land between the watersheds of the Great Lakes and Hudson Bay for the last time, and begins the descent to Rainy Lake.

Quetico Provincial Park.

- 1486.4 Windigo Windigo is situated on Lake Windigoostewan, and is the most convenient place from which to reach Quetico Park. This park has an area of 3,700 square miles and is situated in the heart of the Rainy River District. Here Nature abounds in all her primeval beauty, and will for all time continue to do so, the Provincial Government of Ontario having set it apart for that purpose. Within its forests fastnesses deer, moose, bear and other wild animals, under

Government protection, abound, while its numerous lakes, rivers and streams afford the best of fishing. Maskinonge, trout, bass and pickerel are common, and in adjacent lakes sturgeon are to be obtained. Within the confines of the park there are regular, mapped out trips both by land and water, taking the tourists into secluded spots where the only inhabitants are the wild animals of the forest. Scenic effects within the park are noted for their beauty and extent.

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

- 1439.9 **Abiwin** Before the railway was built, the main route of
 1483.1 **Kawene** travel was from Windigo down Lake Windigooste-
 wan towards Fort Frances—the celebrated Dawson
 route. It was the old French trader's trail, re-discovered by
 Roderick Mackenzie of the North-West Fur Company in 1797,
 and known then as the Kaministiquia route. The railway,
 however, strikes almost due west to Abiwin on Mink Lake.
 This is a favorite stopping place for campers and fishermen,
 who can get splendid sport in Mink, Elbo, Crooked Pine and
 other lakes in the vicinity. Seven miles farther west, at
 Kawene, is the headquarters of the Superintendent of Quetico
 Park. The work of opening up portages, building roads and
 bridges, and making the Park generally accessible is being
 carried on from this base. No shooting is permitted in the
 Park, but the man with the camera may have all the oppor-
 tunities he desires for obtaining pictures of game, particularly
 moose.
- 1368.1 **Hematite** At Hematite, the line enters the valley of the Ati-
 1356.0 **Olcott** kokan River, and presently reaches the divisional
 1284.2 **Atikokan** point of that name, where are to be found engine
 1280.1 **Overflow** shops and the usual equipment of such a place.
 1282.6 **Elizabeth** There are extensive iron ore deposits in the neigh-
 1264.0 **Banning** borhood, but, at the present time, on account of
 there being no ready market for non-Bessemer
 ore, active operation is at a standstill. North of Atikokan
 are gold areas that have received more or less attention from
 mining men for some years. Many of the deposits are valu-
 able, but from lack of scientific handling have not been profit-
 able in the past.
- 1311.0 **Flanders** Between Overflow and Banning, the line enters the
 1180.1 **La Seine** valley of the Seine, which it follows to a point
 1214.0 **Mathieu** midway between La Seine and Mathieu. Here the
 1177.0 **Glenorchy** river is crossed, and the line cuts overland to
 1199.0 **Turtle** the Little Turtle River, both the Seine and the
 Little Turtle being tributaries of Rainy Lake.
 The line now skirts Little Turtle Lake, and passing Farring-

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- ton and Bear Pass, swings round the end of Redgut Bay, a lake-like indentation of Rainy Lake, which it crosses near its outlet to Sewell Bay.
- 1200.7 Mine Centre Mine Centre is, as the name implies, the head-quarters of a mining district. It flourished some years ago. Few of the mines are being operated at the present time. There is a good general store and hotel, and the farmers from the surrounding district create a certain amount of trade. After crossing the end of Redgut Bay, the line skirts Grassy Portage Bay and comes out on the shore of Rainy Lake itself just beyond Rocky Inlet. Here there is encountered one of the engineering marvels of the route, a double-track granite causeway three miles in length, connecting a series of little rocky pine-clothed islets and forming a bridge across the lake. The building of this causeway was commenced in 1910. In July of that year station men were starting short fills out from the shores of some of the islets. On September 16 of the same year, the first big "shot" was fired, and in October digging by steam shovels was inaugurated. During the winter two shovels were kept at work, and the following summer four were in commission. Until the fall of 1912 these four shovels, attended by eight standard gauge locomotives, two donkey engines and sixty dump cars, forwarded a steady stream of rock to the fill. The biggest output in one month was 50,000 cubic yards of rock. For one steam shovel in a day the record was 155 cars, or about 900 cubic yards. Some single rocks loaded by these 90-ton shovels weighed more than 20 tons. On May 1, 1911, dumping commenced on the second channel filling, 3,000 feet across. Forty train loads of rock every day for a year were dropped before this was completed. Repeated for two weeks at a time this dumping was continued within a car-length before the track could be extended. Of the so-called big shots, 75 were fired, averaging from 10,000 to 15,000 cubic yards. The largest contained 56,000 pounds of dynamite, and broke up 50,000 cubic yards of rock. The total rock filling will aggregate nearly a million cubic yards measure, solid, in original position. The average haul was one mile.
- 1122.3 Fort Frances Shortly after crossing the lake, the busy manufacturing town of Fort Frances is entered. This is a place that is rapidly coming to the front on account of the plentiful power available. It is located on the Rainy River, which here forms the international boundary line. Across the river is International Falls, Minnesota, an important centre where large pulp and paper mills and other industries are located. On the Canadian side the principal industry is that of the International Pulp and Paper Company, which supplies practically all the newsprint paper

to the newspapers of Western Canada. Among other important industries are lumber and planing mills, cement works, and brick yards. Fort Frances has a population of about 3,000, and is a popular resort for tourists and sportsmen, good fishing and hunting being obtained in the vicinity.

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

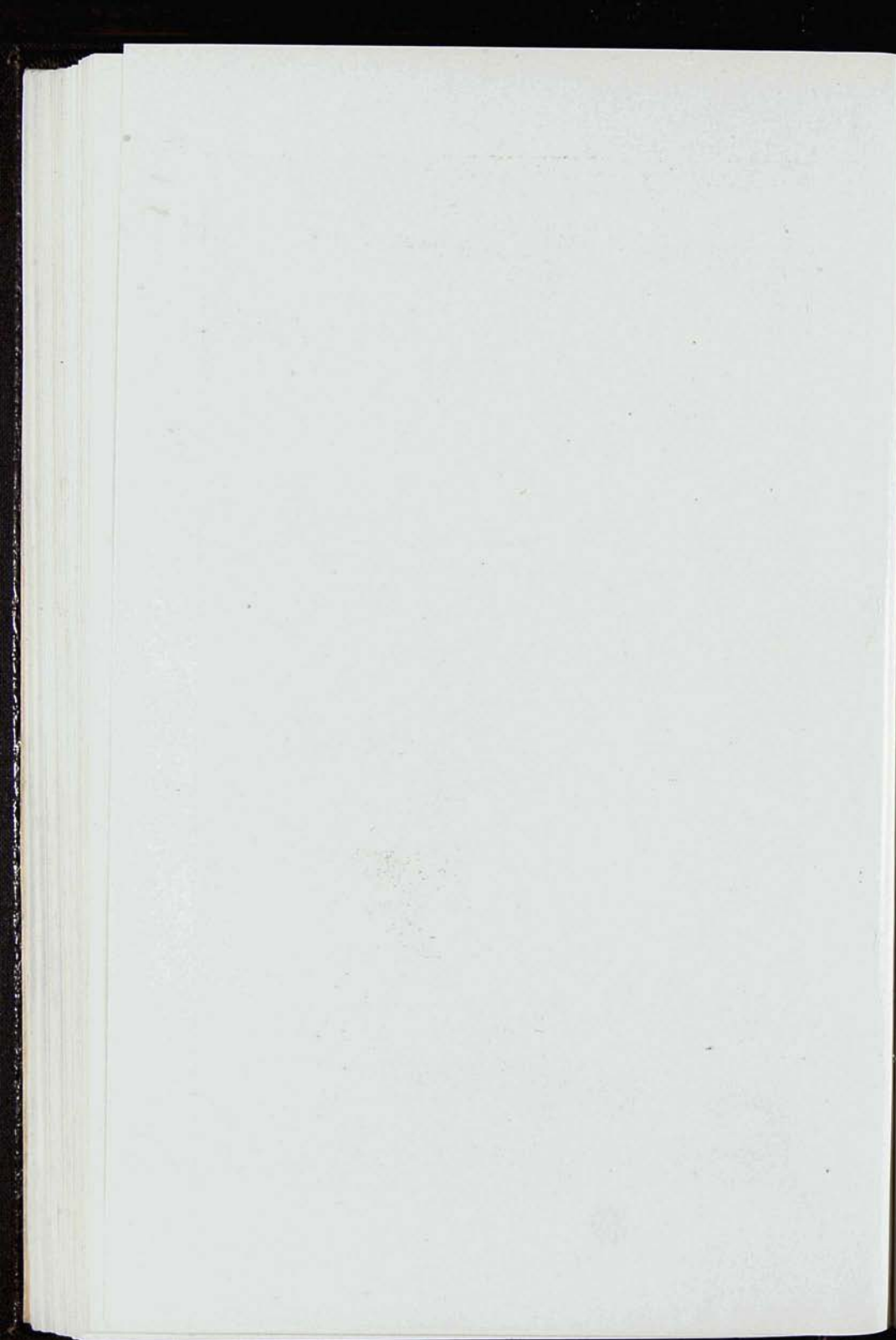
From Fort Frances, the D. W. & P. division of the Canadian National Railways runs southeastward to Duluth, traversing a great lumbering country. Virginia, one of the most important places on this line, is the principal town in the iron mining district of Mesaba. It is, however, chiefly noted for its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

1146.5	Crozier	From Fort Frances the line strikes due west
1134.1	Lavallee	through Crozier, Lavallee and Devlin to Emo,
1149.6	Devlin	cutting off a great elbow of the river. Emo
1106.1	Emo	is of great interest to antiquarians and students
1107.0	Tobas	of anthropology, because in the vicinity
1108.7	Barwick	may be seen the work of the ancient mound
1123.6	Stratton	builders. These were made the subject of investigation
1085.5	Pinewood	by members of the British Association a few years ago,
1103.0	Sleemans	and the researches of that learned body form the subject of a most
1088.6	Rainy River	interesting monograph.

From Emo to Rainy River, the track follows the river fairly closely. Here, where the stream curves north to enter Lake of the Woods, the railway crosses to the American side, and for about fifty-five miles runs through the State of Minnesota.



SASKATCHEWAN LEADS IN THE PRODUCTION OF WHEAT



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1084.3	Baudette, Minn.	The route by the Rainy River and Lake of the Woods was that taken by the early explorers on their way to Lake Winnipeg, and thence up the Saskatchewan. Over this route for the first time went Verendrye in 1732, establishing Fort St. Charles on a peninsula on the west side of the Lake of the Woods. There he remained, while his son, Jean, explored the Winnipeg River to its mouth, and established Fort Maurepas. He was probably the first white man
1113.9	Pitt	
1140.0	Graceton	
1146.0	Cedar Spur	
1154.0	Williams	
1163.8	Roosevelt	
1086.6	Swift	
1070.7	Warroad	
1092.0	Middleboro	
1072.6	Sprague, Ont.	

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

1143.7	South Junction	Passing through Baudette, Williams, Swift,
1178.0	Vassar	Warroad and other stations in the State of
1247.0	Badger	Minnesota, the line enters the Province of
1194.0	Carrick	Manitoba a few miles before reaching
1233.0	Woodridge	Sprague. Between Sprague and Vassar at
1161.0	Sandilands	South Junction, a branch line from Emerson
1122.0	Bedfords	joins the main line. This road was built
1012.0	Marchand	for the purpose of bringing grain from
934.0	La Broquerie	Southern Manitoba and avoiding the haul
886.0	Giroux	into Winnipeg, and the consequent added con-
831.0	St. Anne	gestion at that point during the grain sea-
808.0	Dufresne	son. Bedford has been somewhat of a fac-
794.0	Lorette	tor in building up the city of Winnipeg, for
769.0	Navin	a large amount of the gravel used for con-
761.8	Paddington	crete and mortar in Winnipeg building op-
763.0	St. Boniface	erations was hauled in from this point.
773.7	Winnipeg	Here, it will be observed, the line emerges

from the wooded region surrounding the Lake of the Woods, and as it crosses the shore line of the ancient lake beach, the traveler gets his first glimpse of the great billowy sweep of the famous prairie country. This district has been largely settled by French-Canadians, though to the south there is a thriving colony of Mennonites. Evi-

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dences of the productiveness of the country are seen in the elevators erected at the stations along the route. The line finally passes through St. Boniface, and crossing the Red River, enters the Union Station at Winnipeg on elevated tracks.

See page 118 for details of Winnipeg.

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TORONTO TO WINNIPEG.

(Via the Grand Trunk Ry. and T. & N. O. Ry. to Cochrane)

Leaving the Union Station, Toronto, for Winnipeg, via the Muskoka and Lake of Bays District, North Bay, and Cochrane, the traveler, over the track of the Grand Trunk Railway System, is carried through the western part of the city, occupied in the main by industrial plants and commercial houses. Gradually turning northward, the train traverses, when beyond the limits of the city, a picturesque and fertile agricultural country dotted with many villages and small towns.

769.8 **Newmarket** Both these towns are situated in a prosperous
883.7 **Aurora** agricultural district in which live stock and
dairying are important features. In New-
market, the principal, and one of the oldest, towns between
Toronto and Lake Simcoe, there are important manufacturing
industries, leather and woodenware being the principal pro-
ducts.

741.6 **Holland Landing** Shortly after leaving Newmarket the train
724.1 **Bradford** gradually turns northwest. Holland Land-
ing is of historical interest from the fact
that in pre-railway days it marked the end of the portage
from Toronto Bay for trappers, traders and Government of-
ficials journeying north to Georgian Bay via Lake Simcoe and
the Severn River. From Bradford village, after crossing the
Holland River, the train again runs directly north and in the
course of a few miles' run is in the vicinity of Lake Simcoe,
which it skirts for some distance.

Lake Simcoe is a beautiful body of water, clear and blue
as the sky above, with an area of 271 square miles, is noted
as a summer resort and its excellent facilities for fishing,
boating and safe bathing beaches. Two of its largest islands
are held as Indian reserves.

734.2 **Allandale** Allandale is at the head of Kempenfeldt Bay, an
725.7 **Barrie** arm of Lake Simcoe, and is a junction point of
the Grand Trunk Railway, two branch lines
terminating here. Barrie, a little over a mile eastward,
and also resting on the shore of Kempenfeldt Bay, is a
prosperous commercial town of 7,200 and popular as a summer
resort; excellent facilities for boating, canoeing, bathing and
fishing to be had here. Barrie is the county town of Simcoe,
and is surrounded by a rich agricultural and dairying dis-
trict.

723.5 **Orillia** The town is delightfully situated on Lake Couchich-
ing close to the Narrows connecting the latter with
Lake Simcoe. In the early history of the country it lay in

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the route of the canoe highway to Georgian Bay, the voyageurs passing through the Narrows on the way to the portage at the head of the Severn River. One of the first white men to establish himself on the site of the Orillia of to-day was a Frenchman who left his native country during the reign of terror. Arriving in England on St. George's Day, he tacked on to his own name that of Britain's patron saint, and thus became Quetton St. George. At Orillia, where the Indians dubbed him as "White Hat", he became a trader, and after making his fortune returned to his native land.

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

The Muskoka Lake District.

Following Couchiching Lake for its entire distance, the train enters Washago, close to which are the falls leading from the latter lake into the Severn, and which are now circumnavigated by the canal opened two years ago. From here the train enters the famous Muskoka Lake district, the altitude perceptibly increasing. At one time the district was noted for its white pine trees, and most of these have been sacrificed to the commercial necessities of the age, it is still liberally covered with forests of less important trees. Back in the early days, a local poetess, anticipating the fate of the giant pine, wrote:

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

There are two versions regarding the origin of the name "Muskoka". One is that it is derived from an Indian chief whose name, in its Anglicised form, meant "Clear Sky". The other is that it is derived from that of a Chippewa chief—Musquukkey, whose name is attached to a treaty signed in 1815 concerning certain lands in the district.

But whatever may be the origin of its name, the Muskoka Lake district is to-day one of the most delightful and famous of the continent's summer resorts, attracting visitors from all parts of both Canada and the United States. The district is one mass of lakes and rivers, delightful in situation and noted for the facilities they afford for bathing, fishing and canoeing. Towering rocks and hills clothed in rich verdure abound, while

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the islands which dot the lakes add to the charm of the scenic effects. Picturesque summer cottages and well-appointed hotels are encountered in every direction. But aside from the picturesque beauty of the district, it is equally famous for the health-giving qualities of its climate, and particularly for patients suffering from tubercular and nervous complaints. As a result of its high altitude, approaching 1,000 feet above sea level, the air is dry and rare, which has led to the establishment of several sanitariums in the district. Gravenhurst, located on the Muskoka Lake, is a gateway to this magnificent system of rivers and lakes. Gravenhurst is a magnificent system of rivers and lakes. Gravenhurst is a little over 111 miles from Toronto, and has an altitude of 815 feet. During the tourist season the through trains run direct to Muskoka Wharf, whence well-appointed steamers leave daily for various points on the different lakes.

The Lake of Bays District.

Continuing through the "Highlands of Ontario", a journey of 34½ miles brings the tourist to Huntsville, the gateway to the famous "Lake of Bays" district. The altitude here is even slightly higher than in the Muskoka district, being 951 feet at Huntsville. The lakes in this district are delightfully situated, nestling as they do amid high, rocky banks clothed in rich verdure, and connected with each other in many instances by pretty little rivers, which greatly add to the attractiveness of the locality for canoeists. For fishing the opportunities are excellent, maskinonge, bass and pickerel being plentiful.

In addition to a large number of summer cottages the Lake of Bays has some excellent hotels, the Bigwin Inn and the Wa-Wa being the equal of anything on the continent. The former stands on an island, once famous as a camping ground of the Iroquois Indians, two and one-half miles long by one mile wide.

.....	Melissa	Proceeding north the train crosses numerous
1070.4	Novar	rivers and streams and skirts several small
1082.0	Scotia Junction	lakes. At Scotia Junction the branch line
1038.5	Elmsdale	of the Canadian National Railways from
983.5	Katrine	Ottawa to Parry Sound, on Georgian Bay, is
.....	Hodsons	crossed. There is good fishing and hunt-
		ing in this vicinity. Katrine is within a
		short distance of Doe Lake.
970.6	Burks Falls	This is the headquarters of the Maganetawan
		system of navigation, on the waters of which
		there are a number of pleasant summer resorts, and which is
		particularly popular with Americans from the Southern
		States. Facilities for fishing and canoeing are excellent.
		The Maganetawan River empties into Georgian Bay.

.....	Kennedys	Leaving Burks Falls the train crosses
1099.9	Sundridge	the north branch of the Maganetawan
1157.9	South River	River and is soon skirting Stony Lake,
.....	Deans	following it its entire distance. Sun-
1026.8	Trout Creek	dridge is situated almost at the upper
855.4	Powassan	end of the lake. Beyond South River
832.0	Nosbonsing Crossing	the railway passes on a narrow strip
670.2	Callander	of land between Marsh and Bacon
673.6	Nipissing Junction	Lakes, two small bodies of water. At
		Callander the train approaches close
		to the shore of Southeast Bay, an arm of Lake Nipissing.
687	North Bay	From North Bay to Cochrane the track of the
		Temiskaming and Northern Ontario Railway,
		the Provincial Government line, is followed. For particulars
		of this route the traveler is referred to pages 59 to 64.

HALIFAX TO VANCOUVER

The Province of Manitoba.

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

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

During the half century which has elapsed since it was confederated with the Dominion the province has made marvellous headway, both in respect to population and material wealth. From a few thousand and at Confederation its inhabitants now number about 600,000, while the railways which traverse the province have an aggregate mileage of over 4,000 miles.

The basic industry of the province is agriculture. For its hard wheat it had a world-wide reputation within a short time after the advent of the railway. The field crops for the three years ending 1920 had an annual average value of \$161,756,000. The live stock industry is becoming increasingly important, the total number of cows, sheep and swine on the farms of the province being, according to the latest census, 1,168,277, the value of which is placed at \$64,000,000. Factory made butter and cheese amount annually to over \$4,500,000, the former alone exceeding \$4,000,000, while the total for milk and all milk products was nearly \$16,000,000.

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

The province has attracted wide attention during the last couple of years in respect to its potential possibilities as a copper mining centre as a result of discoveries near The Pas, where tests made by diamond drilling indicate the presence of 24,000,000 tons of ore. The Provincial Government will probably build a branch railway to the vicinity of the deposits. Total mineral products of the province have an annual output of about \$3,000,000.

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

Manitoba, which is the first portion of the great Western Plain to be seen by the tourist after leaving the region of the Great Lakes on his trip westward, has a total area of 251,832 square miles, and is larger than Germany, Belgium, Holland and Switzerland combined. Its southern boundary touches the United States and its northern rests on the shores of Hudson's Bay. Southern Manitoba is wonderfully fertile and the soil unique in its richness. The northern part, stretching from Lake Winnipeg to Hudson's Bay, while possessing large areas of potential agricultural lands, is at present noted for its great forests of timber and pulpwood and extensive rivers and lakes. Fur-bearing animals and big game, such as moose, deer, caribou, elk and bear are common to its forests, and sturgeon, lake trout, white fish, pickerel and other game fish abound in its waters. There are also extensive areas of mineral-bearing rocks in the northern part of the province.

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

HALIFAX TO VANCOUVER

Winnipeg—the Capital City.

Winnipeg, when Manitoba became one of the Canadian Provinces, was practically a frontier village of 200 inhabitants. To-day it is a modern city with a population of about 200,000, broad streets and many magnificent buildings—public, industrial, commercial, financial and private dwellings. It is situated at the confluence of the Red and Assiniboine Rivers, and half a century ago was known as Fort Garry, being a fortified post of the Hudson's Bay Company. A part of the old fort is still preserved for the entertainment of sight-seers. Near the Winnipeg of to-day is the site of the famous historical Red River Settlement established in 1812 by Lord Selkirk. The name Winnipeg is derived from Ojibwa, an Indian term meaning "muddy water".

Winnipeg is the most important railway centre in the West. Besides being on the main lines of the transcontinental systems, it is the hub from which a number of branch lines, like spokes in a wheel, radiate to different parts of the country and the United States. The station of the Canadian National Railways is a most imposing structure, from which by a series of spur tracks, connection is made with wholesale

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houses and industrial plants in the city and vicinity. The station occupies in part the site of old Fort Garry, while within a stone's throw is the Fort Garry hotel, one of the best in the West, and owned by the Canadian National Railways.

As a wholesale distributing and manufacturing centre, Winnipeg is the most important in the West. Relatively speaking, it was a centre of activity in connection with fur-trading away back in pioneer days, there having been in 1856 no fewer than five hundred Red River carts regularly plying between Fort Garry and St. Anthony (now Minneapolis), then the head of navigation on the Mississippi River. Board of Trade statistics for 1920 show that there is invested in industrial plants of the city \$97,698,825, and that the output of manufactured products aggregated \$150,000,000 in value, while wages paid amounted to \$24,308,982.

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

The Greater Winnipeg Water Aqueduct is one of the world's largest undertakings of its kind. The water is brought from Shoal Lake, in the Province of Ontario, a distance of 90 miles, the capacity of the conduit being 85,000,000 gallons every twenty-four hours. The city owns and operates its own electric light and power system, competing against a privately-owned system, and also maintains several beautiful recreation parks.

West of Winnipeg the Prairie Provinces are honey-combed by the Canadian National Railways. In addition to the main route described below there is a through service between Winnipeg and Edmonton via Brandon, Regina, Saskatoon and North Battleford. There is also a through service between Winnipeg and Calgary via Portage la Prairie, Dauphin, Kamsack and Saskatoon.

Westward via the Main Line.

778	West Winnipeg	Leaving Winnipeg, the train is soon speed-
776	Beaudry	ing westward across the open prairie with
783	Cabot	the Assiniboine River near at hand on the
786	Elie	right. Three miles out is Tuxedo Military
797	Fortier	Hospital, established for the treatment of
820	Gervais	soldiers maimed in the Great War. That
		part of the prairie through which the train
		is speeding is known as the White Horse Plains, so designated,
		the story goes, because an Indian Chief, in order to de-

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termine the area early settlers might occupy without molestation, rode a white horse until, from a point near the river, a streak of daylight could be seen between its belly and the surface of the earth. The point at which the horse stood when this streak of light was seen was fixed as the boundary line. Now, except for a few reservations which dot the prairies, the white man owns all the Great West, while the White Horse Plains are occupied by prosperous farms and fertile market gardens. Beyond Gervais, and before entering Portage la Prairie, the railway recrosses to the north side of the Assiniboine.

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

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

- | | | |
|------|-----------------|---|
| 848 | Arona | Proceeding westward the train immediately enters |
| 872 | Bloom | a section of the prairie that is particularly noted |
| 932 | Caye | for the fertility of its farms and market gardens, |
| 956 | Deer | and, owing to proximity to Lake Manitoba, is as- |
| 998 | Exura | sured of abundance of rain during the growing |
| 1127 | Firdale | season. Early frosts are unknown. For a dis- |
| 1277 | Gregg | tance of about eighty miles the railway follows |
| 1271 | Harte | practically a straight line that is thickly dotted |
| 1267 | Inglelow | with villages and towns and crossed by numerous |
| 1432 | Justice | streams meandering through deep valleys. The |
| 525 | Knox | altitude gradually increases. |
| 1539 | Levine | |
| 1650 | Rivers | Rivers, the first divisional point on the railway |
| 1595 | Myra | west of Winnipeg, is situated on the Little |
| 1615 | Norman | Saskatchewan River, and has a population of |
| 1639 | Oakner | 1,200. The town has several churches, a con- |
| 1623 | Pope | solidated school, fair grounds, a good water |

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1536	Arrow River	supply, and is an important coal supply station for the railway. The town is the centre of a rich grain-growing and mixed farming district, and there are extensive sand and gravel deposits in the vicinity. Near Miniota the railway takes a northwesterly course, and follows the Assiniboine River to the Saskatchewan boundary line. Just beyond Uno the railway crosses an Indian reservation. About three miles beyond Victor the interprovincial boundary line between Manitoba and Saskatchewan is crossed.
1489	Miniota	
1367	Uno	
1267	Treat	
1280	Wattsvie	
1201	Lazare	
1400	Victor	

The Province of Saskatchewan.

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

The productive value of its field crops in 1920 was \$271,213,000. As a producer of wheat it has a long lead over all the other provinces, the value of 1920's yield being \$175,360,000, or rather more than forty-one per cent. of the total for the Dominion. As only about twenty-three per cent. of the 58,000,000 acres of arable land which the province is estimated to possess is under cultivation, it is evident that the potential possibilities of the province for further expansion agriculturally are still enormous. The live stock industry is also making rapid headway, the total number of horses, cattle, sheep and swine in the province at the end of 1919 being 3,041,815, the value of which was officially placed at \$268,422,101. The dairying industry is steadily expanding, the output of butter in 1920 being over 29,000,000 pounds valued at \$12,676,670. All milk and milk products were valued at \$21,900,121. The larger part of the factory-made butter was exported.

Recently issued figures by the Dominion Census Bureau give the manufactured products of the province a value of over \$50,000,000 annually, an increase since 1910 of \$43,668,000. The province has 2,160 grain elevators with an aggregate capacity of 67,331,664 bushels. Railway mileage exceeds that of any other province except Ontario, the total being 6,162 miles.

Regina, the capital of Saskatchewan, has a population of 45,000, and is an important railway centre, twelve lines radiating therefrom. The city has a number of industries whose annual output exceeds \$10,000,000 a year. The Provincial Legislative Buildings are situated in a park of 160 acres, and present a handsome and imposing appearance.

Moose, elk, deer, caribou and bear are in the northern part of the province, and wild fowl are common everywhere.

Altitude

1593	Welby	After crossing the boundary line between Manitoba and Saskatchewan the railway is for a mile or two in contact with the Qu'Appelle, a river
1610	Spy Hill	270 miles in length and joining the Assiniboine at
1643	Gerald	Lazare. The first town encountered is Welby, lying about two miles beyond the boundary line.
1644	Cutarm	The route of the railway continues to follow a northwesterly direction across typical and fertile prairie land. The towns encountered are comparatively new, having come into existence since the advent of the railway.
1678	Yarbo	
1724	Zeneta	
1722	Atwater	
1730	Bangor	
1724	Waldron	
1771	Cana	

1803	Melville	Melville is an important divisional point on the Canadian National Railways, and has a population of 3,500. From here a branch line runs south to Regina, the capital of the province, encountering en route the town of Qu'Appelle, where the Qu'Appelle River is crossed. Melville is the nearest point on the railway by which access can be had to the picturesque Qu'Appelle Valley, noted for the excellent facilities it affords for shooting, fishing and boating. Running north from Melville is a branch which terminates at Canora, touching about midway the town of Yorkton. Melville has a Government creamery, two elevators, railway shops, a municipal hospital, two parks, seven churches, four public schools, electric light plant and waterworks.
1883	Birmingham	
1973	Fenwood	
2096	Goodeve	
2167	Hubbard	
2203	Ituna	
2204	Jasmin	
2205	Kelliher	
2221	Leross	
2199	Lestock	
2173	Touchwood	
2102	Punnichy	
2075	Quinton	
2030	Raymore	
1833	Semans	
1735	Tate	
1707	Nokomis	
1649	Undora	
1686	Venn	

A few miles south of Hubbard there are four Indian reserves—Little Black Bear, Star Blanket, Okanese and Peepeekeesis. Beyond the town the railway encounters a number of streams and small lakes. Near Lestock the railway cuts across a corner of the Muskow Ekwun Indian reserve. Three miles to the south of Touchwood is the Gordon Indian reserve, while four miles to the north of Quinton is still another bearing the uninviting name of "Poor Man". Lying north of Touchwood is the Touchwood Hills, much in the public eye during the Reil Rebellion of 1885, and now noted for the facilities it affords for hunting.

Nokomis, a junction point, has a population of about 700, three elevators and machine shops. Between Undora and Venn the railway skirts the shore of Boulder Lake.

1774	Watrous	At Watrous, Mountain Time, supplanting Central Time, comes into vogue, thus necessitating the traveler turning the hands of his watch back an hour. Watrous is a divisional point, and a prosperous town of about 1,500. But to the tourist its chief in-
1782	Xena	
1707	Young	
1747	Zelma	
1722	Allan	
1753	Bradwell	

Altitude

- 1718 **Clavet** terest lies in the fact that less than three miles from the town is Little Lake Manitou. This lake is fourteen miles long by one and a half miles wide and is one of the most remarkable mineral water lakes in the world, many physicians being of the opinion that its waters contain greater curative properties than any other known lake or mineral spring. A comparative analysis of the waters of Little Lake Manitou and the famous Carlsbad of Germany gives the former richer qualities in saline and other medicinal qualities than the latter. Bathing in the waters of the Manitou gives wonderfully beneficial results, and being six times more buoyant than the ocean, bathers may readily float upon its surface without the least effort.
- 1658 **Duro Junction**

Young is a divisional point from which a branch line of the Canadian National Railways runs north to Prince Albert, passing through Dana and other towns en route.

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

The City of Saskatoon.

- 1645 **Saskatoon** As an indication of its rapid growth, Saskatoon is variously dubbed "The Marvel City" and "The Mystic City". Twenty-one years ago it was the site of a few shacks on the banks of the South Saskatchewan River. By 1901 it had made sufficient headway to be incorporated as a village. Two years later it became a town, and in 1906 reached the proud position of a city, with a population of 5,000. To-day its population is 30,000.

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

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of grain. The city owns its electric light and power plant and its street railway, water and sewerage systems.

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

The "Mystic City" is an important railway centre. It is the mid-eastern headquarters of the Canadian National Railways, which has branch lines running in various directions, one line in a southwesterly direction to Calgary, another in a southeasterly direction to Regina and continuing to the American boundary line beyond. A third runs north through Warman to Prince Albert, traversing a country that is so thickly settled that it may almost be said to be in the summer time a continuous wheat field.

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

1650	Farley	Proceeding westward the train traverses prairie
1648	Grandora	land noted for its wheat-raising qualities. As-
1634	Hawoods	quith, 28 miles from Saskatoon, has several
1700	Asquith	stores, three elevators, a flour mill, an exhibi-
1780	Junita	tion grounds and a race track. Good brick clay
1743	Kinley	is to be found in the immediate vicinity. The
1811	Leney	town is the centre of a grain-growing and
1977	Mead	dairying district, with increased mixed farming
2033	Neola	and horse-breeding. For the district's dairy pro-
		ducts a good market is found in Saskatoon.
2143	Biggar	Biggar, with a population of 1,500, located in a
2115	Oban	grain-growing, mixed farming and ranching dis-
2095	Palo	trict, has about twenty stores, four grain ele-
2126	Landis	vators, fourteen carloading platforms, and a whole-
2214	Cavell	sale oil distributing plant. The town owns its
2133	Reford	electric light and water systems. It is a divisional
2153	Scott	and also a junction point on the Canadian Na-
2095	Tako	tional Railways, a branch line running north to
2082	Unity	Battleford, the scene of considerable activity dur-
1921	Vera	ing the Riel Rebellion of 1885, while another branch
1927	Winter	runs south to Lovernia. There is good shooting in
1969	Yonker	the vicinity of Biggar, and two miles south of
2045	Zumbro	the town is a lake noted for the mineral quali-
2000	Artland	ties of its waters. Between Oban and Landis,
		and lying a short distance south of the Railway,
		is Whithore Lake.

Scott, 103 miles west of Saskatoon, is the judicial centre of the district and is the site of a Dominion Government Experimental farm of 560 acres. There are two grain elevators here, a municipal hospital, several stores and public-owned electric plant and waterworks systems. The surrounding

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district is largely devoted to grain-growing, with mixed farming on the increase. Good shooting is to be obtained in the vicinity. Between Tako and Winter the railway traverses a well-watered country dotted with numerous small lakes, among them being Killsquaw and Segrain. Approaching Yonkers the railway crosses an arm of Big Manitou Lake, a body of water 67 square miles in extent, and affording opportunities for boating, bathing and fishing. The railway runs in the vicinity of the lake for about eight miles. About four miles beyond Artland the railway crosses the interprovincial boundary line and enters the Province of Alberta.

THE PROVINCE OF ALBERTA

Alberta, created a province in 1905, having previously been a part of the Northwest Territories, has an area of 255,285 square miles, or twice the size of Great Britain and Ireland. In length it is 750 miles from north to south, while its greatest width is 400 miles.

Arable land available for cultivation is estimated at 90,000,000 acres. Although only ten per cent. is at present being utilized, the field crops of the province in 1920 had a total value of \$199,033,000, an increase of \$45,500,000 over 1919 and of \$76,000,000 over 1918. A few years ago Alberta did not make enough butter for its own requirements. To-day of creamery butter alone it produces over twelve million pounds, and under Government inspection is exporting to other parts of the Dominion, to the United States, and to countries overseas. Total dairy products in 1920 had a value of \$34,000,000.

The coal resources of Alberta exceed by far those of any other province in the Dominion, scientists estimating the total reserve at 1,072,627,400,000 metric tons, or over 80 per cent. of that of Canada as a whole and one-seventh of the world's supply. Production has rapidly increased during the past few years, the output for 1920 being estimated at 6,859,346 tons, valued at \$30,147,000.

Although basically an agricultural province, Alberta has made rapid headway in respect to its manufacturing industries, the latest available figures, namely, those for 1918, giving the factory products a value of \$82,434,422, compared with \$30,592,833 in 1915 and \$18,788,826 in 1910. Ranching is still carried on extensively.

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

Within the confines of the province are 4,275 miles of railway.

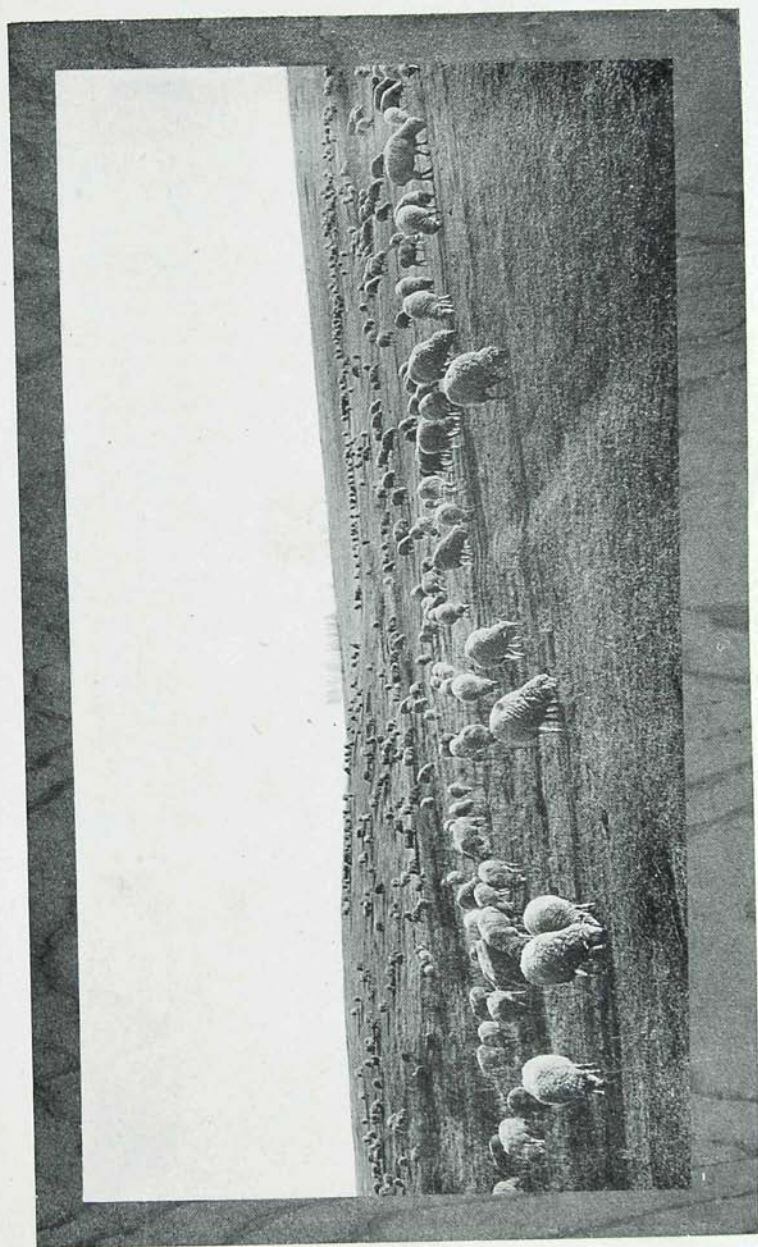
2007	Butz	Butz is about half a mile over the Saskatchewan-Alberta boundary line. A short distance
2049	Chauvin	to the south are a number of small lakes,
2023	Ribstone	among them the Killarney group. Salt Lake
2097	Dunn	is about a mile distant. Near Heath is Rib-
2109	Edgerton	

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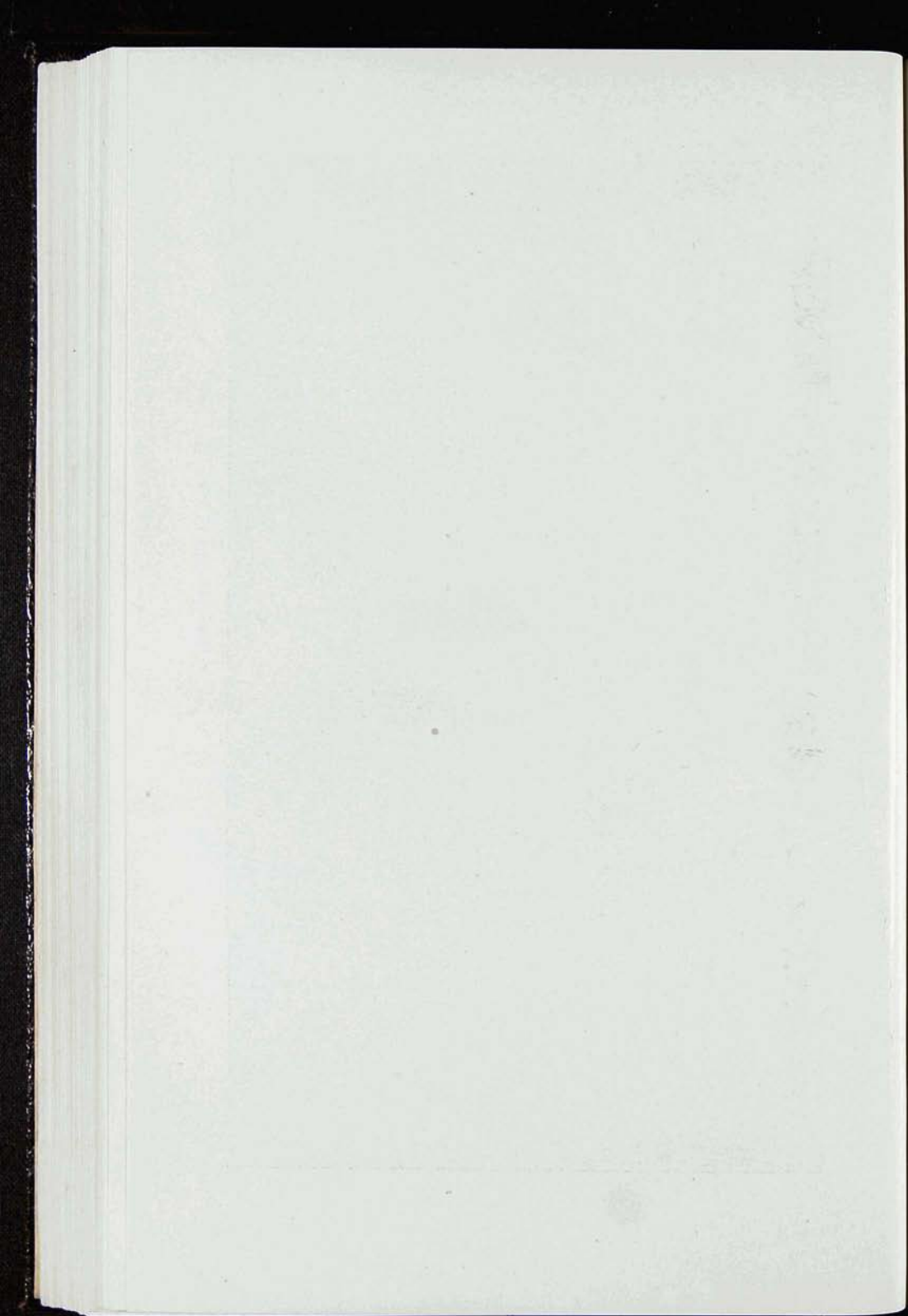
2163	Heath	stone Lake. The altitude gradually begins to
2246	Greenshields	increase, and at Greenshields the highest point
		so far attained during the journey from Winnipeg is reached.
2207	Wainwright	Wainwright is from the standpoint of the
2125	Fabyan	tourist of particular interest from the fact
2124	Hawkins	that it is the site of the now famous Buffalo
2237	Irma	Park. The park itself is the world's most
2537	Jarrow	unique in a two-fold respect. In the first
2294	Kinsella	place the world's largest herd of buffalo, the
2290	Phillips	animal which, until a generation ago, covered
2256	Viking	the prairie in millions. In the second place
2243	Torlea	the park, having an area of 160 square miles,
		or approximately 100,000 acres, is the world's
		largest fenced-in park. The fence is seven feet high and is of
		woven wire.

There is an interesting story in connection with this herd. The nucleus of it was originally owned by a man in Montana. Finding it beyond his ability to take care of, he offered it to the United States Government, but while Congress was debating the subject a representative of the Canadian Government came along and made a bid which was accepted. There were at the time 706 in the lot, and the price paid was \$250 per head f.o.b. Edmonton, delivery to be made by railway, a task which was accomplished with the loss of eight animals. To-day, fifteen years later, there are approximately 3,500 in the herd. But there is still another lot of interesting animals in the park. And that is the cattalo, a cross between a buffalo and a cow. The originator of this animal was an Ontario man, who bred a domestic cow to a buffalo bull and then a buffalo cow to a domestic bull. The progeny from these two matings were in turn mated, and the cattalo, noted for its beef-giving qualities, was the result. Moose, elk, deer and antelope are also preserved in the park.

Wainwright itself has a rather interesting origin. Near its present site in pre-railway days was a little town by the name of Denwood, which, when the railway was being built, was side-tracked. Instead, however, of sitting down and bemoaning their fate, the inhabitants decided to move over to the new townsite of Wainwright and take their dwellings with them. The latter task was accomplished by the aid of skids. To move the then Denwood hotel required six weeks of continuous effort. Wainwright has to-day a population of about 1,200, three elevators, a flour mill, electric light plant, creamery, over twenty stores, a large town hall, opera house, skating rink, exhibition grounds and a race track. Within Buffalo Park is Mott Lake, an excellent summer resort for campers, while twelve miles southeast is Clear Lake, where there are good facilities for bathing, camping and fishing. Wainwright is the centre of a mixed farming district in which



ALBERTA IS A GREAT RANCHING COUNTRY



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considerable grain is grown, and one which affords good shooting, prairie chicken, duck and wild geese being plentiful in season. It is a divisional point of the railway.

2229	Bruce	Between Fabyan and Hawkins the railway
2243	Holden	crosses the Battle River, which courses
2237	Poe	through a deep valley. For a distance
2264	Ryley	of about twenty miles beyond Hawkins the
2222	Shontz	track is in the vicinity of a number of small
2284	Tofield	lakes, the largest being the Vernon. Viking,
2397	Lindbrook	with a population of about 500, possessing
2433	Denville	a supply of natural gas, (a flow of 40,000,000
2433	Cooking Lake	feet per 24 hours), and in addition to a number
2447	Uncas	of stores, has a packing plant. Besides
2332	Ardrossan	Roman Catholic and Baptist churches. the
2245	Bremner	town has a Community church. Pretty Lake
2149	Clover Bar	is three miles distant from Viking.

From Ryley a branch of the Canadian National Railways, runs south to Calgary, passing en route through Camrose, Alix and other towns. Running north from the town is a branch to Vegreville. Tofield, 41 miles east of Edmonton, is the terminus of the Tofield-Calgary branch. The town has a population of over 600, and is the distributing centre of a large and rich mixed farming district with considerable grain growing. Three large coal mines are within a mile of the town, while a mile to the northeast is Beaverhill Lake, 18 by 12 miles, a beautiful summer resort with splendid facilities for boating, fishing and shooting.

A short distance beyond Denville the railway reaches the vicinity of Cooking Lake, crossing at Uncas a narrow arm of the same. This lake is a popular resort for the people of Edmonton and other central Alberta towns, and quite a number of summer cottages nestle along its shores.

The City of Edmonton.

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

Even before the advent of the railway Edmonton was a place of some importance, being a centre from which trappers and fur-traders began their journey into the northern wilds, while the mighty Saskatchewan flowing past its shores

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served as a highway to and from distant parts of the Great West. Twenty years ago it had a population of 2,626. When in 1905 the Canadian Northern, now a part of the Canadian National Railways system, entered the city, the population was 10,000. To-day it is about 65,000.

Some conception of the importance of Edmonton as a distributing centre may be gathered from the fact that it has more than one hundred wholesale houses. It also ranks as a manufacturing centre, the output of its factories having an annual value of over \$25,000,000. Its most important industry is meat packing, there being three large plants employing on an average 1,200 hands. There are also several large creameries, Edmonton being one of the most important butter-making centres in Canada. The annual output of butter now exceeds 7,000,000 pounds, over half the total of the entire province. Among other products manufactured are canned fish, flour, breakfast foods, biscuits, clothing, wire fencing, cigars, metal goods, motor boats, lumber, sashes and doors, brick and other clay products. The city is also the site of large stock yards.

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

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

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

The Macdonald, the leading hotel of the city, is owned and operated by the Canadian National Railways.

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That Edmonton has a great industrial and commercial future there can be do doubt. It is the gateway to the Peace River territory, noted for its agricultural possibilities, and greater in area than Germany. Being also the gateway to the Mackenzie River basin, it follows that Edmonton is certain to profit from whatever results are likely to be obtained from the promising oil discoveries which have been made there of late.

2225	Bissell	As the train speeds west from Edmonton
2329	Acheson	on its way to the Pacific Coast the country becomes more rolling and the timber
2315	Spruce Grove	larger, while the altitude persistently increases, in the 123 miles between Bissell
2211	Stony Plain	and Yates there being a gain of about
2450	Carvell	750 feet. Gradually the blue outline of
2372	Duffield	the Rockies begin to loom up in the distance, but the train travels for more than
2374	Wabamun	one hundred miles beyond the Alberta capital before leaving farm settlements
2383	Fallis	behind. The surrounding country is well watered, as is evident from the numerous
2429	Gainford	rivers, streams and small lakes encountered en route. Shortly before reaching
2560	Entwistle	Wabamun the railway crosses a narrow
2554	Evansburg	arm of Wabamun Lake, the northern
2569	Styal	shore of which it follows for a distance
2567	Lobstick Junction	of about twelve miles. Sheba Beach, on
2609	Junkins	the western shore of the lake, is less than
2605	Chiplake	a mile away. Lying about ten miles
2601	Leaman	north of the town of Wabamun is Lake
2646	MacKay	Ste. Anne, a popular summer resort
2747	Niton	reached by rail from Edmonton. About
2758	Otley	one mile north of Gainford is Isle Lake, in the vicinity of
2778	Peers	which coal outcroppings are so common that the farmers are
2833	Rosevear	able to obtain their fuel supply from their own land. West
2842	Wolf Creek	of the lake are large sloughs capable of producing enormous
2882	Yates	crops of hay.

About a mile beyond Entwistle the railway crosses the Pembina, a river 210 miles long, which farther north joins the Athabasca on its way to the Arctic Ocean. The bridge over which the crossing is made is the highest on the system, being 213 feet above the river bed and 900 feet long. Just west of Junkins the line encounters Chip Lake, which it skirts to a point a short distance beyond the town bearing the same name. Then it follows the Lobstick River, crossing it beyond Niton. South of the town of Chiplate is a good-sized settlement through which lies the Yellowhead Pass pack trail, in early pioneer days one of the established routes between the western prairies and the Pacific Coast. The land in this vicinity is rolling, and consists of a succession of ridges from

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- 15 to 20 feet high, with wide intervening valleys. Between Otley and Yates the railway crosses the McLeod, a river which joins the Athabasca about twenty miles to the north.
- | | | |
|------|----------------|---|
| 2974 | Edson | At Edson the traveler again turns the hands |
| 3027 | Anset | of his watch back an hour, for here Pacific |
| 3103 | Bickerdike | time comes into vogue. From Edson a |
| 3184 | Dandurand | Government roadway runs north to the |
| 3264 | Galloway | Little Smokey, a river 185 miles long. |
| 3381 | Medicine Lodge | Leaving Edson, a distinct view of the distant |
| 3473 | Hargwen | Rockies is obtained. For several miles |
| 2562 | Obed | the line runs through a rolling country |
| 3355 | Dalehurst | criss-crossed by numerous streams, along |
| 3243 | Bliss | the course of some of which old beaver |
- meadows, providing good pasturage, are found. Taken as a whole the land is well adapted for general mixed farming and the raising of live stock. Near Dandurand there is a large modern cement factory, utilizing in its products materials found in the vicinity. From Bickerdike a branch line runs south to Coalspun, where it forks out, one section going to Mountain Park and another to Lovett on the Little Pembina River. Beyond Obed the main line of the Canadian National Railways, turning southwest, encounters and follows the Athabasca, a river 765 miles in length.

Through the Rocky Mountains.

Speeding westward, the railway for many miles follows the route along the Athabasca which David Thompson followed in early pioneer days, and the traveler is soon in close touch with those marvelous ranges of mountains which stretch for approximately four hundred miles towards the Pacific Ocean. Ascending the valley, one can picture the stirring days of a hundred years ago, when this was a centre of the fur trade, and the Indians used to come in on snowshoes with dog trains, bringing in their pelts and bartering with the traders.

- 3173.0 Entrance The Gateway to Jasper Park and the Rocky Mountains. At first there is only a glimpse of white peaks between grim cliffs rising 8,000 feet above the sea. Passing on, the Fiddle Creek Range comes into the picture with Pyramid Mountain, a landmark of the traders of the "Northwest Company", standing sentinel in the background at the entrance to the Yellowhead Pass.
- 3248.0 Solomon The line follows the Athabasca River and runs along the north side of Brule Lake for seven miles. At the east end of the Lake, Solomon Creek comes in from the north, where David Thompson, the explorer, spent part of the winter of 1810. This is said to be the site of a very old trading post run by what were known as the "free traders",

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who took the opportunities afforded by the fights between the Northwest Trading Company and the Hudson's Bay Company to catch the Indians coming in from the plains east of the Rockies with their rich catch of furs. On account of a legend cut in an old tree, which existed up to a few years ago, it was thought this was one of the posts of the X.Y. Company, an offshoot of the Northwest Trading Company. Others are of the opinion that the operations of the X.Y. Company did not extend to this district. On an island in the lake near this point David Thompson visited the camp of an early Iroquois Indian, who was undoubtedly one of the party of Iroquois who made the great trek from the East, arriving at Edmonton in 1805. Descendants of these Indians, who intermarried with local tribes, still live in this locality. The railway runs in the vicinity of the exposure of the Brule Lake coal area on the west side of the valley. A deposit of coal said to be one of the best quality yet

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

- 3265.0 **Brule** An eight hundred foot tunnel carries the line under the slope of Boule Roche Mountain. Upon emerging, a splendid view is obtained of Roche de Smet to the north and of Roche Miette on the other side of the Athabasca. This mountain rises nearly 8,330 feet above the sea level, a great rock mass eroded at the crest in an imposing style of mountain architecture; at the sides great buttresses stand out. Crowning all are perpendicular cliffs broken by chimneys, giving the whole a castellated appearance that reminds one of a huge fortress with its strong tower or keep at the highest point. The lowest rocks outcropping here are of Cambrian age, and underlie a series of sediments capped by fossiliferous Devonian limestone which is exposed in the cliff.

The traveler here reaches a portion of the park where mountain goat and mountain sheep are plentiful. The protection given to the game has had the effect not only of increasing the quantity, but in some cases of making them lose the fear of man. This is particularly so in the case of the mountain sheep on the slopes of Boule Roche Mountain and the hills west of it close to the railway. The mountain sheep is one of the most wary and timid of animals, with a wonderful eye; it can always see the man before being seen, and hunters find the sheep looking at them, however careful

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their approach, regardless of the direction of the wind; yet here and across at Pocahontas they are seen nearly every day feeding on the hills, and often coming right down to the railway, where they can be seen from passing trains.

- 3269.0 **Bedson** At the foot of the Roche Miette, the swift-flowing
3304.0 **Devona** Athabasca River widens and splits into several
small channels. Here the line crosses the Stoney

River (now named Indian Smoke River) about three-quarters of a mile inland. This stream comes in from the west and turns north, running parallel with the line for some distance. On the opposite side, in the valley between the Fiddle Range and the Colin Range, which rears its ragged peaks of grey limestone 9,000 feet in altitude, the Rocky River flows in. Near the mouth of the river, under the shelter of Roche Miette Mountain, on a level plateau called the Jasper Flats, is most probably the site of the celebrated old Northwest Company's post, Jasper House. This post was probably established by Jasper Hawes in 1811 or 1812, the year following David Thompson's discovery of Athabasca Pass. According to Tyrrell, Jasper worked for Thompson on the Peace in 1804. Later on, when John McGillivray, in charge of the Company's operations at Lesser Slave Lake, took over the Athabasca Valley, he probably sent in Jasper Hawes to conduct a trading post at this point. There is no trace of this building, but very old Indian trails can be seen leading in from the valley of the Rocky River on the south and from the Stoney to the Athabasca River, where there is the best ford for many miles. In years gone by, the Cree Indians coming from their hunting and trapping grounds on the Smoky, the Sulphur and the Stoney River, used to bring their furs into this post. Another old trail used to come down the valley from the upper waters of the Athabasca and the Whirlpool Rivers, and there is little doubt Indians used to come in through Poboktan Pass to trade at this post and at Henry House.

- 3290.0 **Snaring** After leaving the shore of the Jasper Lake, the line skirts the base of mountains of Devonian limestone and crosses the Snaring River, which flows across Henry House flat. To the west is a view of the beautiful Snaring valley, with its snow-capped peaks and glaciers.

- 3348.0 **Henry House** There is only a vestige left of Henry House to mark the historic old post of the Northwest Company, near the outlet of the Maligne River, at the upper end of the "S" formed by the channel of the Athabasca. This is one of the best fording places along the river above Jasper House. It can be plainly seen from Henry House Station. William Henry, who was in charge of this trading post, is the Henry who accompanied Thompson in 1810, and must not be confounded with Alexander Henry, the pioneer explorer. Re-

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cords go to show that Thompson established a camp somewhere in the valley, but the point has not yet been determined. Henry House may have been the camp. It would appear that Henry accompanied Thompson to Whirlpool River, but was sent back with some of the horses on account of the lack of feed. In all probability Henry House was opened as a trading post in 1811. In the near future the actual site of the post will probably be determined by a survey, in which event it is contemplated that a stone cairn will be erected to mark the spot.

3456.0 Jasper On the opposite side of the Athabasca is the outlet of the Maligne River, one of the most remarkable streams in North America, running for miles underground. The Maligne River is a much larger body of water, flowing into Medicine Lake, 10 miles above, than it is entering the Athabasca, and this is something that has never been explained, but it is surmised that it is more or less subterranean all the way from Medicine Lake. The original bed of the stream, now moss-grown, may be followed for miles, and where the water reappears in the Canyon only a comparatively small quantity of it is visible. The Canyon is one of the most spectacular in the Rocky Mountains; its bed, which the stream has been cutting through for centuries, is enclosed by walls, in some places 200 feet high, and it narrows in many places to less than ten feet in width. In years gone by the waters appear to have flowed in various channels. On the surface above may be seen huge pot-holes, some of them over fifty feet in depth, cut out of the rock by the swirling waters. A bridge has been built over a part of the Canyon, where a view of the gorge is obtained. Here a beautiful cascade falls precipitously at a point where the chasm reaches its narrowest width, the waters disappearing in the depths below.

The valley widens at Jasper, which is situated on a plateau at the base of Pyramid Mountain—altitude 9,076—close to the entrance of the Yellowhead Pass, at the confluence of the Miette and Athabasca Rivers. Mount Tekarra, altitude 9,486, with its snow-capped peak, overlooks the town, which is the headquarters of the Dominion Government officials who have the supervision of Jasper Park, a game preserve and forest reservation of 4,000 square miles. A beautiful townsite has been laid out, with the Government building, a handsome stone structure of artistic design, in the centre. Under the direction of the Dominion Parks Branch of the Department of the Interior, plans are being carried out for the rapid development of the surrounding country by building roads and trails to make it accessible. By this means some of the finest scenery, in the Rocky Mountains may be reached from this point.

Altitude

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

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

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

By taking a bridal trail from the station at Jasper up Mount Tekarra, a magnificent view of the valley of the Athabasca can be obtained, and the course of David Thompson on his memorable journey may be followed by the eye up to the Whirlpool River, past Mount Edith Cavell, and on towards the Athabasca Pass and the Committee's Punch Bowl.

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

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work have carried them from the northern regions of the Athabasca and the Peace down to the American boundary, and their knowledge of the hunting districts is in consequence very wide.

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

Below is the town of Jasper, and a view up the Yellow-head Pass, where the Miette River comes down like a silver thread between the mountain ranges on each side of the Pass.

Looking up the river a panorama of even greater beauty is seen. On the left of the Athabasca, in the distance, is Hardisty, snow-capped and grim, rising to a great height. On the opposite side of the valley, but nearer, is Mount Edith Cavell, over 11,033 feet high, with glaciers that appear to come right down to the foothills. Nearer, on the same side as Mount Edith Cavell, Mount Chevron stands back some distance, with a large glacier which seems to end in a crater-like cup. Up the Athabasca, the Whirlpool River is seen coming out of the hills and joining the Athabasca, and the mind travels back to the historic year of 1810 when David Thompson ascended this river and discovered the Athabasca Pass. Edith Cavell Creek can be seen coming from the back of the mountain after which it is named, then nearer to us Boulder Creek, both glacial streams that enter the Athabasca. The scene from Jasper Mountain is not only beautiful, but affords the traveler an opportunity of obtaining some idea of the geography of the country, and a bird's-eye view of the points of historic interest.

At the Height of Land, elevation 3,725, little distance divides the watercourse of Miette, which flows into the Athabasca, and thence to the Arctic Ocean, and the headwaters of the Fraser River, which flows into the Pacific.

The railway follows a bench of the old river bed, and turning to the west enters the south end of the town of Jasper, which is the best part, and which will undoubtedly

Altitude

be the residential centre, as it is finely wooded and lends itself to the landscape work which is being carried out by the Park authorities. Here the line enters the Yellowhead Pass, following the Miette River for twelve miles. The Miette Mountains bound the south and the Pyramid Range the north side of the Pass.

3590

Geikie A couple of miles beyond Jasper the railway takes a sharp turn to the west, and following the Miette River, Geikie, the last station on the line within the Province of Alberta, is reached. Crossing the Continental Divide, aptly termed the backbone of Canada, the traveler is within the borders of British Columbia.

HALIFAX TO VANCOUVER

(Mount Cavell to Vancouver)

THE PROVINCE OF BRITISH COLUMBIA.

A man prominent in the political life of Canada a generation ago sarcastically termed British Columbia a "Sea of Mountains". His sarcasm was born of the fact that he was opposed to building a trans-continental railway to the Pacific. To-day every Canadian is proud of that "Sea of Mountains", because it is recognized as the most marvellous in the world in its geological formation and for the grandeur of its scenic effects. But British Columbia is much more than a "Sea of Mountains". Within its mountains are rich storehouses of coal and other minerals and within its valleys vast stretches of fertile soil, some of which are particularly adapted for the production of fruits in wide variety, while the rivers and streams of the province abound in game and commercial fish. Situated as it is on the Pacific, it plays an important part in the trade and commerce of the Dominion.

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

The outstanding industry of the province is in connection with its fisheries, which are the most valuable in the Dominion, the marketable value of its annual catch being over \$25,000,000, according to latest available figures. Practically all the salmon canned in the Dominion is the product of the British Columbia canneries, the annual value of which averages about \$14,000,000. The fact that the province has on the Pacific a coast line of 7,000 miles naturally accounts for its prominence in respect to the fishing industry.

In the production of minerals British Columbia occupies a position only second to that of Ontario among the Canadian provinces, 1919's output having an aggregate value of \$34,258,000. Coal, its most important product, had a value of \$12,315,000. Its most important coal fields are within the Rockies and on Vancouver Island.

British Columbia is noted for its forest area, the total being estimated at 180,000,000 acres which has led to the establishing of some large pulp and paper mills within the province, the output of which in 1919 had an aggregate value of over \$32,000,000. The most famous of its timber is the Douglas fir, a tree of enormous girth and in many instances reaching a height of three hundred feet.

As a manufacturing centre British Columbia has expanded considerably during the last decade, the census figures for 1918 giving the annual factory product a value of \$216,175,000, compared with \$65,204,000 in 1910.

Field crops in 1920 had a value of \$24,372,000, and the census of 1918 gave a value of \$20,107,000 to the cattle, sheep and swine of the province.

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

Altitude

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- 3631 **Mount Cavell** Mount Cavell is the first station encountered after the train crosses the interprovincial boundary line. About two and a half miles beyond the latter is Yellowhead Lake, $4\frac{1}{2}$ miles in length, surrounded by a dense forest, and noted for the creamy sap green of its waters. On the south side of the lake, near its centre, a fine cascading glacial stream comes in from the snows of Mount Fitzwilliam. There are a number of lakes in the vicinity whose waters are varied and beautiful in their color effects.

- 3650 **Lucerne** Following closely the shore of Yellowhead Lake, the train enters Lucerne, a divisional point on the Canadian National Railways. From the town there is a magnificent view of Mount Fitzwilliam, which rises to an altitude of 9,600 feet. Back of Lucerne, an old Indian trail leads round the base of Mount Fitzwilliam, through a pass, into the mountains beyond. This is a virgin country that will be a wonderful interest to Alpine climbers, as there are several ice fields and numerous mountains to the south that are unnamed, unclimbed and unexplored.

From the lookout, at an elevation of 6,000 feet, large icefields can be seen. Thirty snow-capped mountains can be counted, and a number of beautiful glaciers, so that Lucerne will undoubtedly be a centre for the exploration of one of the most interesting districts in this part of the Rocky Mountains. Within the townsite there is a very pretty little lake situated on a point of land which juts out into the Yellowhead Lake. This point of land will later be laid out as a park. Yellowhead Lake runs into the Fraser River, which rises in the mountain range southwest of Mount Pelee.

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

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

Altitude

and the falls, is one of the greatest attractions of the district. There is a trail from here to Mount Robson.

- 3394.0 **Rainbow** The line lies along the north side of Moose Lake, a beautiful body of water, eight miles long and from half a mile to a mile and a half wide. At Rainbow Station, a beautiful cascade can be seen across the lake, coming from the glaciers of mountains concealed from view in the Sellwyn Range, which falls about 1,000 feet down the mountain side and into the lake.

- 3394 **Red Pass Junction** Red Pass Junction is the point from which the line diverges to Prince Rupert, the terminus of the Canadian National Railways on the famous Inside Passage on the Pacific, 550 miles north of Vancouver.

Continuing on the main line from Red Pass Junction to Vancouver, the railway, at the foot of Moose Lake, crosses the Fraser River for the last time, and runs to Resplendent. While the mountain of that name is not visible at this point,

- 3418.0 **Resplendent** there are some of the most beautiful views of the valley, including the Razor Peak, Mount Kahn, and unnamed mountains of lesser altitude. The line follows the south side of the valley of the Fraser River, running along the base of the mountains of the Sellwyn Range high above the river.

- 3277.0 **Mt. Robson** Mount Robson, the highest and most majestic peak of the Canadian Rockies, rises to an altitude of 13,069 feet. Its pointed apex of ice can be seen for some miles from the train, before it bursts in full view where the Grand Forks River enters the Fraser. Its precipitous base is but four and a half miles as the crow flies from Robson Station. At the head of the low valley its tremendous cliffs, too steep for snow to lie, rise up ten thousand feet, crowned with a snowy pyramid. A trail leads up the Grand Forks through a magnificent forest of giant cedar and fir, through the Valley of a Thousand Falls, where the river tumbles 1,500 feet in a wild Canyon. The trail leads to the rear of the mountain. The peak rises majestically cliff on cliff, for over 7,000 feet above Berg Lake, to its summit, where the vapors of the Pacific gather nearly every day in the year. The snow clings to the steep side of the upper peak in long ribbons quite to the crest; gathering below, it forms a névé, which pushes out and divides into two streams of ice that fall and slip down the steep inclines for nearly a mile. That on the right is known as Mist Glacier. The stream on the left forms the Tumbling Glacier, which extends two miles in horizontal distance, and has 6,000 feet vertical descent between the snow cornices of the mountain and its foot at Berg Lake, where the ice is thrust down to the water to break away and float off in bergs, which double themselves by reflection. The great black portion of the mountain in the cen-

Altitude

tre is called Rearguard, which rises dark and massive above Berg Lake. Beyond this, on the left, is the enormous main glacier, literally a flowing river of ice, reaching for over three miles back to Mount Robson and the unbroken snow slope of Mount Resplendent (altitude 11,000 feet.) The water coming from the ice caves of the main glacier flows chiefly into Berg Lake and the Grand Forks, but a smaller part reaches Lake Adolphus and Smoky River, a tributary of the Mackenzie River. Thus, as you gaze on this wonderful scene, you can see the headwaters of streams from the same glacier flowing on their way to both the Arctic and Pacific Oceans. Words convey little idea of the magnificence of Mount Robson. Perhaps the best description is that of Milton and Cheadle in their search for the "Northwest Passage by Land", as they saw it from the Fraser River:

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

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

- 3059.0 **Morey** The line swings round the bend of the valley with Robson in the background. Langstaff (altitude 10,530), Little Grizzly, Whitehorne (altitude 11,100), Resplendent (altitude 11,178), and other mountains of the Rainbow Range. On the opposite side is the Sellwyn Range, rising sheer from the line. Passed, in rapid succession, are a number of pretty waterfalls as the line crosses Cliff Creek, Bear Creek, Cougar Creek and several other smaller glacial streams that flow into the Fraser River. Approaching Tete Jaune Cache the valley widens, and the line turns gradually southward into the McLennan valley, which is from three to five miles wide, hugging the foothills and passing
- 2823.0 **Jackman** east of Cranberry Lake. On the far side the Mica Mountain Range rises in all its grandeur. As the name indicates, these mountains contain quantities

Altitude

of mica, upon which development is proceeding, and prospectors are at work on a number of claims.

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

- 2721.0 **Canoe River** It is about five miles across the valley south of Cranberry Lake, and a great deal of it is good agricultural land. Here the line swings to the southwest and crosses the Canoe River at the foot of the Canyon through which the river emerges from the mountain range to the southwest. It then follows the west side of Camp Creek Valley until near Albreda Lake, where it crosses to the east side of the summit. The valley is very narrow, being only from half a mile to a mile wide, and hemmed in by high mountains. The Sellwyn Range, which is still in sight, looms up behind us to the north, and Canoe Mountain on the east, with patches of ice on it near the summit, forms a picture of great beauty. From the crossing of the Canoe River to the summit is twelve miles, and the line runs on long tangents for considerable distances at a time. About eight miles down the Canoe River Valley there are hot springs which are said to have remarkable curative qualities. Camp Creek Valley is beautifully timbered, particularly on the west side, with cedar, fir, and spruce. There are some good hay meadows along this creek. Beyond this timber belt, and on the summit, is a willow bottom which extends to Albreda Lake,
- 2863.0 **Albreda** which is of beaver construction. Near the summit, several settlers have taken up land, and appear to have quite a quantity of stock, as well as raising good crops of grain and vegetables. Through here a splendid view is obtained of Albreda Mountain, which lies to the southeast, rising to a height of over 9,000 feet. There are large glaciers on the north side.

The scenery in the valley of the Canoe River is magnificent. In this connection, the following might be quoted from

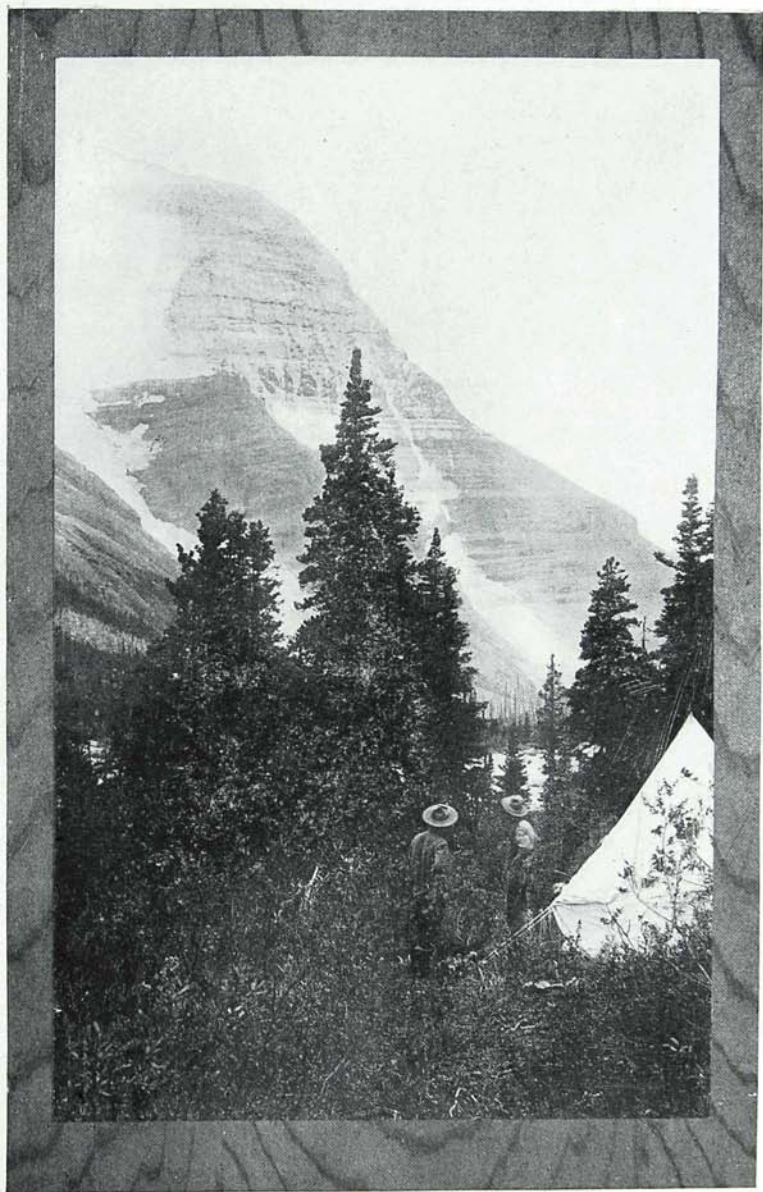
Altitude

the report of Mr. A. W. Johnson, the Government Land Surveyor:

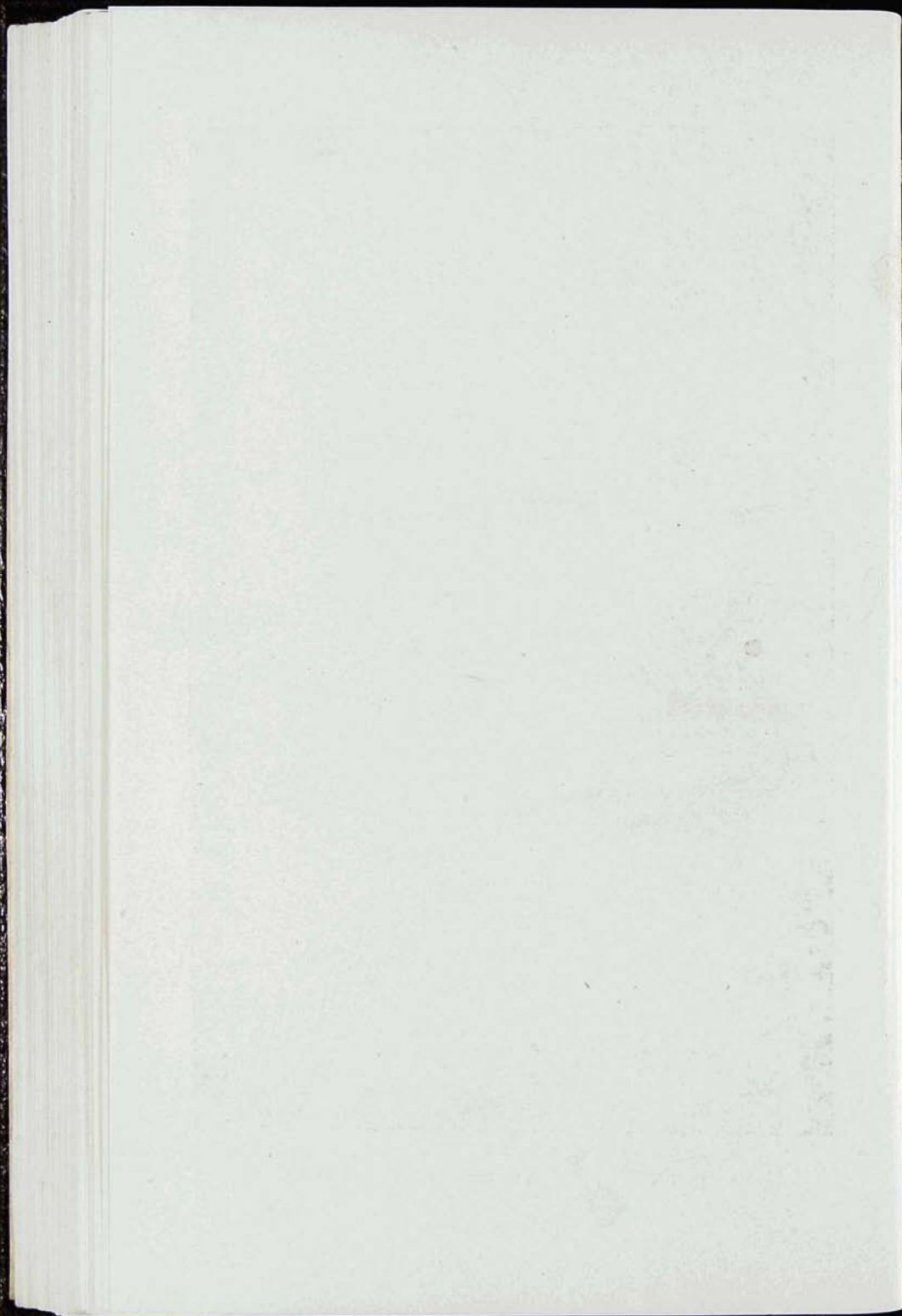
"In a country where scenery is a drug on the market, it may seem foolish to say anything about it, but I know of no grander views than may be obtained in the valley of the Canoe throughout its entire length. It rises in stupendous glaciers among the Mica Mountains, winds like a tortured snake across the wide flats at Cranberry Lake, and then flows for seventy miles between enormous rocky peaks and glaciers that are quite as fine as anything at Rogers Pass or Field. The Albreda Valley is almost as grand, and the Canadian National offers an unsurpassed scenic route.

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

2753	Clemina	Clemina was formerly known as Thompson
2445	Lempriere	Crossing The Albreda River here flows into
2312	Pyramid	the North Thompson. During the construc-
2263	Thunder River	tion of the railway this place was quite as
		celebrated as the well-known "Mile 49", near
		Tete Jaune Cache. Thompson Crossing was the next stage
		south for the packers. On account of the turbulent nature
		of the stream they had to swim their horses here and convey
		their load over on punts or rafts, and a regular wide open
		construction town grew up, with all the usual accompani-
		ments. There are about 200 acres of land here fit for agri-
		culture on a pretty flat at the junction of the rivers, wooded
		with fine large trees; a picturesque spot viewed from the rail-
		way. From here down to the Blue River, there is practically
		no agricultural land open for settlement. The little there is,
		is held under timber license and consists of stony benches
		timbered with hemlock. It is probable that a saw mill will be
		established at Blue River to cut the timber from this district,
		as it is not feasible to drive it further down the stream on
		account of the Canyon.
2243	Blue River	Blue River is a divisional point of the Canadian
2175	Wolfenden	National Railways, where roundhouses and other
2078	Messiter	terminal facilities are provided. The land is
		flat, and there are some excellent hay meadows.
		Settlers have taken up the best land, though with irrigation
		from the Blue River, it is possible that the gravel flats might
		be made to produce crops.



MOUNT ROBSON—(13069 FEET)—BRITISH COLUMBIA
The highest and most majestic Peak in the Canadian Rockies



Altitude

A short distance from the station is a very picturesque lake almost surrounded with snow-capped mountains, and between them at the upper end are two larger glaciers. The silt from the glacial streams gives the water a cloudy appearance, and on this account the lake has been given the unfortunate name of "Mud Lake". At the upper end, about four miles away, there is some fine land with large hay meadows; these are to some extent the result of beaver construction. This land has not yet been surveyed. Below Blue River the river increases in velocity as it enters the gorge and races along for a number of miles to a canyon known as "Hell's Gate". Below Messiter, Salmon Creek runs in from a valley—the scene of a recent mining rush. From Blue River to Cottonwood Flats the only arable land of any value is covered with timber limits. It is a small area on the west side of the river.

- | | | |
|--------|------------------|--|
| 1957 | Cottonwood Flats | These flats, because of the slowness with |
| 1900 | Avola | which the water runs, are also known as |
| | | Stillwater Flats. The valley here averages about half a mile in width, while the flats are about fourteen miles long. Considerable land has been placed under cultivation and taken up by settlers. One advantage possessed by this settlement is a good wagon road, which runs from the south end of the flats through Kamloops. From Cottonwood Flats down to Vavenby there is little agricultural land. |
| 1896 | Wire Cache | The line now swings to the west and Clear- |
| 1789 | McMurphy | water River joins the Thompson. There is |
| 1636 | Irvine | some good fishing in this stream, Dolly Varden |
| 1541 | Vavenby | and Rainbow Trout. When the salmon are |
| 1392 | Birch Island | running they can be seen coming from the |
| 1307 | Black Pool | Thompson up this stream, followed by the |
| 1286 | Boulder | trout. |
| | Mount Olie | As the line runs south, more agricultural country is seen, and some very picturesque, well-tilled farms; on some of these, where irrigation is being used, wonderful growth is obtained, particularly in vegetables. |
| 1277.0 | Chu Chua | During construction this was an important centre, as the work going on was of a very heavy character. Unlike most of such towns, it is not only holding its population, but is growing as the centre of a healthy settlement. Important coal properties are being developed in the vicinity. There is a hotel and some good stores. This is also in the midst of a good farming country, |
| 1253 | Chinook Cove | where there are extensive flats in the valley |
| | Barriere | well suited to farming and stock-raising. There is also good land on the benches above these flats and grazing land on the hills. There is some good timber, chiefly fir. The climate is mild and good crops |

Altitude

are being raised without any irrigation, but on the higher benches some of the land would be very much benefitted by it.

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

- 1229 **Louis Creek** More settlers are coming to this district every
 1185 **McLure** season, and farming is being carried on most
 1192 **Vinsulla** successfully. The best land appears to be on
 1182 **Heffley** the north side of the creek. In the upper
 1169 **Rayleigh** part of the valley there is a flat that runs

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

- 1154.0 **Kamloops Junction** At Kamloops Junction, the Canadian National Railways has established a terminal with a spur into the town. The line here crosses the North Thompson on a fine steel structure, and follows the north side of the main Thompson River.

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

Kamloops was established as a fur trading post in 1813 by the Northwest Company (not by the Hudson's Bay Com-

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pany, as often asserted). This was the year in which communication was established between the Columbia and the Fraser. The first report of gold in British Columbia came from Kamloops. According to a report, gold dust had been seen in the possession of Indians as early as 1852, but no suspicion was awakened at the time of the wealth of the district; the first intimation of this was in 1855, when a servant of the Company, idly washing a pannikin of gravel found some nuggets of gold. Later on, the fame of the Thompson and Fraser spread from Puget Sound to San Francisco, and in less than a year 20,000 miners rushed into the district and staked claims in all directions. From the golden sands of these rivers millions of dollars' worth of the precious metal was washed annually for many succeeding years. A C.N.R. branch line is now under construction to Kelowna, which will develop an important fruit district, and will afford additional transportation facilities for the famous Okanagan Valley.

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

.....	Mytton	Below Kamloops is an enlargement of the
1180	Tranquille	Thompson River known as Kamloops Lake,
1168	Frederick	a beautiful body of water, which the line
1159	Copper Creek	follows on its northern bank for about twenty
1171	Savona	miles. The lake ends at Savona, and the
1084	Walhachin	line enters the rugged scenery of the Thompson series of canyons. At Walhachin, the line
1075	Anglesey	crosses to the south side of the river. Here
1029	MacAbee	are some fine fruit orchards which can be
		seen from the train, water for their irrigation being flumed from Deadman's River. The glacially steepened walls of this stream may be seen extending more than ten miles northwards. At Anglesey the line passes back to the north side of the river.
993	Ashcroft	Ashcroft is situated on the Thompson River, which the railway crosses both entering and leaving the town. It is the gateway to and the distributing centre for the Caribou country and the Thompson Valley. The latter is noted for the large areas which are being irrigated for fruit raising. Within the former are located the Caribou and Omineca mines, amongst the most famous of gold fields, with a romantic history. These have been worked on and off since the early sixties, when as high as six hundred dollars a pan was recorded. Pack horses and trains of freight wagons drawn by long strings of mules until the construction of the P. G. and E. railway a couple of years ago, could be seen leaving for the mining districts almost every day. Ashcroft is a rancher's country, and large numbers of horses and cattle are raised. Three miles below the town the line enters the gloomy, winding construction in the moun-

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tain known as the Black Canyon, where the stream has cut through the shale and sandstone for a depth of over two hundred feet to its present bed.

- 923.0 Basque At Basque there are immense deposits of almost pure Epsom salts, which are being mined and shipped direct to market. Between Basque and Minnabarriet gypsum and china clay may be seen in crumbling outcrops of red, yellow and white, a wonderful combination of color, in contrast with the foliage of the trees above and the reflected light in the swirling water below.
- 851.0 Minnabarriet
- 738.0 Spence's Bridge Spence's Bridge is picturesquely situated in the valley at the base of Arthur's Seat Mountain, which rises abruptly to an altitude of 5,800 feet. At the base of the mountain may be seen silt escarpments from which a huge slide occurred on August 13th, 1905, damming the Thompson River and causing the destruction of an Indian village on the far bank. The old wagon road to the Caribou gold fields runs from the town, which is the distributing centre for a great mining and ranching country back in the hills. The country round here is known as the Dry Belt, and the arid hillsides are covered with a greyish-green sage brush; yet with irrigation most remarkable crops of all kinds are raised in the district.
- 724.0 Skoonka Below Spence's Bridge the scenery is very striking
- 699.0 Seddell as the valley through Skoonka is followed.
- 624.0 Gossett A few miles below Spence's Bridge the narrowing valley swings southward, and continues this course until near Gossett, where it bends gently to the west. At Gossett are the Gladwin Bluffs, cliffs of the most brilliant colour, rust red and grey, variegated yellows and weathered rock, which gave them a most wierd and peculiar appearance. The Nicomen River comes in from the south, tumbling over a waterfall as it enters the Thompson. A small mining camp can be seen here where gold was first discovered in British Columbia in 1857. Near the mouth of Bontanie Creek is a gigantic ridge of peculiar formation called "The Crag", about which the Indians hold strange traditions. The line here enters the Thompson Canyon, running along the side of the mountain, whose rugged rocks close right in on the foaming, struggling water, amidst a scene of magnificent tumult.
- 566.0 Lytton From Lytton to Vancouver, a distance of 158 miles, the line follows the valley of the Fraser River. This stream, discovered and explored by Simon Fraser in 1808, is the largest river in British Columbia, whose basin lies en-

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tirely within the boundaries of the province. It has a length of 790 miles, and drains an area of 91,700 square miles. Rising near the Yellowhead Pass, it flows westward to beyond Tete Jaune Cache, thence northward in the great structural valley known as the Rocky Mountain Trench, until it reaches latitude 54 degrees 15 minutes, whence it bends and runs directly south.

The railway bridges the Thompson at Lytton, where the canyon suddenly widens and admits the turbid torrent of the Fraser. From Lytton Mountain, which rises 6,000 feet above the town, the Cascade Mountains in Washington may be seen, and other rugged Alpine summits in the coast range, supporting glaciers and icefields.

- 602.0 Cisco Spanning the canyon of the united rivers, the railway follows the north side as far as Cisco, where it recrosses on a lofty steel structure, from which a splendid view is obtained of the surging stream below. From here to Port Mann the line continues on the south side of the river, penetrating the headlands with tunnels and spanning the ravines by bridges. Below Cisco a portion of the old Government road which follows along the Fraser and
- 603.0 Falls Creek Thompson vales, built during the mining rush of the sixties, can be seen clinging to the cliffs, in some cases a thousand feet above the river, and at Jackass Mount the trail climbs 1,500 feet. From Lytton to the delta below Hope the river is closely hemmed
- 565.0 Inkitsaph in by the mountains of the Cascade Range on
- 517.0 Boothroyd the east and the Coast Range on the west. These two mountain systems overlap each other for about a hundred miles, and the Fraser forces itself between the two until it emerges at the head of the delta to pass around the southern end of the Coast Range. This is properly the Canyon, though it has become customary, when speaking of the Fraser Canyon, to refer to the Great Gorge, which commences below Boston Bar and ends at Yale. The latter, however, is matchless in its rugged grandeur, where the river, forced back upon itself by huge rocky projections, swirls from one side of the chasm to the other, and, split by huge boulders and jagged masses of displaced rock in the channels, the mighty torrent roars in tempestuous fury. Hell's Gate, the Black Canyon, where there is a tunnel 1,320
- 450.0 Boston Bar feet long, and Chapman Bar are passed.
- 353.0 Chapman Bar Fort Yale was founded by the Hudson Bay
- 279 Stout Company in 1848, and Fort Hope a short
- 218 Yale time later. This became the main route to
- 184 Squeah the interior, which started from Langley to Fort Hope by water, thence by trail across the defile of the Coquihalla River to the Thompson. After a time Yale, being at the head of navigation, became an out-fitting point for miners and ranchmen. The town, as it

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- stands to-day, occupies a bench on the riverside, surrounded by mountains. It is one of the most picturesque spots in the Fraser Valley. The line here passes through a tunnel 2,015 feet in length.
- 160.0 **Trafalgar** The railway passes through the village of Hope,
154.0 **Hope** the site of Fort Hope of the Hudson's Bay Company. It is still a trading post and mining town. From it there are a number of trails over the mountains to the interior. There is a fine motor road from Hope to Silver Lake, which is becoming a very popular resort, and where fishing can be had, Dolly Varden and Rainbow trout being numerous, gamey, and of good size. Coquihalla Lake is also a very attractive sheet of water that affords very good fishing. At Hope Peaks there is a large body of silver ore. Work has commenced upon its development, and there is considerable activity in the mining region as a result. After leaving Hope, the canyon widens, and we come into a country of broad, level valleys, with rich soil and heavy timber, with finely cultivated fields, and the vegetation increases in luxuriansness as the Pacific Coast is approached.
- 117 **Floods** This is the richest part of the valley of the
94 **St. Elmo** lower Fraser, where ideal conditions prevail
99 **Laidlaw** for fruit growing and market gardening. The
78 **Cheam View** advent of the railway has made a wonderful
78 **Popkum** difference in the agricultural activities of the
50 **Rosedale** district, by providing a ready means of marketing its products. Much of the land is particularly well suited to dairying and mixed farming, and there is no doubt that the country will become a heavy producer, judging by the rapid development that is proceeding.
- 34 **Chilliwack** Chilliwack, situated on the Fraser
33 **Arnold** River, is one of the progressive
31 **Cannor** towns of British Columbia, with a
34 **Sumas** population of 3,000. Its public utilities are in keeping with the progressive spirit of the town. Chilliwack
22 **Matsqui** has sawmills, planing mills, factories, machine shops, creameries and cheese factory. A large cement
29 **Mount Lehman** plant utilizes the clay deposits in the vicinity. There are large areas
22 **Glen Valley** of first-class timber land tributary to the railway, where there are opportunities for the establishment of lumber and shingle mills. The sportsman and the angler will find exceptional opportunities in the vicinity of the line. Bear, mountain sheep, and deer are successfully hunted, and there is some of the best fishing in the province. In the vicinity of the town are good roads and excellent scenery. Port Mann is almost opposite
24 **Port Kells**
13 **Tynehead**
13 **Port Mann**
34 **Fraser River Junction**

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34

New Westminster The city is situated on the Fraser River seventeen miles from the Gulf of Georgia, and has a population of 17,500. It has a splendid harbor, which is unique in being the only fresh water one west of the Great Lakes, salt water being twelve miles distant. There are good wharfage sites, with 30 to 40 feet of water on both sides of the river to the Gulf of Georgia. New Westminster is an important industrial and commercial centre. Salmon canning and lumbering are among its most outstanding industries. Considerable lumber is exported. In the early days of British Columbia it was the capital of the province. The city is directly opposite Vancouver, the twelve miles distance between them being covered by an electric railway.

16

Vancouver The city is named after the great navigator, Captain George Vancouver, and is delightfully situated on Burrard Inlet. The scenery in its vicinity is magnificent. To the north rise the Cascade Mountains, to the south Mount Baker, and across the water to the west are to be seen the mountains of Vancouver Island. The population is 200,000, of which 10,000 are Orientals.

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

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

Vancouver is Canada's main Pacific Ocean port, the imports and exports therefrom in 1920 being valued at \$49,256,913 and \$39,535,283 respectively. Shipping returns show that in 1919 vessels to the number of 23,000, with a registered tonnage of 10,691,411 tons, entered and departed from the harbor. Besides daily sailings for coast points, ocean shipping

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arrives from and departs for the Orient, Australia, Alaska, and via the Panama Canal for European ports.

There are several important industries in the city among them being lumber and shingle mills, shipyards, fish canning factories, and a sugar refinery. It is also a large wholesale distributing centre.

- 36.0 Victoria** Is the capital of British Columbia, was founded in 1846, and is the chief city on Vancouver Island. Canadian National Railways has branch lines on Vancouver Island, tapping the best lumber and agricultural districts. The Parliament Building, overlooking James Bay, is one of the finest examples of architecture in America. It contains fine collections of natural history, mineral, agricultural and horticultural specimens, and is a centre of a great interest to visitors. The population numbers about 65,000 and the city strongly resembles places in the Old World, beautiful gardens surrounding most of the homes.

The city has an excellent harbor, with a depth of thirty feet at low water. The Canadian National Railways operates a regular line of steamships from here to Seattle, Prince Rupert and points on Puget Sound. Steamers also run from here to Australia and the Orient. Ocean-going steamers alone to the number of over three thousand, with an aggregate tonnage of nearly four million tons enter and clear from the port annually, making it one of the leading ports in Canada. There are over 150 industries in the city, the principal products of which are ocean-going ships, canned fish, biscuits, furniture, machinery, lumber, carriages, soaps and tents. The neighborhood supplies fish, timber, coal and copper. Exports for 1920 were valued at \$22,286,473 and imports at \$10,538,841.

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

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Through Mount Robson Park to Prince Rupert.

3394	Red Pass Junction	En route to Prince Rupert the line passes
3396	Resplendent	through Mount Robson Park, 650 square
3097	Mount Robson	miles in area, and noted for its marvel-
2823	Swiftwater	ously picturesque mountain scenery.
2640	Albreda	Mount Robson is the centre and dominat-
2395	Tete Jaune	ing feature of this park, and after one
2411	Shere	glimpse of that great monarch among
2518	Croyden	peaks, one understands its fame. The
2559	Dunster	gigantic rock rises 12,700 feet above sea
2445	Raush Valley	level (10,000 feet above the valley be-
2355	Eddy	low), and lifting its head 2,500 to 3,000
2360	McBride	feet above the surrounding peaks, mag-
2306	Legrand	nificent ones in themselves. Glaciers
2230	Rider	hang upon its sides and great white
2191	Rooney	sheets of glistening snow are draped
2152	Loos	upon it. Mount Robson is beautiful in
2116	Urling	form as well as majestic in size. To
2118	Kidd	view the district from the train or from
2080	Bend	the observation platform, a brief stop
2127	Guilford	being made for the purpose, is wonderful
2073	Penny	enough, and gives an inkling of the won-
2181	Lindup	ders to be encountered by those who stop
2175	Longworth	for a brief trip in the mountain's vi-
2040	Hutton	city.
2005	Dewey	The first ascent of the peak of Mount
1999	Hansard	Robson was made in 1909, after two pre-
1998	Aleza Lake	vious attempts had failed. To accom-
1961	Newlands	plish the task required no less than
1955	Giscome	twenty days of continuous struggle. A
1912	Willow River	trail leads to the north side of Mount
1886	Shelley	Robson, along the Grand Fork River,
1922	Foreman	skirting the shore of Lake Helena and

up through the Valley of a Thousand Falls, passing within sight of the famous Emperor Falls, and on to Berg Lake and Robson Pass. The trip to Berg Lake may be taken in one day, and is one of stupendous beauty.

Leaving Tete Jaune, the railway strikes in a northwesterly direction, following the course of the Fraser River for many miles, and occasionally crossing it, some magnificent bits of mountain scenery being encountered en route. Tete Jaunte is the site of a famous old cache.

Opposite Rider is to be seen Mount Sir Rider and Haggard Glacier, all three of which were named in honor of the famous English novelist, who visited the site while en route from Vancouver to Winnipeg in 1916, and who discovered in outline the figure of a lion couchant on the face of the mountain. A remarkable feature in connection with Mount Sir Rider is that when viewed from the observation car of westbound trains, its height apparently increases rapidly as

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the intervening space is lengthened, and at a point fully fifty miles beyond appears at its best directly in the centre of the track to the rear of the train. No other mountain on the line can be seen for so great a distance.

1862	Prince George	The train enters Prince George by a long
1947	Otway	steel combined railway and general traffic
2008	Miworth	bridge spanning the Fraser River, now bend-
1978	Chillako	ing its course southward. From here the
2009	Bednesti	journey to the coast continues for many miles
2036	Nichol	along the Nechaco River, a beautiful swift-
2094	Isle Pierre	running stream that drains an immense basin,
2080	Hutchison	whose area comprises extensive tracts of val-
2144	Wedgewood	ley and plateau lands suitable for general
2088	Stuart	agricultural and stock-raising. During the
2085	Hulatt	construction of the railway, steamboats car-
2091	Tsinkut	ried material and supplies up this river for
2089	Vanderhoof	more than one hundred miles. Prince George
2189	McCall	is a divisional point, and is situated at the
2308	Engen	confluence of the Fraser and Nechaco Rivers,
2345	Marten Lake	and steamboat navigation is possible for
2241	Fort Fraser	over 1,100 miles of waterway. It is a grow-
2198	Encombe	ing railway town of 3,000, and in its vicinity,
2200	Fraser Lake	besides forest resources and agricultural
		lands, are to be found gold, copper, galena
		and coal. The town has an electric light and power plant.
		Among its industries are saw mills, a sash and door factory,
		and arrangements have been completed for the establish-
		ment of a \$5,000,000 pulp and paper mill. The Provincial
		Government is constructing a railway from Prince George to
		Vancouver. The town has three hotels. Quite a number of
		farmers and stock men are locating in the district. The Cari-
		bou mining district and other southern interior points can be
		reached from Prince George by motor stage service.

Leaving Prince George the Canadian National Railways line follows the Nechako River for a considerable distance. The valley of this river is characterized by its wealth of plateau and valley lands suitable for agricultural purposes, and along its course are many gems of sylvan scenery. Fraser Lake, whose southern shore the railway skirts, is a beautiful little body of water, and is noted as the site of the first trading post established west of the Rockies by the Northwest Company, subsequently absorbed by the Hudson's Bay Company. Leaving the Nechako Valley, the railway enters the valley of the Bulkley River, a stream now descending toward the Pacific Ocean. The Bulkley Valley remains in the traveler's mind as a great sweep from the mountains on one side to those on the other, with the river cutting its way deep through the central slopes. Bulkley Canyon and Bulkley Gate are features that will arrest the attention of the traveler. The latter was formed by a

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dyke which formerly crossed the valley before the Bulkley River existed, but which in the course of a long period of time gave way before the wearing power of the waters.

2237	Endako	Running out to Endako the line continues
2251	Savory	along the Bulkley River, skirting several
2270	Priestley	small lakes en route. At Forestdale the
2281	Sheraton	line is not far from Babine Lake, a long
2303	Tintagel	and narrow body of water inclining to the
2303	Burns Lake	northeast for some distance. North and
2323	Decker Lake	south of the point where the Bulkley and
2311	Palling	the Telkwa Rivers form a junction lie the
2359	Rose Lake	Babine and Telkwa ranges, in which many
2293	Forestdale	discoveries of valuable mineral deposits,
2187	Topley	including copper, silver, lead and coal,
2093	Perow	have been made.
1966	Knockbolt	Smithers, situated on the Bulkley
1941	Houston	River, is a divisional point about midway
1862	Barrett	between Prince George and Prince Rupert,
1795	Walcott	and has a population of about 600. It is
1726	Quick	the centre of a good dairy, fruit and grain-
1676	Hubert	growing country. There are many lakes
1657	Telkwa	in the vicinity which afford excellent fish-
1599	Tatlow	ing. Large and small game are plentiful.
1616	Smithers	It is estimated that over 100,000 horse-
1643	Lake Kathlyn	power could be developed on the Bulkley
1550	Evelyn	River near Smithers, which already has its
1440	Doughty	own hydro-electric plant for local purposes.
1332	Moricetown	Lake Kathlyn, along which the railway
1280	Seaton	runs, is noted for its cut-throat or black-
1206	Beament	spotted trout. Hudson Bay Mountain,
1098	Bulkley Canyon	9,000 feet above sea-level, is situated so
1022	New Hazelton	near Lake Kathlyn that its image is mir-
		rored in its waters. Deposits of native
		silver, silver lead, copper and anthracite coal have been dis-
		covered in this mountain. Four miles from the railway is
		Hudson Bay Glacier; quite visible from the train, it can be
		reached by horse over a bridle path winding through glorious
		sylvan scenery, with glimpses of cascading waters roaring
		down the mountain side. At Bulkley Canyon, the famous
		Bulkley Gate, already referred to, is to be seen.
959	Hazleton	Near Hazleton the Bulkley makes a junction
845	Carnaby	with the Skeena River, famous for its
780	Skeena Crossing	salmon fisheries. From here the railway,
737	Nash	with the altitude steadily declining, follows
653	Andimaul	the Skeena to the Pacific Ocean. While
577	Kitwanga	traversing the Bulkley Valley the eye of
533	Woodcock	traveler is met by signs of ranching de-
494	Cedarvale	velopments. Now the interest, leaving out
450	Ritchie	the scenic effects, centres in mining and In-

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404	Dorreen
367	Pacific
337	Pitman
286	Usk
232	Vanarsdol
216	Terrace
143	Amsbury
96	Shames
66	Exstew
30	Salvus
9	Kwinitsa
9	Skeena City
9	Tyee
9	Haysport
9	Sockeye
9	Phelan
9	Kaien

dian life. Rocher Debole Mountain, near Hazleton, has been aptly termed the "Mountain of Minerals". All the ores found in Hudson Bay Mountain exist here, and in some instances are being mined. Carloads of copper are shipped from here to Prince Rupert, thence to Anyox, on Granby Bay, to be smelted. Interest alternates rapidly along the Skeena River between the river scenes, the great mountains rising on either hand, and the various human side of things. No traveler can make the trip along the Skeena River without being filled with enthusiasm. One of the great mountain peaks that comes within the traveler's range of vision is Mount Sir Robert, in honor of Sir Robert Borden, while a little over a mile wide on

the flank of this mountain is Borden Glacier. Kitsalas Canyon is encountered about 107 miles east of Prince Rupert. At this picturesque spot many boats were wrecked in the days before the railway was completed. The channel is very treacherous, and it was necessary to use a cable attached to the shore in working the supply boats up and down the canyon. As the train nears Prince Rupert evidence of the activities in connection with the salmon canning industry become increasingly pronounced.

Terrace is a growing and thriving settlement. Fruit-growing and truck farming are carried on successfully and are rapidly expanding. The excellence of the fruit, especially the strawberries, is such that it is in keen demand both on the coast and in the interior. There are several saw mills and a brick yard in the district, and gold, silver and copper mining enterprises are developing. There are medicinal hot springs similar to those at Banff, and which promise to become equally famous. The springs are situated in the midst of beautiful Alpine surroundings. Lake Lakelse lies in the foreground and a 300-acre natural park at the back, with stretches of sand beaches between, encircling peaks of the coast range embracing all. There is good big game hunting and fishing, the former including mountain sheep and grizzly bears. This locality enjoys a long summer of long days and a short, mild winter.

- 9 Prince Rupert Prince Rupert is situated on Kaien Island, in crossing to which the train is carried over a great steel bridge. The city fronts on a fine natural harbor fourteen miles long, with deep water and good anchorage devoid of strong tidal currents. It is the chief shipping port of the North Pacific coast fisheries, and possesses one of the largest cold storage plants in the world. Immense

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catches of halibut, black cod and other fish are delivered at its wharves, and these reach the eastern markets by way of the Canadian National Railways, thus saving the fishing fleet a 500-mile sail down to the railheads at the more southerly ports. Lumbering and mining are growing industries of the neighborhood. Prince Rupert is the gateway to Alaska, being within forty miles of the Alaskan boundary. It is also a day and a half's sail nearer the Orient than any other North American seaport. One of the features of the waterfront is a 20,000 ton floating drydock owned and operated by the Canadian National Railways. There is also a large shipbuilding plant in the harbor. Aggregate wharfage on the harbor front is 4,790 feet. Canadian National steamers, in addition to other lines, make regular sailings from Prince Rupert to various points along the famous inside passage. Naturally, deep sea fishing is to be had in the vicinity of the port. Population of the city is approximately 8,000.

Exports to the United States through and from Prince Rupert in 1920 aggregated \$5,270,600, compared with \$4,060,500 for 1919. The exports included copper, fertilizers, fish, furs, gold, silver, lead and zinc ores, fish oil, paper, pulp and lumber.

CANADIAN NATIONAL RAILWAYS

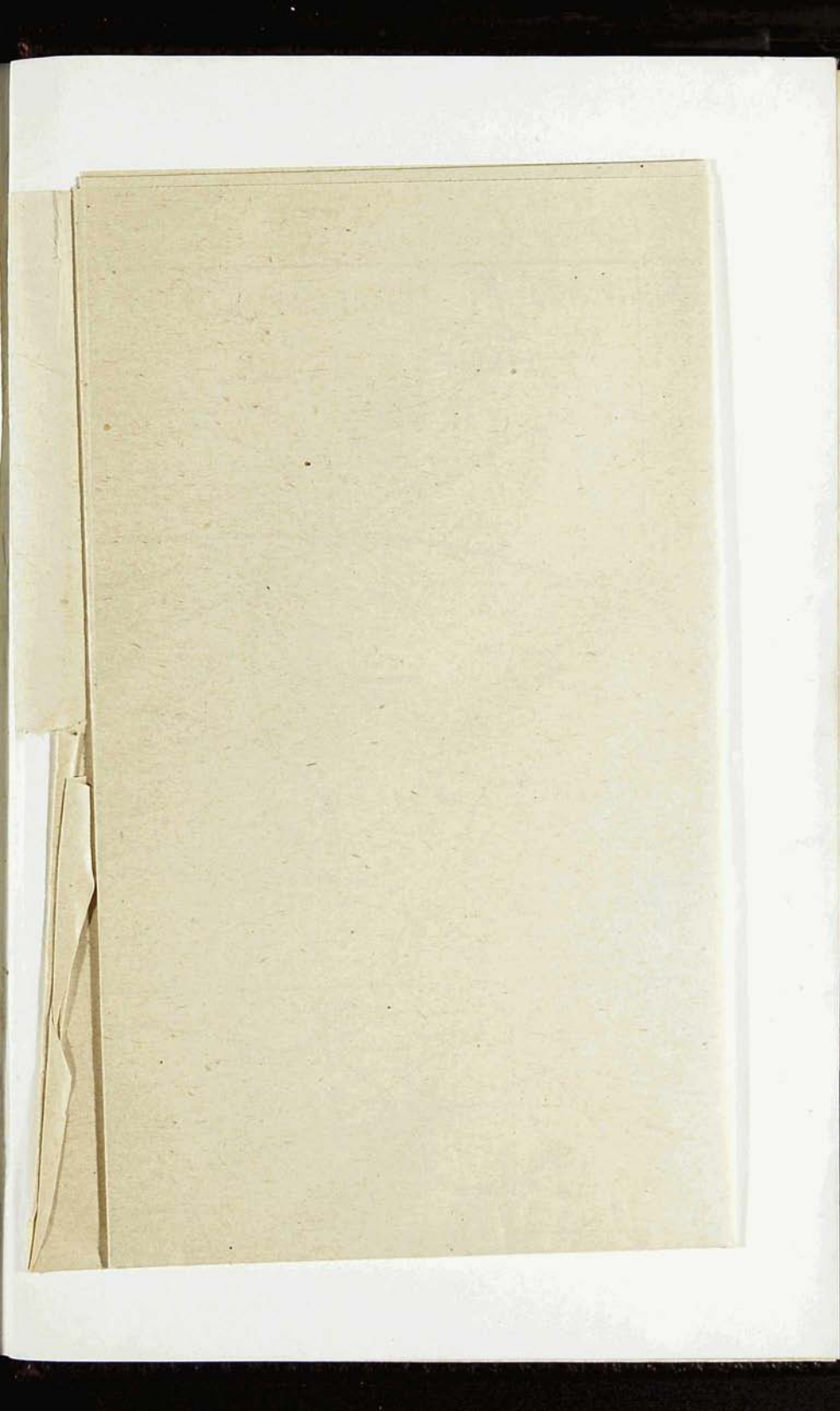
MILEAGES

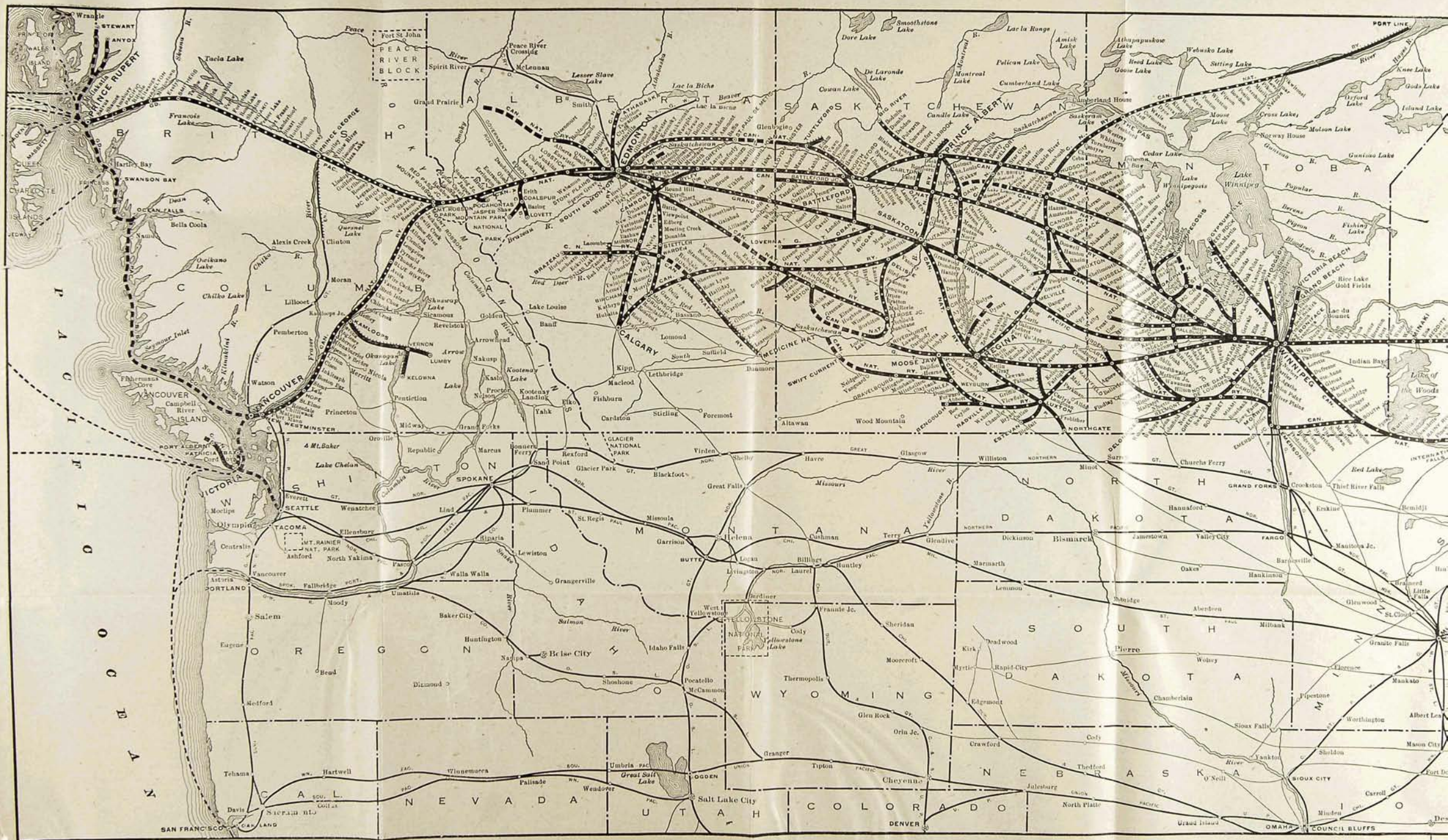
TRANSCONTINENTAL SERVICES

	MILES
Halifax to Montreal.....	842
Montreal to Vancouver	2938
	— 3780
Halifax to Quebec	708
Quebec to Vancouver	2916
	— 3624
Halifax to Toronto	1176
Toronto to Vancouver	2874
	— 4050

MISCELLANEOUS

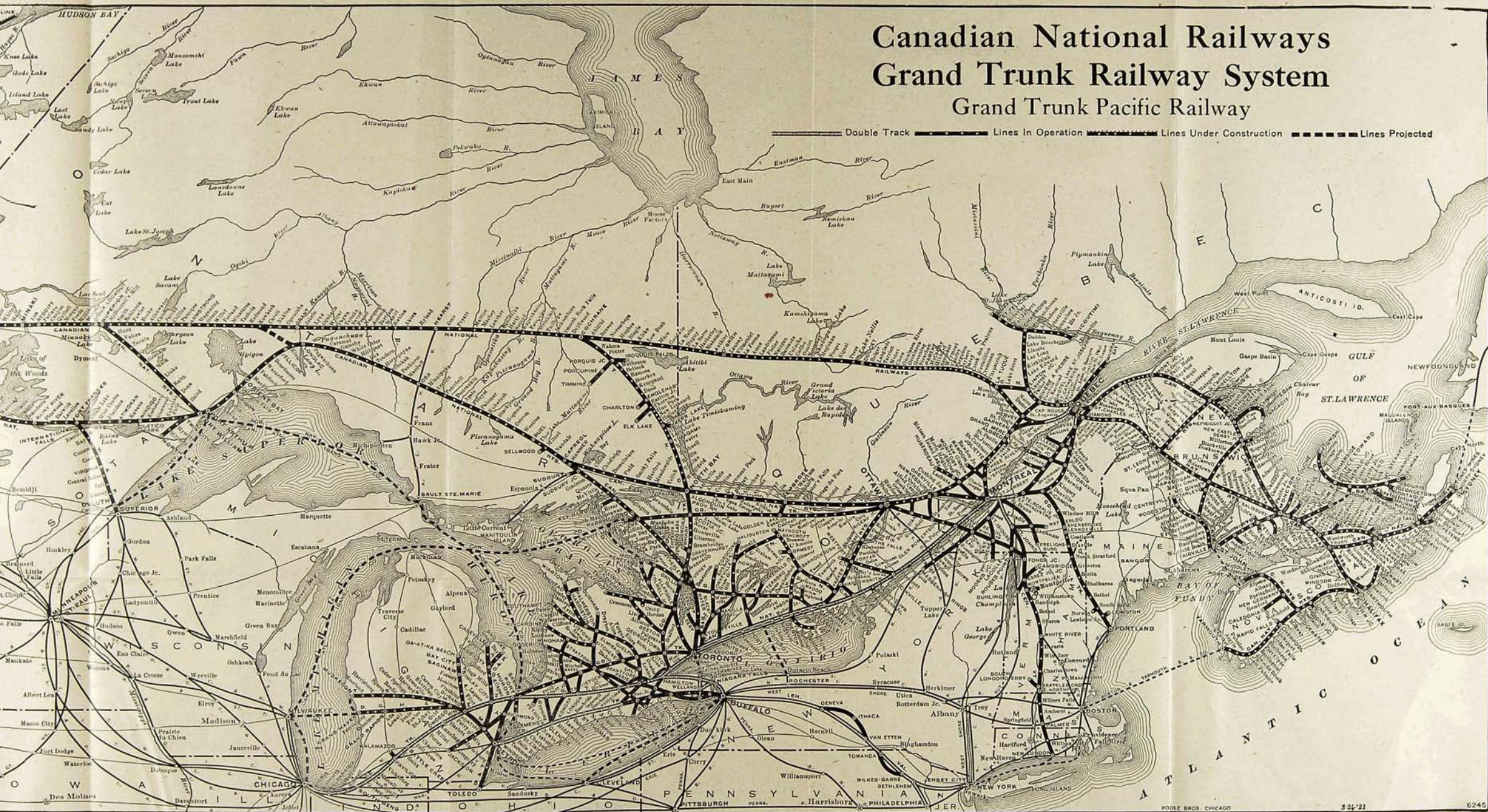
Sydney to Truro	224
Halifax to Yarmouth	250
St. John to Moncton	90
St. John to Quebec (via Quebec Bridge).....	501
Montreal to Ottawa	114
Montreal to Toronto	334
Ottawa to Toronto	247
Toronto to Winnipeg (C. N. Rys.).....	1309
Toronto to Winnipeg (G. T., T. & N. O., C. N.)	1258
Winnipeg to Vancouver	1565

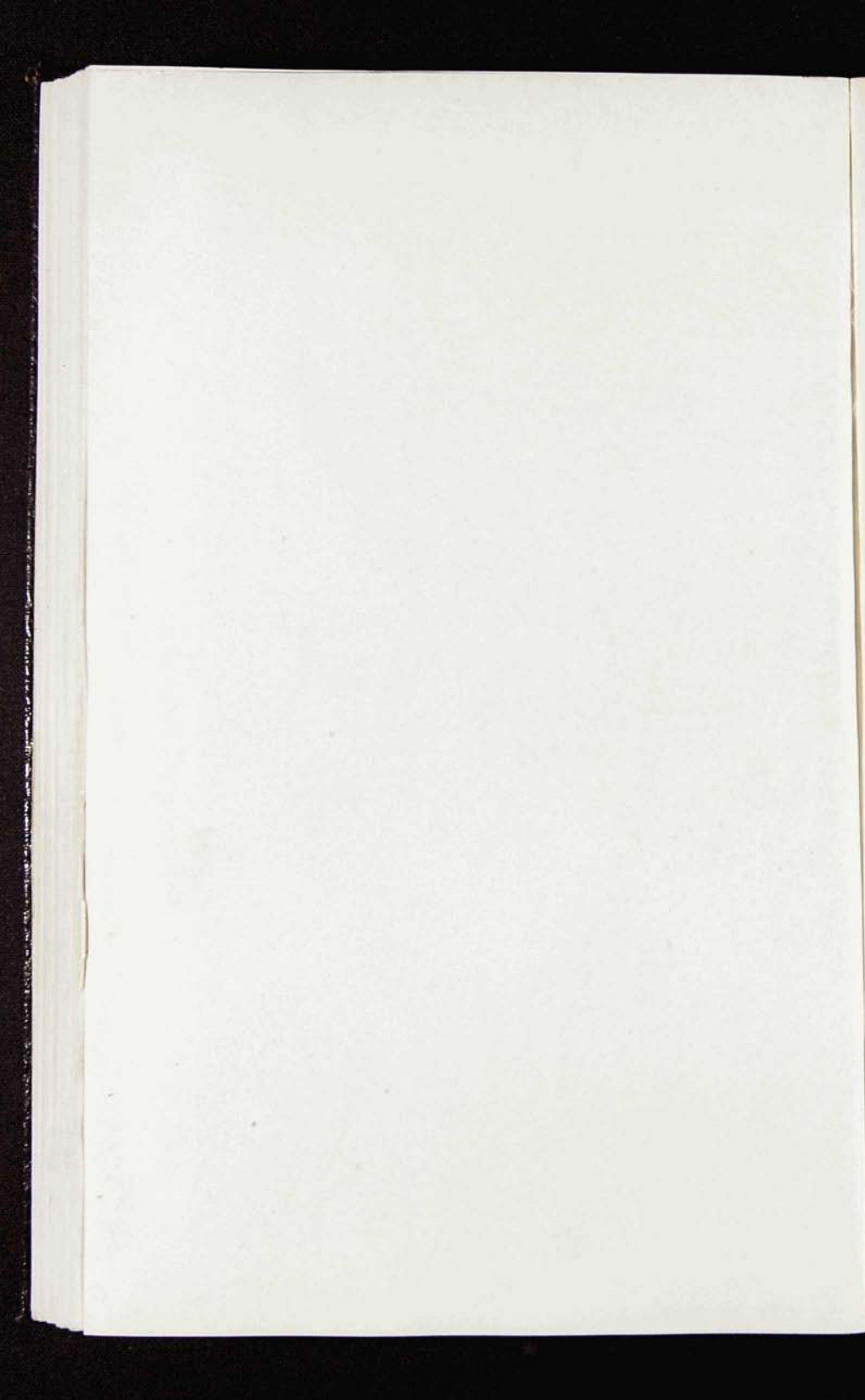


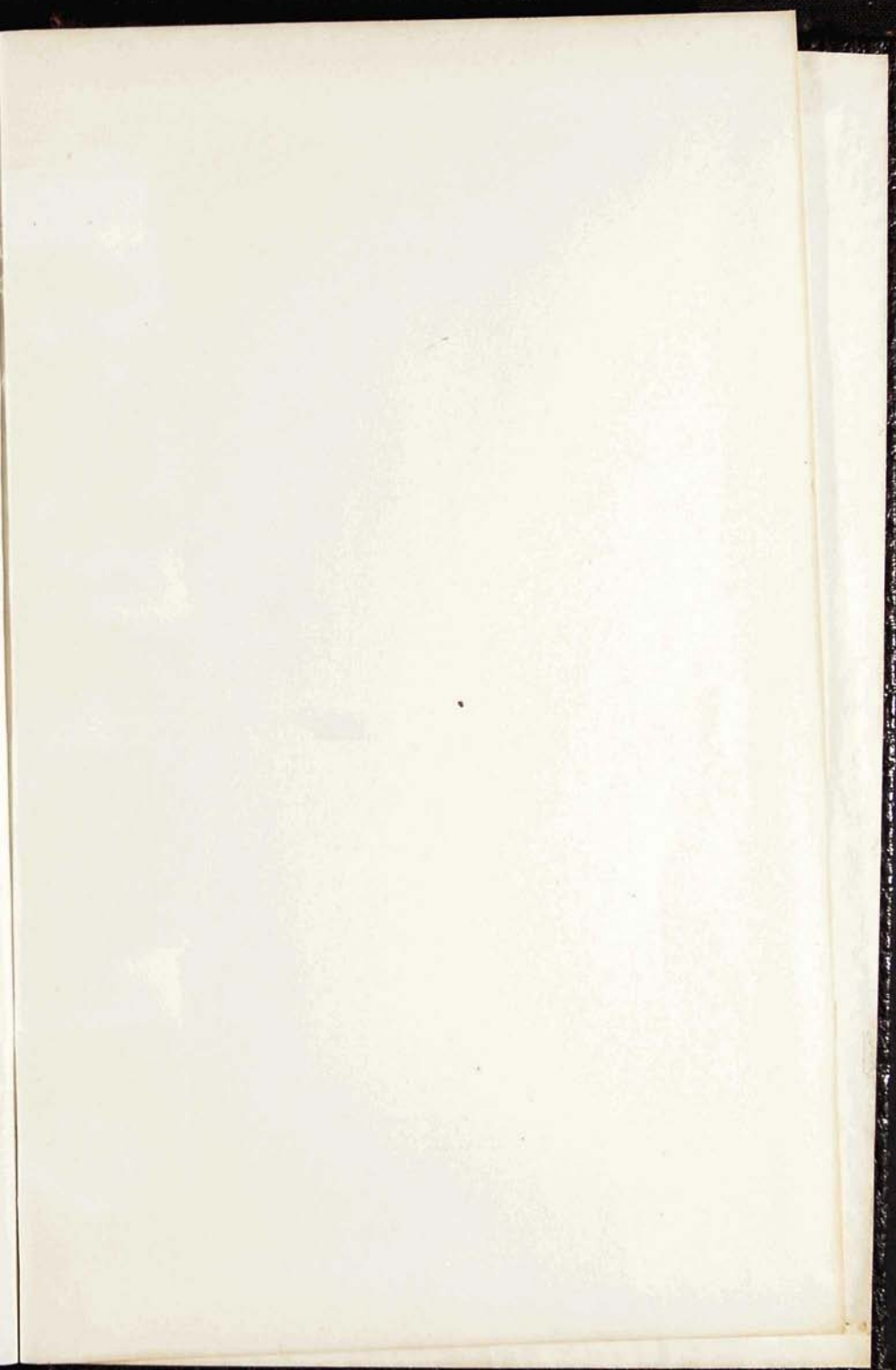


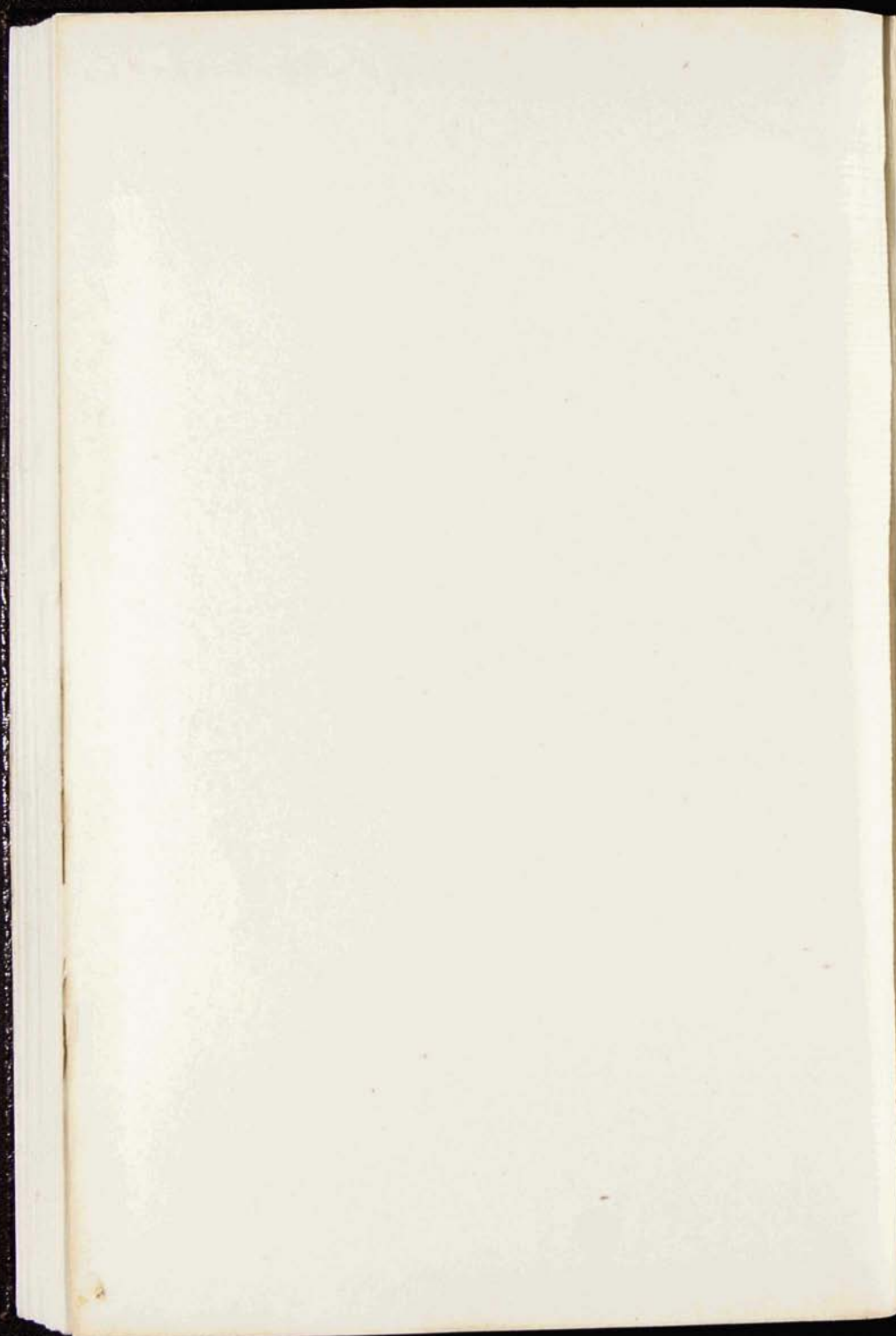
Canadian National Railways
Grand Trunk Railway System
Grand Trunk Pacific Railway

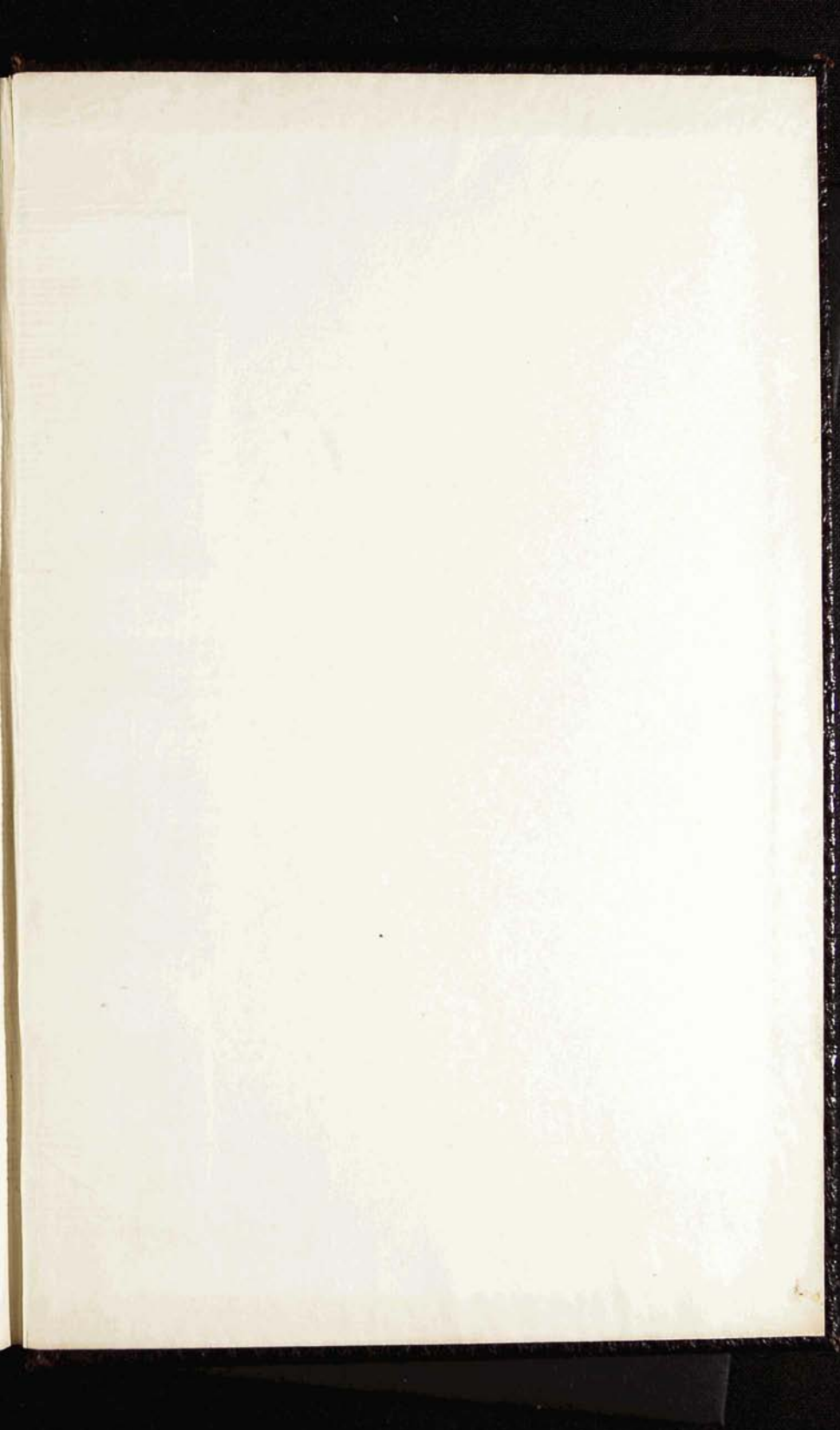
 Double Track
 Lines In Operation
 Lines Under Construction
 Lines Projected











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Canadian
Weekly
Newspapers
Association

CONVENTION

Vancouver, B.C.—June 8 - 10
1921

Itinerary

ITINERARY

Canadian Weekly Newspapers Association Tour of Western Canada 1921

GRAND TRUNK RAILWAY SYSTEM

Thursday, June 2nd.

Eastern Time.

- 4.00 P.M. Entrain, Toronto Union Station.
- 6.00 P.M. Dinner—Diner.

TEMISKAMING & NORTHERN ONTARIO RAILWAY

Friday, June 3rd.

- 7.00 A.M. Breakfast—Diner.
- 10.30 A.M. Ar. Cochrane.

CANADIAN NATIONAL RAILWAYS

- 11.00 A.M. Lv. Cochrane.
- 12.00 Noon Luncheon—Diner.
- 6.00 P.M. Dinner—Diner.

Saturday, June 4th.

Central Time.

- 7.00 A.M. Breakfast—Diner.
- 11.00 A.M. Ar. Winnipeg.
Guests, Winnipeg City Council. Committee will meet party on arrival with autos, drive around City, thence to Assinaboine Park, where luncheon will be served. Parliament Bldgs., will be visited during afternoon. Thence to Fort Garry Hotel. Evening Free.
- 9.15 P.M. Leave Winnipeg.

Sunday, June 5th, 1921.

Mountain Time.

- 7.00 A.M. Breakfast—Diner.
- 11.30 A.M. Ar. Saskatoon.
- 12.00 Noon Luncheon—Diner.
- 2.00 P.M. Guests of Saskatoon Board of Trade. Auto drive around City and district, after which party will be taken to the Saskatoon Club for light refreshments. Golf may be enjoyed by those members of the press who desire.
- 6.00 P.M. Dinner—Diner.
Committee will be available to conduct party to evening church service.
- 9.30 P.M. Leave Saskatoon.

Monday, June 6th.

- 7.00 A.M. Breakfast—Diner.
9.30 A.M. Ar. Edmonton.
10.00 A.M. Guests of Edmonton Board of Trade. Auto drive around City and surrounding district. Luncheon in Board of Trade rooms. After luncheon, any member who desires to, will be taken to the Country Club for golf. Autos will be available for those who do not wish to play golf, for a ride through the Agricultural District around Edmonton.
Evening Free.
10.00 P.M. Leave Edmonton.

Tuesday, June 7th.*Pacific Time.*

- 6.30 A.M. Breakfast—Diner.
8.00 A.M. Arrive Jasper Park. Autos and saddle ponies will be provided for a trip to Maligne Canyon, Pyramid Lake or other points of interest. Luncheon served in the park.
4.30 P.M. Leave Jasper Park.
6.00 P.M. Dinner—Diner.
7.00 P.M. Ar. Mt. Robson.
7.30 P.M. Lv. Mt. Robson.

Wednesday, June 8th.

- 6.30 A.M. Breakfast—Diner.
8.25 A.M. Ar. Kamloops.
Guests of Kamloops Board of Trade. Auto drive around Kamloops and surrounding country thence to Tranquille where party will join train.
11.00 A.M. Lv. Tranquille.
12.00 Noon Luncheon—Diner.
6.00 P.M. Dinner—Diner.
9.00 P.M. Ar. Vancouver.
Convention Headquarters—Vancouver Hotel.
Sleeping Cars will be parked at C.N.R. Depot.

Thursday, June 9th.

- Noon Gentlemen will be the guests of the Vancouver Canadian Club for luncheon. The ladies will be the guests of the Women's Press Club.
4.30 P.M. Automobile ride to Jericho beach, where a clam bake will be served.

Friday, June 10th.

Automobile drive around Marine Drive and Stanley Park.

Saturday, June 11th.

VICTORIA—Reception at Government House.

CANADIAN PACIFIC STEAMSHIPS

- Lv. Vancouver, Sat., June 11th, 10.30 A.M. C.P.S.S.
Ar. Victoria Sat., June 11th 3.00 P.M. C.P.S.S.
Lv. Victoria Sun. June 12th 2.15 P.M. C.P.S.S.
Ar. Vancouver Sun. June 12th 7.15 P.M. C.P.S.S.

CANADIAN PACIFIC RAILWAYS

Sunday, June 12th.

Pacific Time.

- 8.00 P.M. Entrein at Canadian Pacific Railway Depot.
- 8.30 P.M. Lv. Vancouver.

Monday, June 13th.

Mountain Time.

- 7.00 A.M. Breakfast—Diner.
- 12.00 Noon Luncheon—Diner.
- 6.00 P.M. Dinner—Diner.
- 9.45 P.M. Ar. Lake Louise.

Tuesday, June 14th.

- 7.00 A.M. Breakfast—Diner.
Luncheon—"Chateau Lake Louise."
- 4.00 P.M. Lv. Lake Louise.
- 5.10 P.M. Ar. Banff.
- 6.00 P.M. Dinner—Diner.

Wednesday, June 15th.

- 7.00 A.M. Breakfast—Diner.
Luncheon—"Banff Springs Hotel."
- 5.00 P.M. Lv. Banff.
- 6.00 P.M. Dinner—Diner.
- 8.00 P.M. Ar. Calgary.

Thursday, June 16th.

- 7.00 A.M. Breakfast—Diner.
Luncheon.
- 5.00 P.M. Lv. Calgary.
- 6.00 P.M. Dinner—Diner.

Friday, June 17th.

Mountain Time.

- 7.00 A.M. Breakfast—Diner.
- 8.30 A.M. Ar. Regina.
- 1.00 P.M. Lv. Regina.
- 1.00 P.M. Luncheon—Diner.
- 6.00 P.M. Dinner—Diner.

Saturday, June 18th.

Central Time.

- 7.00 A.M. Breakfast—Diner.
- Noon Luncheon—Diner.
- 1.00 P.M. Ar. Fort William
- 6.00 P.M. Dinner—"Prince Arthur Hotel."
(Dance in the Evening)
- 10.00 P.M. Leave Port Arthur.

Eastern Time.

Sunday, June 19th.

- 7.00 A.M. Breakfast—Diner.
- 12.00 Noon Luncheon—Diner.
- 6.00 P.M. Dinner—Diner.

Monday, June 20th.

- 7.00 A.M. Ar. Toronto.

Supplément

Chateau Lake Louise
Lake Louise, Alberta

LUNCHEON SPECIAL TABLE D'HOTE

CANADIAN WEEKLY NEWSPAPER ASSOCIATION
WELCOME TO
CHATEAU, LAKE LOUISE

Puree of Tomatoes aux-Croutons

Baked Alaska Cod, Duxelloise

Minced Turkey on Toast, Mikado

Roast Spring Lamb, Fresh Mint Sauce

*"Lift up thine eyes to the mountains,
from whence cometh thine inspiration."*

Chateau Lake Louise Salad

Mashed Potatoes

Refugee Beans au Beurre

Apple Pie

Tea

Coffee

Milk

Moving Pictures in Ball Room at 9:00
Tuesday, June 14, 1921

Supplément

CANADA'S FORESTS ARE A NATIONAL POSSESSION
OF SUPREME VALUE.

As raw material for thousands of our industries, as a shelter for game, as the essential regulator of rivers, as a delightful source of human recreation, our Canadian woodlands deserve and demand the utmost precautions against ruin by fire.

Please extinguish your camp fire! Put it out completely!

Watch every form of fire while in or near the woods, especially lighted tobacco and matches.

Keep always in mind that a FOREST IS INFLAMMABLE.

(Printed by request of the Canadian Forestry Association.)