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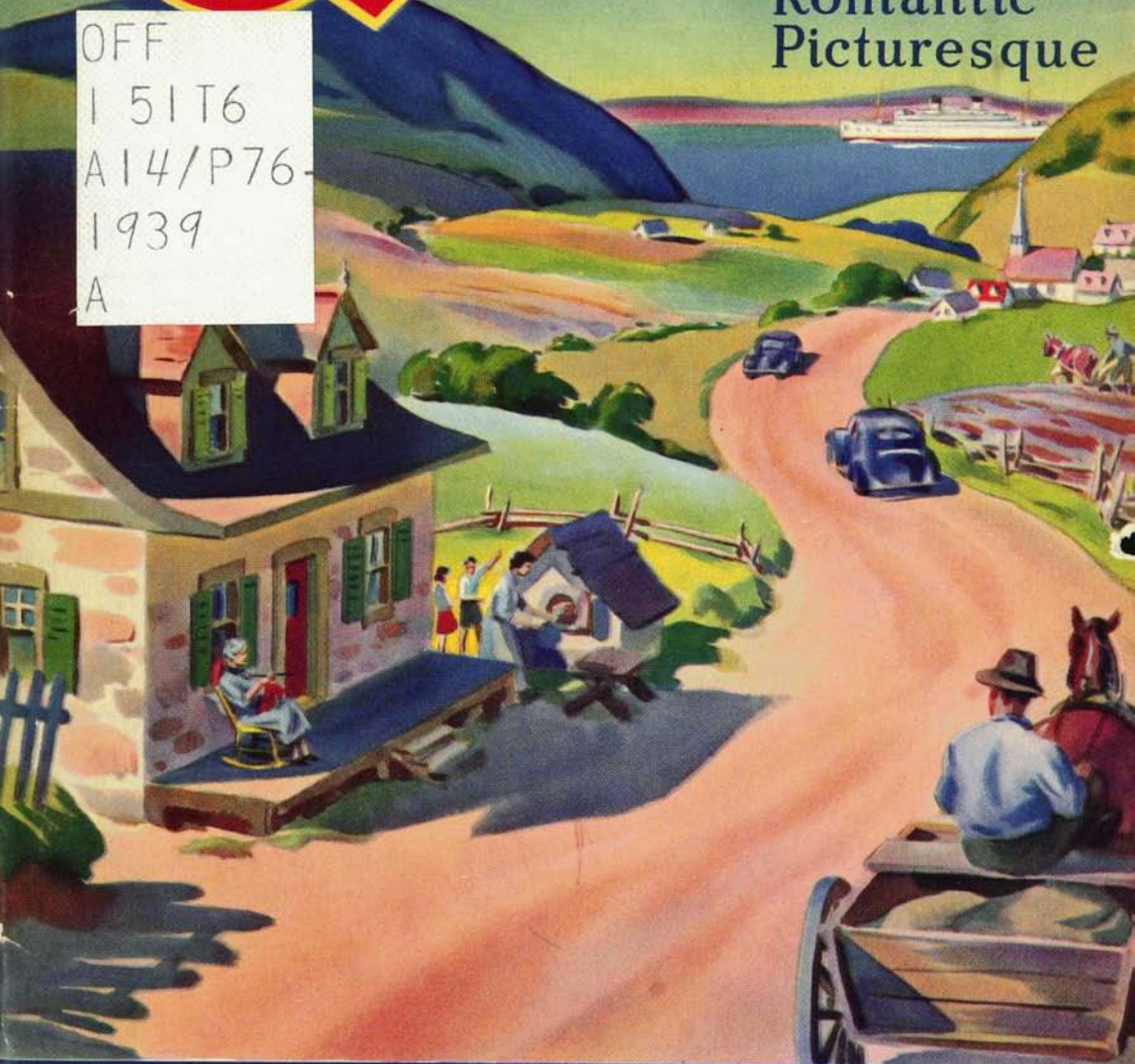
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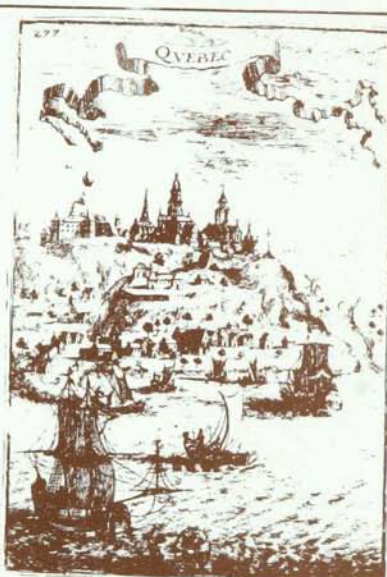
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PROVINCE OF QUÉBEC TOURIST BUREAU
PARLIAMENT BUILDINGS, QUÉBEC



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La Province de
Québec

Historic—Romantic—Picturesque

**PROVINCE OF QUÉBEC
TOURIST BUREAU**

**PARLIAMENT BUILDINGS
QUÉBEC
CANADA**

des compliments
de
Yvette F. L. Gélage

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Prime Minister

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Sur. de l'Inst. Publique
Province de Québec
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Foreword

"THE most delightful vacation area of Canada" is what discerning tourists call the Province of Québec. And well they might.

Québec is a vast territory which offers something new to the visitor "at every turn of the road." The mighty St. Lawrence; the rugged mountains and shore of Gaspé; the grandiose Laurentians; the busy, industrious Lake St. Jean district; the historic, picturesque St. Maurice valley, which knew the tread of moccasined feet long before Canada or America itself was discovered by the white man; quaint, old Québec, cradle of Canadian civilization; colorful Montréal, the Metropolis; all these, and many others, are numbered among Québec's particular attractions. And of course there is the Old World atmosphere so refreshing and of such absorbing interest to the American mind.

Summer resorts, varying in character and type from the ultra-fashionable watering place to the modest place of sojourn in the country, are found all over the Province. All have their complement of sport and amusement facilities, and wholesome living accommodations. There are over 2,000 well-kept hotels in the Province, a great many good boarding houses, and numbers of tourist camps and cabins, restaurants, etc. The rates are most reasonable, and accommodation may be found to suit every taste and every purse. Garage service, found everywhere the good roads go, is excellent and moderate in price. The watchword everywhere, throughout the Province, is "Welcome to the Visitor."

With a view to facilitating the planning of an itinerary in the Province of Québec the Province of Québec Tourist Bureau has prepared the present guide, which is essentially a booklet of practical information.

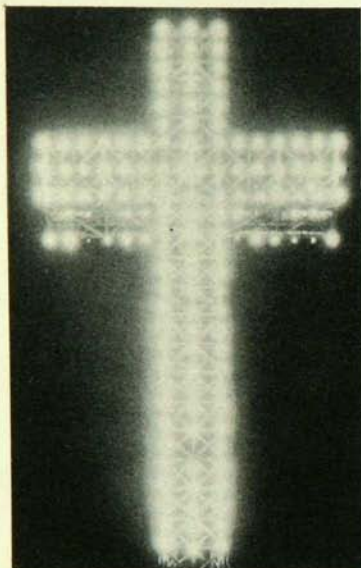
Descriptions of the various points to be visited are of necessity extremely brief; but once a selection has been made, all additional information required may be obtained by writing the Province of Québec Tourist Bureau, Parliament Buildings, Québec.

It would be impossible to set a time limit for any particular trip, since tastes differ, and where one visitor would linger awhile, to take in some particularly charming spot, another would travel through without stopping—a matter of purely individual taste. Each and every trip, however, has the mileage indicated, so that the traveller may work out a schedule to suit his own convenience.

Excursions outlined in this booklet are planned over excellent, well-conditioned, well-marked roads, into every settled region of the Province, without exception. Some of them may be carried out in a day, others require several days, while in several cases a week will not be found too long for full enjoyment of the outing.

All sections of the Province are linked up in the 18,000-mile good roads system radiating from Montréal and Québec. And in addition there are excellent railway, bus, steamship, and airway services available. The Canadian National and Canadian Pacific railways operate all over the Province; there are regular and frequent bus services out of the principal cities by the Provincial Transport Company; the Canada Steamship Lines and the Clarke Steamship Company operate fleets of luxurious vessels on the main rivers, and the Canadian Airways Limited and Canadian Colonial Airways Limited are providing regular airplane service to all parts.

Montréal and Vicinity



*Montréal's famous cross atop Mount
Royal*

"GATEWAY TO THE HISTORIC PROVINCE OF QUÉBEC"

THE VAST majority of tourists from the United States, coming to Canada with the intention of visiting the Province of Québec, take Montréal as their first objective. The city becomes their headquarters, so to speak, and it is here that they plan their subsequent movements. It is, therefore, but natural that the present guide-book should describe Montréal and its main attractions before making suggestions as to excursions into the surrounding country.

Montréal is the hub of the Province of Québec's good roads system. It is the centre towards which converge many of the main highways of the Province.

Ontario, the States of New York and Vermont, and the other parts of Québec, are linked to it by the following highways: Montréal—Sherbrooke—Thetford Mines—Québec (Highway No. 1); Edmundston—Rivière-du-Loup—Québec—Montréal—Ontario border (No. 2); Montréal—Trout River (No. 4); Montréal—St. Jean—Phillipsburg (No. 7); Montréal—Hull—Chapleau (No. 8); Montréal—Rouse's Point (No. 9); Montréal—Mont-Laurier—Maniwaki—Hull (No. 11); Montréal—St. Jean—Lacolle (No. 14); Montréal—Pointe Fortune (No. 17); Montréal—Terrebonne—St. Donat (No. 18); Montréal—St. Hyacinthe—Drummondville—Victoriaville (No. 20); and Round the Island of Montréal (No. 37).

Ferries and bridges constitute an important item in Montréal's highway communication with other parts of the Province and, in addition, the Metropolis enjoys first-class railway connections with all parts of the Province and Dominion.

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

Montréal is also the centre of winter sports activities, since well-maintained winter highways lead in all directions to attractive ski-trails, bobsled runs, and kindred other attractions.

St. Jovite, Ste. Agathe-des-Monts and Shawbridge, not to mention the Seignior Club at Montebello, all but a short distance from the Metropolis, are sites for gay gatherings of winter sports devotees.

Montréal

MONTRÉAL FACTS.—The City of Montréal (pop. 1,000,000; 1,200,000 including suburbs) is the largest city in Canada, fifth largest city in America, and the Canadian commercial, industrial and financial metropolis. It is the second French city in the world in point of population. Its harbour, 1,000 miles from the Atlantic, is open eight months in the year. It is America's leading seaport, after New York, and the world's chief wheat-exporting centre.

Montréal's grain elevators have a capacity of 12,000,000 bushels. Montréal has a floating dry-dock 600 feet long and 135 feet wide, accommodating vessels up to 25,000 tons. Its wharves are $8\frac{1}{2}$ miles in length, and the harbour railways have a total length of 65 miles.

Outstanding industries are tobacco, paint, textiles, shoes, cement, pulp and paper, steel-works, foundries, sugar refineries, a flour-mill, glass-works, rolling mills, car-building factories and ship-repairing dry-docks. There are several thousand industrial establishments, with a combined business turnover of \$1,000,000,000 per year.

The Canadian Pacific and Canadian National Railways both have their headquarters in Montréal, as have also the country's leading banking institutions.

Two universities (Université de Montréal for French students and McGill University for English students) and numerous classical and commercial colleges provide superior training and education, while five French and three English dailies give home and world news. Montréal has a great many theatres, presenting latest successes.

HISTORICAL SKETCH.—In 1640, Jérôme le Royer de la Dauversière, with Barons de Fancamp and de Renty and a few associates, founded Notre Dame Society and acquired the Island of Montréal from Jean de Lauzon and the Compagnie des Cent Associés. In 1641, Paul Chomedey de Maisonneuve left La Rochelle, France, for Canada, with a few soldiers and settlers, and on May 16, 1642, the small colony, accompanied by Jeanne Mance, a young girl who had taken passage on the same ship, landed at the place now known as Montréal, and took possession of the Island, which Maisonneuve placed under the protection of the Blessed Virgin and called Ville-Marie.

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

Many vestiges of its early origin and relics of its glorious past are still to be found in the modern city; and this blend of the old and the new constitutes one of Montréal's principal attractions.

While Montréal is essentially a French city, it has, like all other large modern cities, acquired quite a cosmopolitan aspect. There is a large English-speaking population, and other nationalities are all represented by considerable groups of people from practically all



General view of Montréal, with Victoria Bridge in background



Old Martello Towers on the Priests' Farm, Sherbrooke Street West, Montréal



Bonsecours Market and the Lord Nelson Monument, Montréal

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

WHAT TO SEE IN MONTRÉAL.—Among the outstanding attractions are;—“**Old Montréal**” in a square bounded by McGill Street, Fortification Lane, Berri Street, and the St. Lawrence River. Here are many old buildings and other monuments of the early days of the settlement: **Place d’Armes**, where 200 Iroquois were defeated by Maisonneuve and 30 companions in 1644; **St. Paul Street**, oldest street in Montréal; **Château de Ramezay**, built in 1705; **House of the Patriots**, on St. Paul Street, over 100 years old; **McTavish House**, built about 1790; the old **St. Sulpice Seminary**, construction of which was begun in 1680; and many others.

In addition Montréal has a great many **historic monuments**; the numerous statues and groups that ornament its public squares give the city a distinctly French atmosphere.

Montréal has been called the “**City of Churches**” because of the many beautiful houses of worship it possesses. **Notre-Dame-du-Bon-Secours** church was built in 1657, and reconstructed in 1711 after being destroyed by fire; **Notre Dame** church is an impressive example of the architectural style known as the perpendicular Gothic, and its towers are 227 feet high; **St. James** cathedral is a replica of the famous church of St. Peter’s in Rome.

In listing the points of interest in Montréal special mention must be made of **St. Joseph’s Oratory**, erected by the late Brother André, known as the “miracle man” of Montréal, visited by one million pilgrims yearly; and the remains of the **Fort des Messieurs**, built at the foot of Mount Royal to protect converted Indians from the Iroquois.

One block east of St. Joseph’s Shrine is the **Musée Historique Canadien**; a waxworks museum depicting historical scenes, animated with life-size wax figures, amazingly realistic.

INFORMATION BUREAUS.—**Province of Québec Tourist Bureau**, at 1013 Dominion Square; **Montréal Tourist and Convention Bureau**, New Birks Building, Phillips Square (specializing in conventions and groups); **Royal Automobile Club**, New Birks Building, Phillips Square (supplying information to members of auto clubs). These bureaus supply maps and booklets, and information, free of charge.

Side-Trips

There are some delightful short trips that can be made from Montréal by those with only a short time at their disposal.

AROUND MONTRÉAL ISLAND.—The trip around the Island of Montréal is remarkable for the variety and beauty of the scenery and the many historic souvenirs encountered

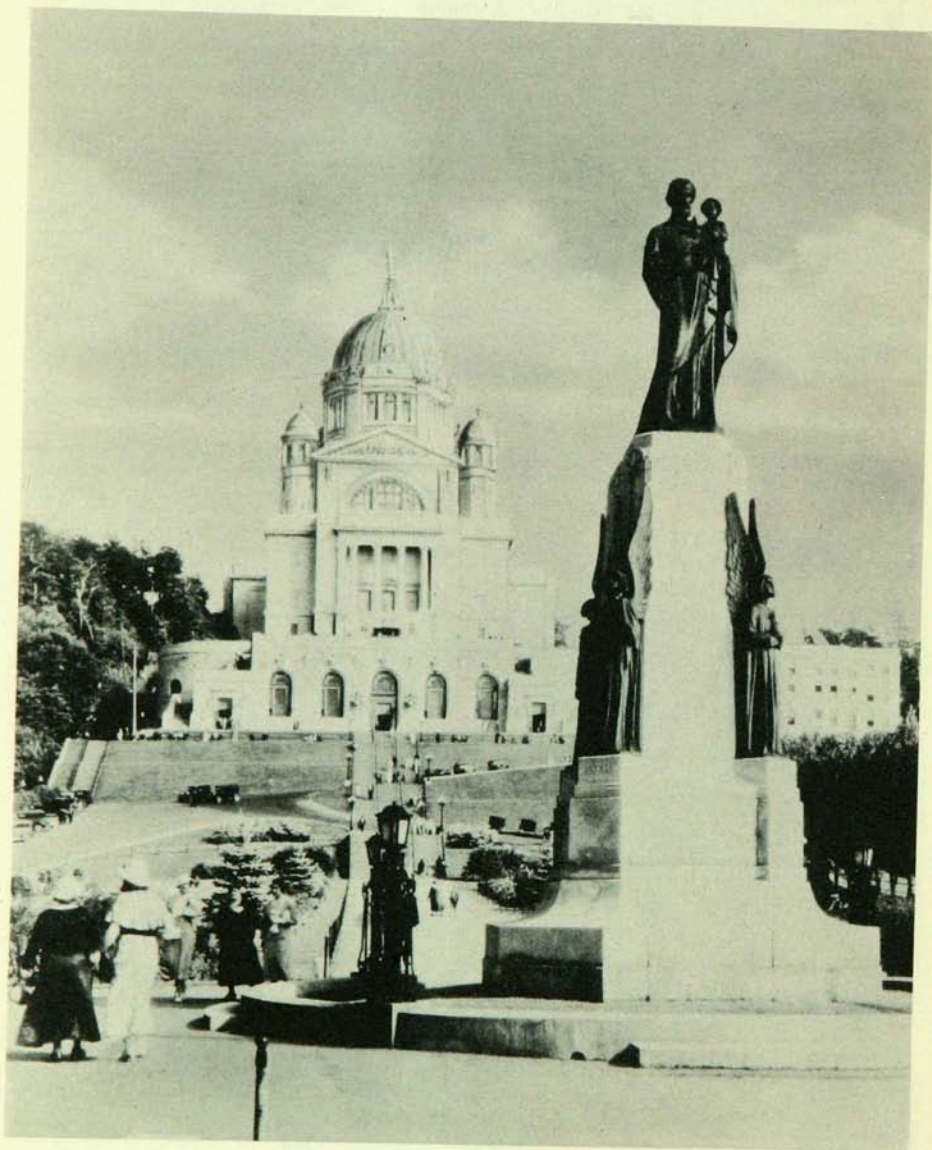


The Château de Ramezay, historical museum, Montréal

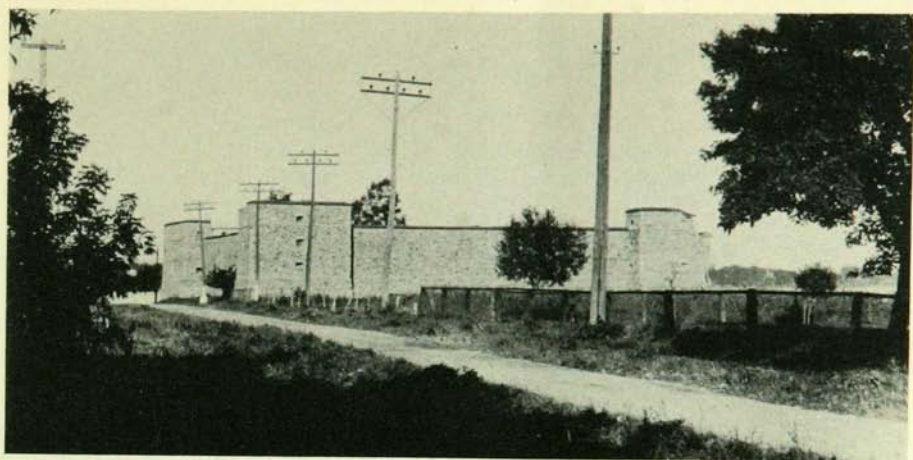
en route. Many of the places visited on this 74.80 mile jaunt, over Highway No. 37, are popular summer resorts, among them being Cartierville, Roxboro, Senneville, Ste. Anne-de-Bellevue, Beaconsfield, Pointe Claire, Dorval and Lachine.

AROUND ILE JÉSUS.—Another delightful outing is the trip around Ile Jésus, 44.70 miles. Summer resorts found here are : St. Vincent-de-Paul, St. François-de-Sales (by way of Montée du Moulin), Ste. Rose, Laval-sur-le-Lac, Ste. Dorothée, L'Abord-à-Plouffe, and Laval-des-Rapides.

HISTORIC FORT CHAMBLY.—One of the outstanding attractions for the visitor is historic Fort Chambly, in the Richelieu River valley, and but 19.63 miles from Montréal. The original fort was built in 1665, restored in 1693, and partly burned down by the Iroquois in 1702. While originally a wooden structure, it was rebuilt in stone in 1710. Captured by



St. Joseph's Oratory, Montréal, famous place of pilgrimage



Old Fort Chambly, built in 1665. (Highway No. 1)

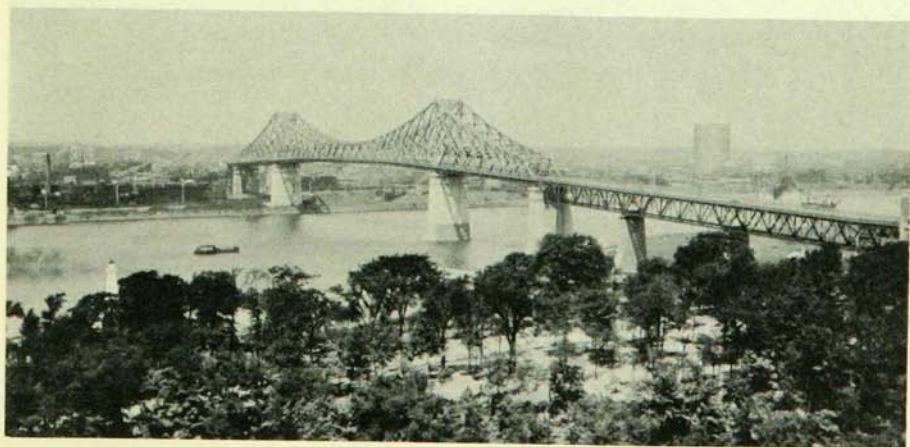
the British in 1760, Montgomery took it in 1776 (during the War of Independence) and set fire to it, only the four walls remaining standing.

A number of American prisoners were held in the fort during the war of 1812-14, while the raid on Plattsburg started from Fort Chambly.

The fort has been maintained as an historic monument by the Canadian Government since 1880, when it was last restored.

OTHER SHORT OUTINGS.—With the many splendid highways leading out of Montréal, there are an infinite number of short outings that can be enjoyed. To mention but a few, there is the delightful trip to **Verchères**, only 22½ miles from Montréal. There in 1692, a fourteen year old girl, Madeleine de Verchères, held the fort for eight days against a horde of Iroquois Indians, with the assistance of her two young brothers, aged ten and twelve respectively, two soldiers and an old man of over eighty. The Iroquois fled when reinforcements arrived from Montréal. A monument commemorates this historic event.

There is also the visit to the **St. Hubert Aviation Field** frequented by many American airmen each year, only 12.29 miles from Montréal; **Beauharnois**, the site of a huge new hydro-electric development, about 35 miles distant; and several other localities within easy reach from the Metropolis, including fine summer resorts and camping places along the St. Lawrence, on the **Lake of Two Mountains** and the **Ottawa River**, such as Oka, with its great Trappist Monastery, Como, Hudson, Rigaud, and Pointe-Fortune, the latter the farthest away, only 65.30 miles from Montréal.



Main span of Jacques Cartier Bridge between Montréal and St. Helen's Island

The Laurentians

TO THE North and North-West of the City of Montréal lies one of the finest touring regions in the entire Province of Québec. This territory has often been referred to as the "Switzerland of Canada." The breath of the pine, the glow of a warm bright sun, the clear air of cool refreshing nights, the pristine beauty of sparkling lakes and rushing streams in the setting of primeval green forests; the soothing smile of a gleaming moon in the hush of the wilderness, the glory of a glistening sunrise over green mantled hills, the phantasmagoric glow of a purple and crimson sunset, are some of the delights the visitor to the Laurentians may enjoy.

The region is covered by a fully adequate system of excellent roads leading out of Montréal. Most of the leading summer resorts in the Laurentians are also accessible by first class train services over the Canadian Pacific and Canadian National Railways and the Provincial Transport Company has an excellent bus service between Montréal and the principal localities.

Following are several suggestions as to tours through the Laurentian country; they can all be made in relatively short time.

Lachute, Ste. Agathe-des-Monts, St. Jovite

The first suggestion is: Montréal to Lachute, over Highway No. 8; Lachute to Ste. Agathe-des-Monts, over Highway No. 30; Ste. Agathe to St. Jovite, over Highway No. 11; and return to Lachute over Highway No. 31, then back to Montréal over Highway No. 8.



Fishing at Lac-des-Iles in the Laurentians. (Highway No. 35)



Lac Ouimet in Québec's Northern playground

This tour is 210.22 miles in length, made up as follows: Montréal-Lachute: 49.07 miles; Lachute-St. Agathe: 42.65; Ste. Agathe-St. Jovite: 19.80; St. Jovite-Lachute: 49.63; and Lachute-Montréal: 49.07 miles.

MONTRÉAL-LACHUTE.—Leaving Montréal the way lies through several attractive villages: **Pont-Viau**, **Laval-des-Rapides**, **L'Abord-à-Plouffe**, **St. Martin**, **Ste. Dorothee**, **St. Eustache** (with its venerable church which was a target for cannon during a battle between "patriots" and "regulars" in the 1837-38 Lower Canada rebellion); **St. Augustin**, **Ste. Scholastique**, and **St. Hermas** are villages encountered. All are situated near lakes and rivers offering good fishing, and are much frequented summer resorts.

Lachute, a busy little town in picturesque country, has a population of over 4,000 and is an important industrial centre, with pulp and paper mills, a textile factory, grist mills, silk factories, foundry, and other factories. Lachute has good hotel accommodation and garage facilities.

Nine miles south of Lachute is the historic village of **Carillon**, where Dollard Des Ormeaux, with 16 whites and 50 friendly Indians withstood, in 1600, a ten day siege by 800 bloodthirsty Iroquois. Dollard and his companions were killed, but their resistance discouraged the enemy and saved the young colony from destruction.

LACHUTE-STE. AGATHE.—The visitor follows Highway No. 30 from Lachute to Ste. Agathe des Monts, the partly wooded mountainous region being rich in every variety of natural resources and landscapes of opulent coloring.

An unending variety of beautiful scenery unfolds itself to the visitor, complemented by the tranquil surfaces of the many lakes and the picturesqueness of impetuous streams.

But a short distance from Lachute the tourist enters the Laurentians, enjoying with a succession of summits, hillocks, slopes and valleys, and swarms of pearly lakes, in a setting of green.

Hillhead is the first settlement encountered, with farming and lumbering as occupations for its inhabitants. Deer and other game are to be found in nearby forests. **Lakefield**, a picturesque summer resort situated near two pretty lakes, is next, and then comes **Millelles**, in the heart of good fishing country. **Morin Heights**, country resort which is frequented by numbers of visitors, follows.

St. Adolphe-de-Howard comes next. Located on the shore of Lake St. Joseph it is a pleasant summer resort, but ten miles from Ste. Agathe des Monts. There are about forty lakes within the confines of the parish, while good hotel accommodation is available.

STE. AGATHE DES MONTS.—This best known and most popular summer resort in the Laurentians is finally reached by the tourist.

Built partly on a mountain slope and partly surrounding Lac des Sables (eight miles in circumference), Ste. Agathe is a place of striking beauty and natural charm and offers a variety of diversions. There are a number of good hotels and boarding-houses, as well as splendid camping grounds, while a number of Montréalers make Ste. Agathe their summer home.

The climate is remarkably healthful and on the mountain slope is a sanatorium, while numerous vacation colonies for children and adults are situated along the lake shore.

From Ste. Agathe the visitor drives along Highway No. 11 to **St. Jovite**, a resort popular both summer and winter, passing the villages of **Ivry** and **St. Faustin** en route. Both settlements are located near numerous lakes and offer good accommodation.

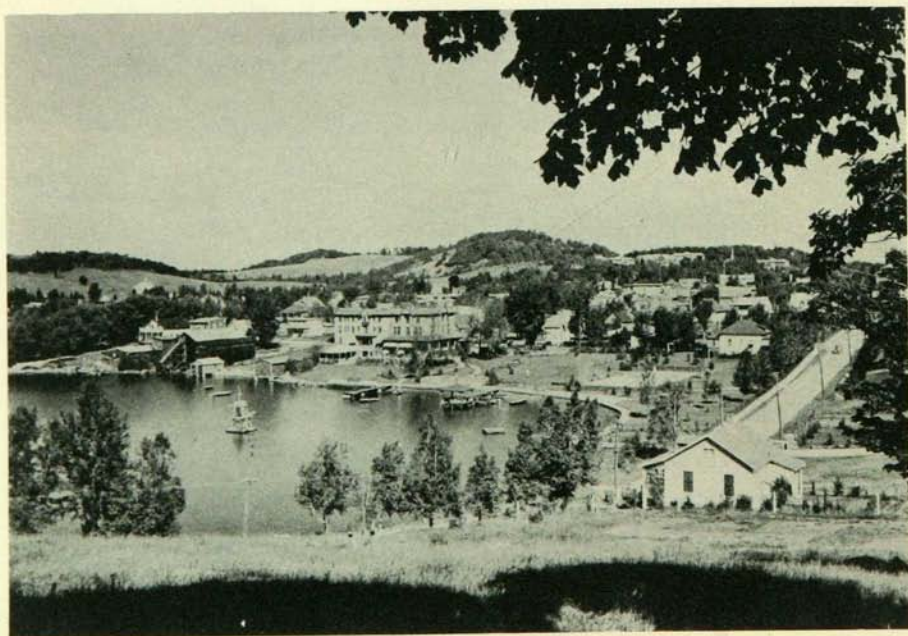
STE. AGATHE-ST. JOVITE-LACHUTE.—The traveller then turns homeward by way of Highway No. 31. This last lap leads him through the villages of **Arundel**, **Batesville**, **Weir**, **Lakeview**, **Harrington East**, **Lost River**, **Carlin Corner**, **Pine Hill**, **Dalesville** and **Brownsburg**, all located in dense forest country, cut through by a great many rivers and dotted with lakes; and from Lachute he again travels over Highway No. 8 to return to his starting point, Montréal.

Montréal, Mont-Laurier, Hull

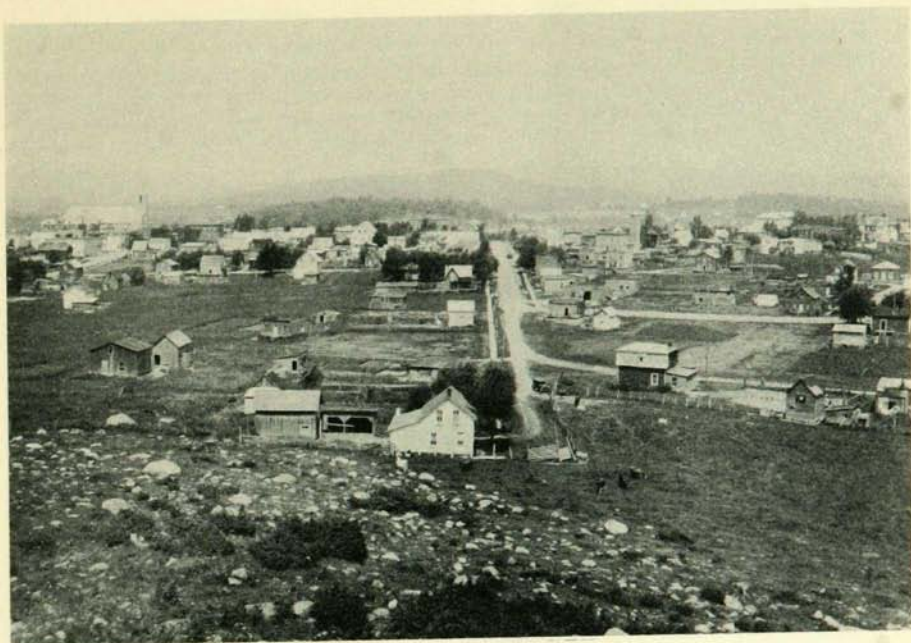
A second suggestion for a tour in the Laurentian district is Montréal to Mont-Laurier, to Hull, over Highway No. 11, and return to Montréal via Highway No. 8. The total distance covered is 412.86 miles, made up as follows: Montréal to Mont-Laurier 169.15 miles, Mont-Laurier to Hull 120.14 and Hull to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

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

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



Ste. Agathe, popular Laurentian vacation spot and summer resort



The industrial town of Mont-Laurier, in the Laurentian hunting and fishing district

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

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

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

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

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

Shawbridge and **Piedmont**, the next villages, are pleasant summer resorts with many beautiful lakes in the vicinity. Shawbridge has of late assumed considerable importance as a winter sports centre. **Mont-Rolland**, next reached, is an agricultural community, but near the village are located important pulp-mills and a large hydro-electric plant. About one and a half miles farther on lies the village of **Ste. Adèle**, picturesquely situated on a hill overlooking a typical Laurentian region. **Val-Morin**, a short distance out, is a very pretty

village built near a lake surrounded by lofty mountains; it is a popular summer resort. **Ivry, St. Jovite** and **Ste. Agathe** have already been dealt with in tour No. 1.

The parishes of **La Conception, Labelle** and **L'Annonciation** are chiefly known as hunting and fishing resorts. There are many lakes in that part of the country and the forests are replete with game of all kinds. **Nominigue**, in the heart of good fishing territory, and with nearby forests harboring all kinds of game, is most attractive to nature lovers.

The name is of Indian origin, and means "red paint," through the fact that Indians used a deposit of red clay from **Nominigue** as war paint, in the early days of the country.

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

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

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

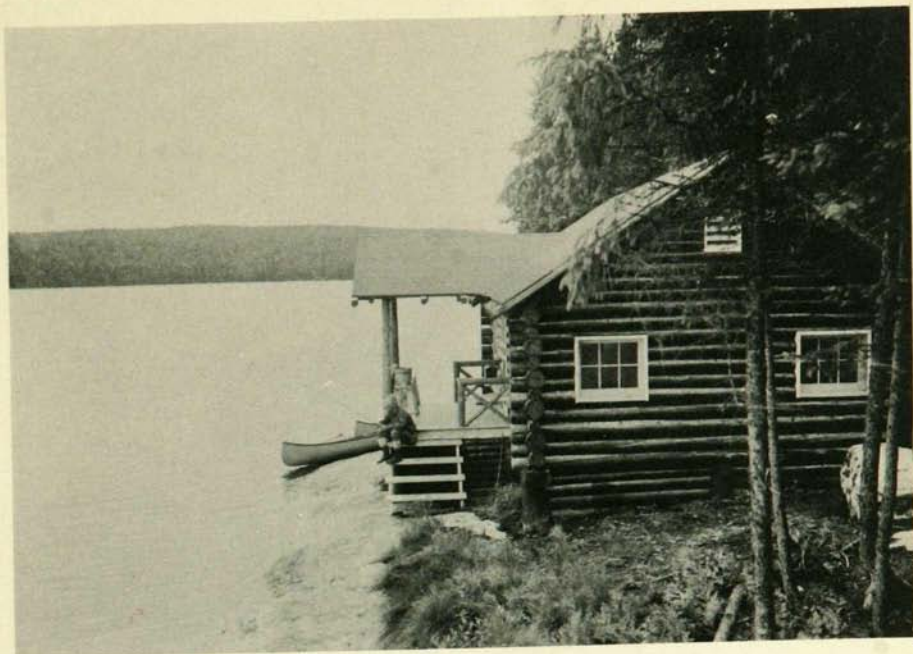
Down Through the Gatineau Valley

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

He first strikes **St. Jean-sur-le-Lac**, situated in a very pretty region, and **Ste. Famille-d'Aumond**, on the bank of the **Joseph River**. **Maniwaki**, the next settlement, has a population of over 1,500. It is inhabited chiefly by farmers, who make a good living from their productive lands. This locality includes an Indian Reserve. **Messines, Bouchette, Gracefield, Kazubazua, Low, Farrellton, Wakefield** and **Chelsea** are localities encountered on the highway before one reaches the city of **Hull**. They are all very pretty little villages, where general farming and lumbering are the chief occupations of the people. As they are located near rivers and lakes, they have in recent years become well frequented



Speckled trout abound in Laurentian streams and lakes



A typical Laurentian fishing-lodge

summer resorts. At Chelsea there is a vast hydro-electric plant which will, it is expected, develop in the very near future nearly 300,000 h.p. of energy.

The Gatineau Valley is most interesting from a tourist point of view on account of the beauty of its landscapes and its many natural attractions. It is very rich in mineral deposits, particularly mica, feldspar, graphite, molybdenite, limestone, iron ore, and phosphate of lime, all offering abundant supplies of raw material for intense future industrial developments.

THE CITY OF HULL.—Hull, situated on the Ottawa River opposite the Federal Capital of Canada, is a city of over 30,000 population. It is, after Montréal and Québec, the most important industrial and commercial centre in the Province of Québec. It possesses some of the largest lumber mills in the Dominion, pulp and paper mills, and cement, lime, woollens, clothing, jewelry, iron and steel, agricultural machinery, furniture, cardboard and paper boxes, matches, tents and awnings, asphalt, etc., manufacturing concerns, practically all operated by the electric energy developed on the Ottawa and Gatineau Rivers, which provide nearly 800,000 h.p., mostly used locally.

The general business of the city of Hull has developed considerably in the past few years, and its commercial houses cater not only to local needs, but to those of a vast neighboring territory.

Hull is the starting point for numerous fishing excursions into the Gatineau, Pontiac, Lièvre districts, home of the fighting black bass, and the numerous streams and lakes in the vicinity annually attract thousands of anglers.

A small Metropolis in itself, Hull is reached by three traffic bridges from Ottawa, as well as by train. It has a large college, a technical school, model school for girls, hospital, two large parks and a number of banks.

The Homeward Stretch

HULL-MONTRÉAL.—From Hull the tourist turns on to Highway No. 8 which leads him back to Montréal along the southern slope of the Laurentians, and more or less along the bank of the Ottawa River.

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

Many of the localities along the highway are well-known and popular summer resorts, where a great many city folks and tourists are wont to spend the summer days.

Pointe-Gatineau is a very pretty village situated on a "point" of land formed by the meeting of the Ottawa and Gatineau Rivers. **Templeton**, the next settlement, on the slope of the Laurentian Mountains, is the rendez-vous of anglers and hunters, since the lakes and streams in the near vicinity are teeming with fish and the forests harbor game of every description in satisfying abundance. **Angers, Masson, Thurso** and **Plaisance** are all villages where agriculture and some lumbering provide occupation for an industrious population. Four miles north of Masson, on the Rivière-du-Lièvre, is situated the town of **Buckingham**, an important industrial centre where are established several large lumber concerns.

Papineauville, a village of some 1,700 population, takes its name from Louis Joseph Papineau, who at the time of the Rebellion of 1837 exercised a very great influence over the people of Lower Canada by his winning eloquence. The village is very picturesque in setting and contains a number of summer residences occupied during the holiday season by Montréalers. **Montebello** has some historic buildings, including the Papineau manor, the old seigniorial manor on Aronson Island just opposite the village, and some old houses.

"**Seigniori Club.**" a recently established recreation community of some 80,000 acres, fronting on the Ottawa River at Montebello, and extending back into the Laurentians, has of late come into prominence as a summer and winter resort of continental repute. Reserved for members and guests only, the club offers a blend of sports, recreation, leisure and seclusion. The old manor has been converted into a beautiful clubhouse, and there are a number of log cabin homes, deep in the silence of the forest. The Seigniori Club has a beautiful golf course, several tennis courts, and numerous facilities for all forms of summer and winter sports and amusements.

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

Finally the tourist reaches **Lachute** and proceeds to Montréal.



*Chelsea and Farmer's Rapids power development, Gatineau River, as seen from the air
Sixteen*



"Track!" This thrilling winter sport lures thousands to the hills annually

Montréal, Ste. Agathe, St. Donat

This tour covers a total distance of 145.83 miles, and is made up as follows: Montréal-Ste. Agathe, via Highway No. 11, 63.25 miles; Ste. Agathe-St. Donat, via Highway No. 30, 20 miles; St. Donat-Terrebonne, via Highway No. 18, 54.84 miles; and Terrebonne-Montréal, over the same highway, 17.74 miles.

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

From Ste. Agathe the road runs past **Lac du Brulé**, a fine sheet of water with good fishing, through the little settlement of **Lanthier**, and up to beautiful **Lake Archambault**, one of the finest lakes in the Province, at an altitude of 1,284 feet above sea-level, in a splendid setting of mountains. The village of **St. Donat** is built on the shores of the lake and is a delightful place for a real rest in the "bosom of nature." The lake offers every possible opportunity for all kinds of summer sports, while fishing in its waters is always rewarded by a fine catch. St. Donat also boasts a fine golf links. Leaving St. Donat the tourist comes to another fine expanse of water, **Lake Ouareau**, where there is also excellent fishing. Next along the line of travel, on Highway No. 18, are the villages of **Notre-Dame-de-la-Merci**, **St. Théodore**, **Ste. Julienne**, **St. Esprit** and **Mascouche**; then the traveller reaches the town of Terrebonne.

TERREBONNE, pop. 3,000, is a prosperous industrial and agricultural centre. It possesses some fine religious and educational buildings and some old houses dating back to 1784. The road from Terrebonne to Montréal runs through **St. François-de-Sales**, **St. Vincent-de-Paul** and **Pont-Viau**, pretty little villages and well-known summer resorts.

Montréal, L'Assomption, Rawdon, Terrebonne, Montréal

Another excursion takes the tourist from Montréal to L'Assomption over Highway No. 2 and thence to Rawdon via Highway No. 33, the total distance to Rawdon and back, via Terrebonne, being 109.89 miles, as follows: Montréal to L'Assomption, 24.70 miles; L'Assomption to Rawdon, 35.95 miles; Rawdon to Terrebonne and Montréal, 49.24 miles. From

Rawdon the tourist proceeds on the same highway (No. 33), turning west to the junction of Highway No. 18, and comes back to Montréal via Mascouche and Terrebonne.

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

From L'Assomption the tourist follows Highway No. 33 to Rawdon. He travels through a picturesque region which owes its prosperity largely to extensive tobacco growing. **L'Epiphanie** and **St. Jacques**, parishes situated between L'Assomption and Rawdon, are nicely located. They are important business centres with a number of plants for the preparation of tobacco in its various forms. St. Jacques was originally settled by Acadians in 1772, and contains one of the finest temples of Romanesque style in the Province.

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

Montréal, Berthier, St. Michel-des-Saints

This is another very interesting trip. It takes the tourist through picturesque country to the rather important industrial town of Berthier and thence through the mountainous district to St. Michel-des-Saints. The total length of the tour is 117.73 miles one way, or 235.46 miles to St. Michel and back to Montréal. From Montréal to Berthier, over Highway No. 2, is 50.34 miles; and from Berthier to St. Michel-des-Saints, 67.39 miles, via Highway No. 43. The route between Montréal and Berthier is described in the preceding chapter.

From **Berthier** the road runs, for the first half, to **St. Gabriel-de-Brandon**, through slightly hilly country, and then traverses a more mountainous region, densely wooded and dotted with many lakes, which make of it a fine sporting country.

The tourist passes through **St. Norbert** and **St. Gabriel-de-Brandon**, the latter an exceedingly attractive summer resort with invigorating pure mountain air. There is good hotel accommodation at St. Gabriel, while not far from the village are located Camp Orelde, an ideal vacation centre for children, and Chalets St. George, offering accommodation for adults and children. Regular tourist camps may also be found near the village.



A special ski-train unloading week-end enthusiasts in the Laurentians



Moose and deer abound in the Laurentians

St. Damien, Ste. Emélie-de-l'Energie and **St. Zénon** are picturesquely located on the banks of rivers surrounded by dense forest. **St. Michel-des-Saints**, the terminus of the trip, is a lumbering centre with a large number of sawmills. It is situated at an altitude of over one thousand feet above sea-level and is frequented every year by many tourists and sportsmen.

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

JOLIETTE is a town of 12,000 souls, and an important centre from a commercial, industrial and educational point of view. The town has more than sixty industrial and business houses. It has some fine buildings, including a cathedral church. Joliette is situated at the foot of the Laurentians, only a few miles from a vast fishing and hunting territory.

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

Other Short Trips

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

A run of 35.63 miles from Joliette to St. Côme, over Highway No. 42, is a very pleasant excursion. It leads the traveller into a picturesque hilly country, traversing the foothills of the Laurentians, where lakes and rivers abound. The route leads through **St. Ambroise**, **Radstock** and **St. Alphonse-de-Rodriguez**, very pretty villages with good accommodation for travellers.

A trip from **Louiseville** (on Highway No. 2) to **St. Alexis-des-Monts**, a distance of only 24.66 miles, constitutes another delightful outing. The tour is made over Highway No. 44, which skirts the picturesque bank of the *Rivière-du-Loup*; north of St. Alexis extends one of the best known and most popular hunting and fishing regions in that part of the Province.

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

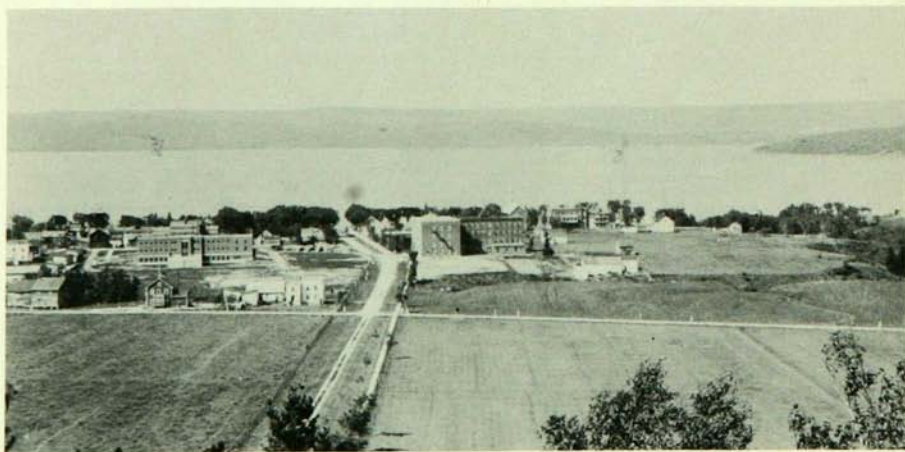
Témiscamingue and Abitibi

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

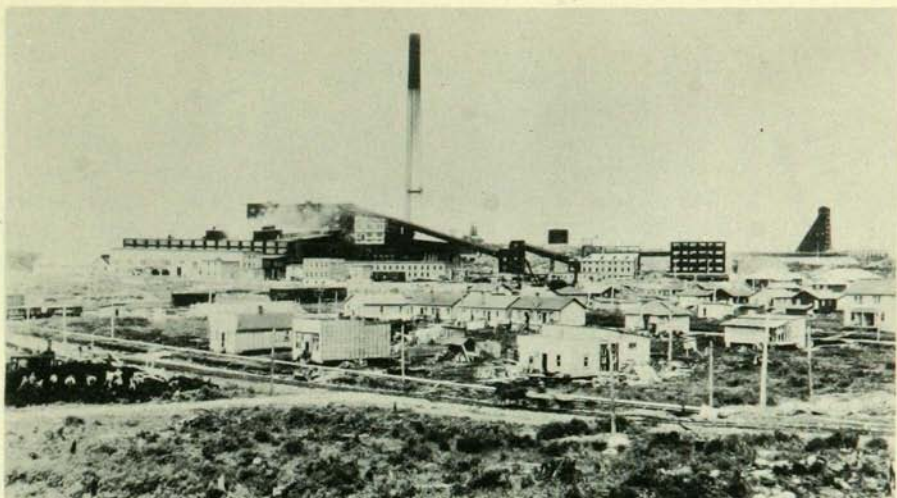
From Québec, the route is via Highway No. 2 to Montréal and Highway No. 8 to Hull and Ile-aux-Allumettes. A ferry will take the tourist to Pembroke, Ontario, on the south shore of the Ottawa River, and then Ontario Highway No. 17 will take him to North Bay, where he will turn right on the Ferguson Highway to Haileybury, Liskeard (Ont.) and Notre-Dame-du-Nord, in the Province of Québec. From Notre-Dame-du-Nord, Québec Highway No. 46 will take the tourist to Macamic, in the Abitibi district, 105 miles north, passing Rouyn and Noranda, mining centres of recent birth, but well known. From Macamic, east and west, Highway No. 45, 139 miles long, traverses the Abitibi district proper.

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

A new road, running through virgin sporting territory, and considerably shortening the distance between Senneterre and Montréal, will be thrown open to the travelling public this year. This highway, which runs from



Témiscamingue, in the mining and colonization district of the Province



Copper, gold and silver are mined in the Noranda district

Senneterre to Mont-Laurier, traverses a picturesque section of the Province, rich in big and small game, and strewn with lakes and streams abounding in game fish. It skirts such well-known sporting territory as Bark Lake and Hunters' Lake, and is the haunt for moose, deer, bear, and kindred animals. 180 miles of enjoyable driving will be available as a result of the new highway.

Principal Places of Interest

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

Témiscamingue.—54 miles south from Ville-Marie, on secondary road, completely improved. It is on the Canadian Pacific Railway, and a centre for lumbering and fishing in the neighboring woods. **Rouyn** on Highway No. 46. Centre of the Témiscamingue mining region. Served by the highway and by a branch line of the Canadian National Railway. **Noranda** on Highway No. 46. Situated less than a mile from Rouyn, on the shores of Tremoy Lake, and particularly remarkable for the immense smelter built there at a cost of four million dollars, whose gigantic smokestack is 435 feet high.

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

La Sarre, a farming and lumbering centre. **Macamic.** The most important centre of Abitibi after Amos. Junction of Highways Nos. 45 and 46 and in proximity to the mining fields. There are important sawmills in continuous operation, and there is much hunting and fishing in the vicinity. **Taschereau**, at the junction of the C.P.R. line serving Noranda and Rouyn. General farming, market-gardening and dairying are flourishing industries at Taschereau. **Amos**, county town of Abitibi, and seat of the judicial district of the same name. Amos is the most important commercial centre of that vast region.

Several other localities have sprung into being in the past couple of years, due to immense activity in the mining industry. Among them are **Val d'Or**, now served by both rail and road, **Villemontel**, **Senneterre**, far-flung outpost of Highway 45, **Pascal**, and **Perron**.

Montréal to Québec

THE tourist wishing to travel from the Metropolis to the Ancient Capital has a choice of two direct excellent motor highways, one skirting the North Shore of the St. Lawrence for practically its entire length, and the other following the river on the South Shore. There is but little difference between the two, either in distance or in scenic attraction, while the highways themselves are hard-paved throughout and offer ideal travelling conditions. There is also a slightly longer route described on page 27.

Highway No. 2, skirting the North Shore, is an attractive road built along the early war-path of the Indians who roamed the country centuries ago, and which later became the overland route followed by "coureurs-des-bois" and merchants in carrying their wares between the two outstanding settlements in New France. To-day it is a modern highway, with hundreds of thousands of motorists using it during the summer season.

Not only does this highway follow the ancient "caravan route," but the majority of the scores of villages it traverses are some two hundred years old and, replete with historic souvenirs and relics of days of yore, have many interesting things to show the visitor.

Highway No. 3 is very similar in character to the other roads, running through some exceedingly ancient parishes which date back to early in the Eighteenth Century, and offering much that will interest and intrigue those who seek treasures of the past.

A description of the two highways follows, No. 2 being the first outlined:

Along the North Shore

Leaving Montréal the tourist passes through **Montréal-Est**, where large cement plants, huge oil storage tanks and extensive railway sheds are located. **Pointe-aux-Trembles** (pop. 5,000), the next town, is an industrial centre with a number of factories. It is the last locality east on the Island of Montréal. The motorist then crosses two bridges to **Charlemagne**, a prosperous small farming community, and proceeds to **St. Paul-l'Ermite**, a very pretty village on the banks of the L'Assomption River.

L'Assomption, the next town (pop. 1,800), is an agricultural centre and summer resort. This locality dates back to 1724 and possesses several century-old houses. From L'Assomption the tourist reaches **St. Sulpice**, a typical French-Canadian village situated on the banks of the St. Lawrence, and a popular summer resort.

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

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

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



Boucherville by the St. Lawrence River, on the south shore route to Québec. (Highway No. 3)

From Berthier the tourist proceeds via **St. Cuthbert**, founded in 1770, **St. Viateur**, and **St. Barthélemy**, to **Maskinongé**, a parish that was "born" in 1714. **Maskinongé** is one of the best developed and most prosperous agricultural centres along the highway. From Maskinongé the traveller passes to **Louiseville**, where there are some houses dating back to pre-conquest days. **Yamachiche**, the next parish, is a prosperous farming community. It is the site of the great trans-Atlantic receiving station of the Marconi Company. It dates back to 1702 and still contains some very old yet well preserved buildings. **Point-du-Lac**, the next locality, is an ideal country resort, well shaded and possessing a beautiful beach.

TROIS-RIVIÈRES.—Trois-Rivières, which is about half-way between Montréal and Québec (96 miles from Montréal), situated on the bank of the St. Lawrence at the mouth of the St. Maurice River, is one of the most historic cities of North America and is also called the papermaking metropolis of the world. Its prevailing atmosphere, as well as its population, is essentially French-Canadian.

Trois-Rivières was founded by Lavolette in 1634, more than three centuries ago and eight years earlier than the city of Montréal. It is, nevertheless, a most modern city in every respect. It has a population of over 40,000 and its growth and development have been phenomenal within the last fifteen years.

Trois-Rivières possesses a well-equipped harbour on deep, non-tidal water, which affords all desired facilities for ocean transport. The Trois-Rivières Yacht Club has a fine hospitable yacht basin for itinerant boats.

The St. Maurice River, along which wends the Voyageur's Trail, with its swift waters and numerous falls, is a source of hydro-electric power which has contributed immensely to the growth of Trois-Rivières and has permitted the establishment of such industrial centres as Shawinigan Falls, Grand'Mère and La Tuque, all situated in the St. Maurice Valley. All along the St. Maurice is to be found wonderful scenery, irresistibly appealing to the tourist looking for something off the beaten track. A description of the region will be found farther on in this chapter.

In Trois-Rivières is the world's largest newsprint mill, while there are two other large paper plants in the same locality. In addition there is a large thread mill, a foundry, factories producing gloves, shoes, caskets, iron wire, etc. The annual "Exposition de la Mauricie" attracts hundreds of thousands of visitors each year to its magnificent Exhibition

Park. Trois-Rivières is the seat of a bishopric and possesses several great institutions of learning, and the only school of papermaking in the country.

Among the ancient relics worthy of note are: the old Récollet Monastery, now being used by the Church of England, built in 1698; the de Tonnancourt house, facing the historic "Place d'Armes," and dating from the early days of the eighteenth century; the Ursuline Convent, built in 1697, used by the American Army as a hospital during the American invasion of 1776; the typical Boucher de Niverville Manor, of 1730; the Major de Gannes house, built in 1756; and the ancient Hertel de la Frenière farmhouse, now in the heart of the city. This building is mentioned in old documents bearing the date of 1791. Among the historic sites and monuments may be mentioned the La Vérendrye Memorial, the Laviolette monolith, the famous Flambeau, topped with live fire, the Turcotte Esplanade, etc.

There is a regular half-hour ferry service connecting Trois-Rivières with the south shore of the St. Lawrence, at **Ste. Angèle** on Highway No. 3, leading also to American ports of entry by Highways Nos. 34, 22 and 13.

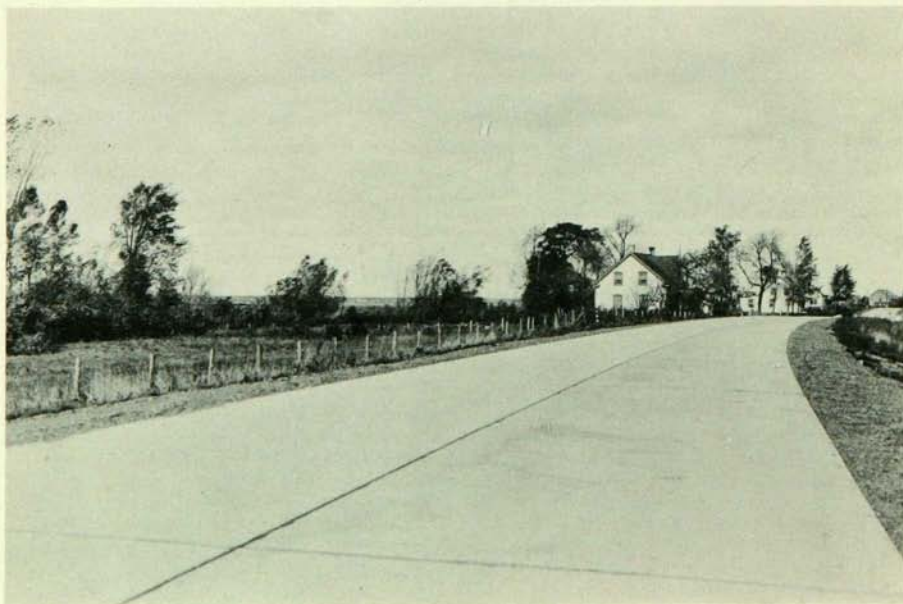
CAP-DE-LA-MADELEINE.—Three miles east of Trois-Rivières, pop. 10,000, is an industrial centre and a place of pilgrimage visited in 1937 by over 300,000 pilgrims. An obligatory stop for the visiting tourist.

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

L'Ancienne Lorette, founded in 1673 and today inhabited by descendants of the ancient Huron Indians, is then reached, after which the traveller passes through **Ste. Foye**, one of the Province's oldest parishes, before entering the city of Québec.

The tourist may enter Québec by the lower section of the City, via **Les Saules** and **St. Malo** (Highway No. 2c). All he has to do is turn left instead of right at the station of L'Ancienne-Lorette. Indications to this effect are posted along the road.

Québec.—179.20 miles from Montréal. Description to be found a few pages farther on.



Typical modern road in the Province of Québec



Sorel, shipbuilding centre of the St. Lawrence. (Highway No. 3)

Along the South Shore

As already stated, there is another route leading to Québec from Montréal. It is via Highway No. 3, known as the Lévis-St. Lambert-Dundee Highway. The distance between Montréal and Québec is 186.09 miles, and the trip is made through a most scenic part of the Province, again for the most part along the shore of the St. Lawrence River.

The St. Lawrence is crossed either via Victoria Bridge leading to St. Lambert, on the South Shore, or via the Jacques-Cartier Bridge, a modern $2\frac{1}{4}$ -mile suspended highway, to Montréal South, near Longueuil.

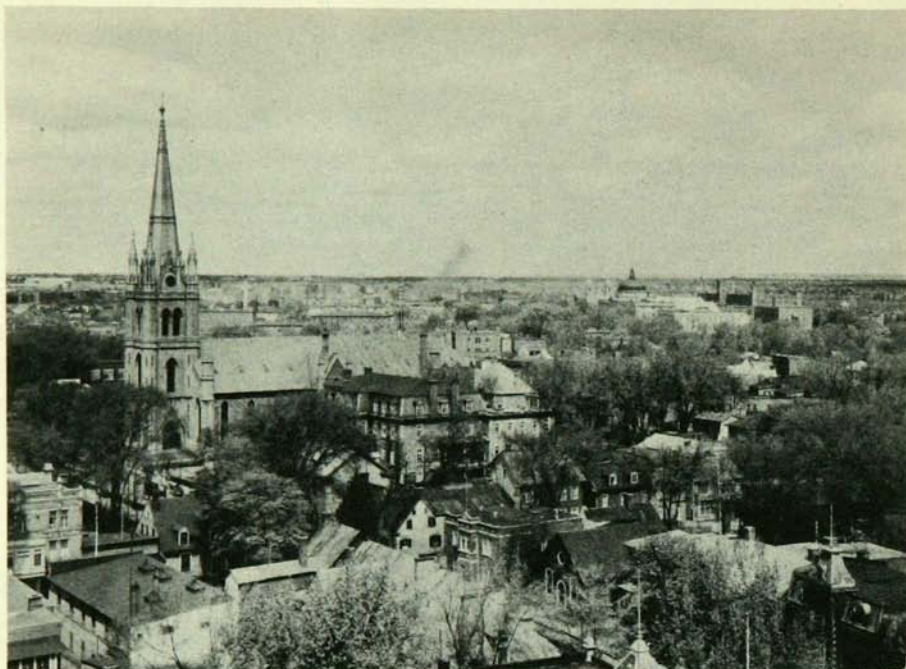
St. Lambert and **Longueuil** are industrial centres with populations of nearly 12,000. Both have excellent camping grounds. The next parish is **Boucherville**, one of the oldest settlements in the Province, having been founded in 1668. It is a popular summer resort. **Varennnes**, next on the route, is also a very old parish with some very interesting old buildings. Many residents of Montréal have their summer homes in that locality. **Verchères** has already been mentioned in connection with a suggestion for a short trip from Montréal.

Contrecoeur is a pretty village on the bank of the St. Lawrence, and well known as the site of two summer camps for children. **St. Roch** and **St. Ours** were the scenes of stirring events in Québec's past history.

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

Sorel stands on the site of the old Fort Richelieu, erected in 1665. The town was at one time an important garrison post, the fort and barracks being occupied in olden days by about 2,000 officers and men. The fort has disappeared, only a monument marking the site where it stood during the town's early days. It has many interesting old buildings, particularly the former residence of the Governors of Canada, inhabited at one time by a prince of royal blood. The town has large shipbuilding and repairing plants in a well-equipped modern harbour. Its surroundings are exceedingly picturesque.

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



*A bird's-eye view of Trois-Rivières, famous as a pulp and paper centre of Québec.
(Highway No. 2)*

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

Note:—The trip from Montréal to Québec along the South Shore formerly entailed the crossing of the Richelieu, Yamaska and St. Francis Rivers by ferry. To-day these crossings are made over splendid bridges, opened in 1932. Needless to say, these new bridges have added greatly to the speed and facility with which the Lévis-St. Lambert journey may be made.

NICOLET is the most important locality along that section of the highway. It has a population of over 3,000. Beautifully situated on the banks of the Nicolet River, it is the seat of a bishopric, and has one of the finest cathedral churches in the Province of Québec, as well as a number of important educational establishments.

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

A wonderful sight.—As the tourist approaches the village of **St. Nicolas** he can see, looming in the distance, the towering steel structure of the great **Québec Bridge**, and he has the option of either proceeding upon his way as far as Lévis and ferrying across to Québec or of following the road over the famous bridge right into Québec, without passing through Lévis at all. The bridge is particularly noted for its single central span of 640 feet, the longest and heaviest in the world. The distance between the piers is 1,800 feet. A magnificent view of the St. Lawrence and the country on both north and south shores, as well as some of the beautiful scenery in the far distance, may be obtained from the bridge. Tourists coming from Montréal on Highway No. 3 will naturally cross the bridge to Québec, entering the city via Highway No. 1.

Should the traveller continue straight ahead from St. Nicolas, he will pass through **St. Romuald, St. Téléphore and St. David**, three rather important parishes, with a few small industrial plants and monumental stone works, before reaching the city of Lévis.

LÉVIS.—The history of the city goes back to 1647, when the first settlers located there. It is a very interesting place to visit since it has many old and modern buildings and many large industrial plants. Lévis is an historic city. It was on its heights that General Wolfe, who captured Québec for the British in 1759, erected his batteries which set fire to Québec's cathedral and many buildings in the city. Nearby are several forts which at one time formed part of Québec's defences.

There is a regular ferry service between Lévis and Québec throughout the year, crossings being scheduled for every 20 minutes during summer.

Montréal to Québec via St. Hyacinthe and Drummondville

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

This trip is made inland as far as Ste. Angèle. Then the tourist follows the south shore of the St. Lawrence to Lévis. Two important cities are traversed between Montréal and Ste. Angèle: **St. Hyacinthe** and **Drummondville**, a description of which will be found in the chapter devoted to Southern Québec.

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

The St. Maurice Valley

AN INTERESTING SIDE-TRIP.—Mention has been made of the picturesque St. Maurice Valley, north of Trois-Rivières, with its charming cities of Shawinigan Falls, Grand'Mère and La Tuque. The tourist is invited to turn on to Highway No. 19, also known as the "Voyageur's Trail," and make the trip of 114.5 miles northward through



Ursuline Convent in Trois-Rivières, built in 1699



An air-view of Shawinigan Falls, Québec, showing power development. (Highway No. 19)

prosperous and typically French "habitant" country. After **Cap-de-la-Madeleine**, a charming industrial centre, with a population of 10,000, and a famous national shrine, the traveller reaches successively **St. Louis-de-France**, and **Almaville**, two pretty farming villages.

SHAWINIGAN FALLS, a town of over 20,000 population, of quite recent founding, owes its rapid progress to the intensive development of hydraulic forces of the St. Maurice River. It has huge pulp and paper mills, chemical products factories, a cellophane plant, an aluminum company and other extensive industrial establishments. The locality is most modern and is in marked contrast to the surrounding wild mountainous country, being at the foot of the Laurentian mountains. It offers first class hotel accommodation, with fine golf links, tennis courts and sporting attractions. A drive along the boulevard, which skirts the river, is well worth while, as it is one of the finest in the entire Province.

GRAND'MÈRE is known as a resort and well developed industrial centre, with a population of over 8,000, and is constantly growing. People come from far and near to see the famous natural phenomenon there. It is a huge rock, shaped very much like the head of an old woman, topped with a huge bonnet (Grand'mère—grandmother), which has given the town its name.

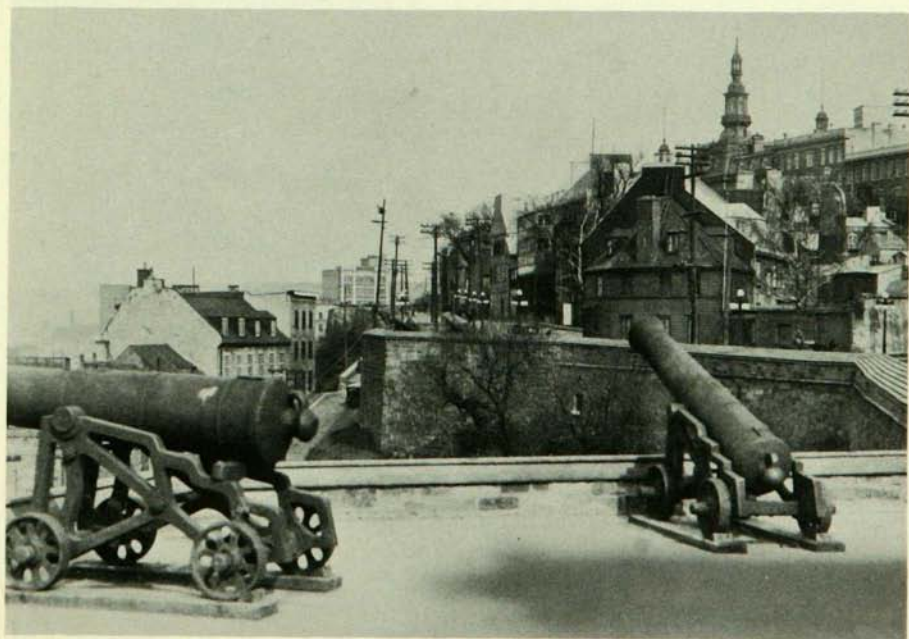
From Grand'Mère the visitor passes through the village of **Les Piles** to **St. Roch de Mékinac**, the latter an important hunting and fishing centre, and starting point for numerous sporting expeditions. Leaving Les Piles one enters at once the mountainous district extending to **La Tuque**. The distance to the latter town is 72 miles, and there are small colonization posts at various places on the way. This stretch is extremely broken, wild and unusually interesting, and one of the most fascinating inland tours in the Province.

LA TUQUE (pop. 8,000) is a town seemingly lost in the Laurentians, but where electricity has worked wonders. It is the site of great pulp and paper mills and other industrial plants, and, what may be of particular interest to the tourist, is the starting point and outfitting centre for some exceedingly interesting hunting and fishing excursions into the wilds of Northern Québec, into a real sportsman's paradise. The town is situated on the Canadian National Line.

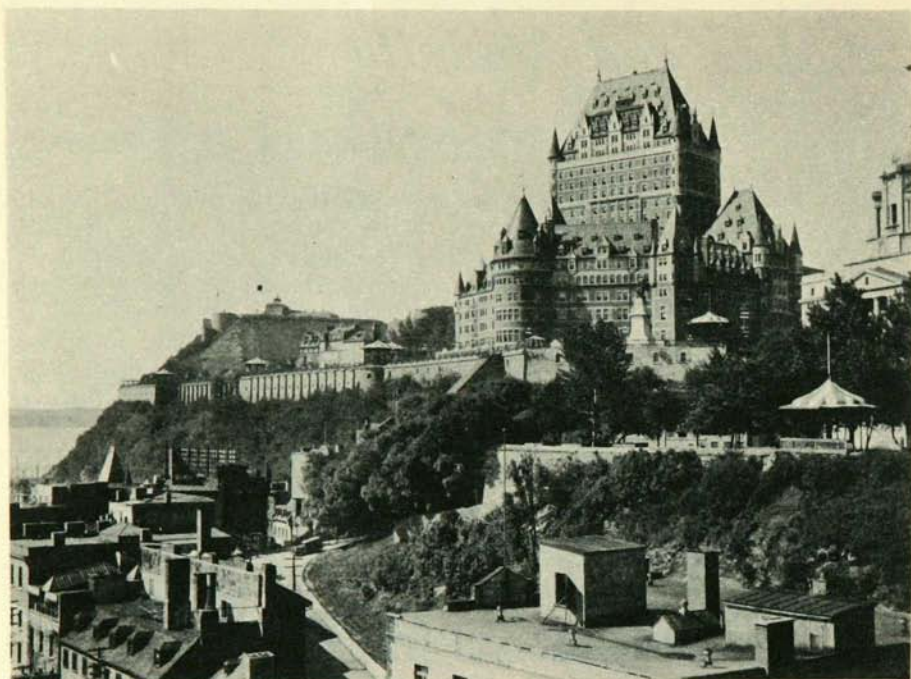
Québec and Vicinity

THE GIBRALTAR OF AMERICA

SITTING majestically on its rock, Québec, cradle of Canada's civilization and Gibraltar of North America, occupies a position remarkable—temperamentally as well as topographically—among cities of America. Imparting a medieval aspect with its quaint buildings, gables, dormer windows, turreted battlements and French architecture, the Provincial Capital is redolent of the past, and has been fittingly described as the Spirit of Romance in an unromantic age. It has grown old so gracefully that the successive stages of its growth have never been entirely obliterated, and it has retained the beautiful massive buildings characteristic of older days, when men built both beautifully and massively. Québec is indelibly linked with unsung heroes of centuries ago—priests, soldiers and pioneers who died that civilization might live. No other city on the continent has such individual charm or definite personality. Québec is reached by a number of excellent highways, three railways, and by steamer. The Canadian Pacific, Canadian National and Québec Central all have Québec as a terminus, while the Canada Steamship Lines and Clarke Steamship Company operate regular sailings to Québec from numerous points. Many exceedingly interesting side trips may be made to points of note around Québec over well-built and well-maintained roads.



Québec, as seen from the Ramparts, with ancient cannons in the foreground



Château Frontenac, Québec, world-famed hostelry



The St. Louis Gate, one of the three historic gates of Québec City

Québec

QUÉBEC FACTS.—Québec is the oldest city in America, after Annapolis Royal, N.S., and second largest in the Province of Québec. Its population is 140,000. Seat of Provincial Government and heart of the political life of the Province, Québec is the only walled city in North America and its Citadel has been compared to Gibraltar, in Europe.

Québec is divided into two parts and presents a charming spectacle, with its Upper Town built on the cliff, and its Lower Town spreading out on the littoral surrounding Cape Diamond.

Québec is an important educational centre and the seat of an Archbishopric, His Eminence Cardinal Villeneuve being present occupant of the Archbishop's Palace.

Ranking immediately behind Montréal in population, industry and commerce, Québec has numerous industries such as shoe and fur factories, canneries, a large paper mill and hundreds of lesser establishments. It is the metropolitan centre for the district between Trois-Rivières and the extreme north-eastern section of the Province. A Provincial Exhibition is held there yearly.

Québec is visited by the largest steamers in Canadian service. It is also an important railway centre, while modern highways radiate in all directions. One English and three French dailies are published in the city. Laval University, oldest French University in North America, was founded in 1852. Superior and secondary education are supplied by a Seminary, Technical School, Normal School and numerous colleges. Thirty hospitals and other charitable institutions are located in Québec.

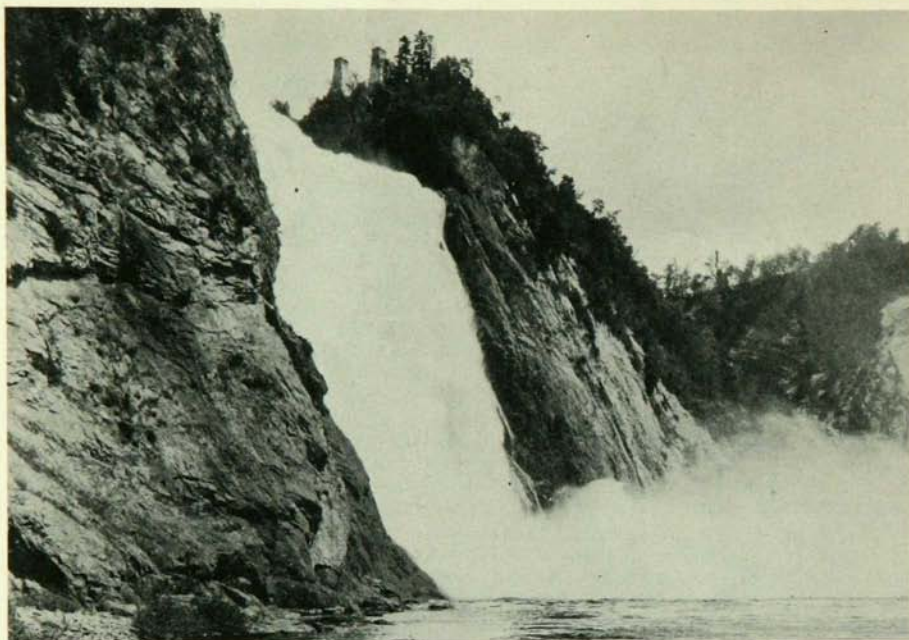
As a touristic and sporting centre, Québec is unrivalled in America. The visitor will leave this old city with lasting impressions and a desire to return. In addition, Québec is the starting point for most delightful trips and excursions into the country.

HISTORICAL SKETCH.—Indians roamed Cape Diamond before Jacques-Cartier first visited it in 1535. Selected by Champlain in 1608 as the capital of New France, Québec witnessed initial efforts of Frenchmen for the colonization of Canada, and has since been linked with every phase of Canadian history.

Québec is the city of remembrance. Proudly rising on its rock, it lives in the memory of the past and raises monuments to the glories of old France. On entering Québec, the tourist at once comes in touch with the past. Jacques Cartier, Champlain and Montcalm mount



The Provincial Government Buildings, Québec



Montmorency Falls, 274 feet high. 7 miles from Québec

guard over the city they defended. A visit to Québec is an historic pilgrimage. Historic spots are countless. All tell a story of courage, valour and glory. With its quaint little streets, Québec recalls a medieval French city and is absolutely different from anything to be seen elsewhere in America. It is of particular interest to those residing along the St. Lawrence, the Great Lakes, the Mississippi and tributary rivers, since Québec is, so to speak, the "Mother City" to that vast expanse of territory extending west and south from the mouth of the St. Lawrence to the Gulf of Mexico.

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

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

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

INFORMATION BUREAUS.—Province of Québec Tourist Bureau, Parliament Buildings, St. Augustin Street Annex; Québec Automobile Club, 2 Chauveau Street.

Side Trips

TO STE. ANNE-DE-BEAUPRÉ.—This is a pilgrimage place of world-wide repute, visited in 1938 by over 600,000 tourists and pilgrims. Nobody can afford to miss this trip. Ste. Anne-de-Beaupré is situated 22 miles east of Québec, on Highway No. 15, which is hard-paved throughout. Autobuses and tramways are operated by the Quebec Railway Co.

AROUND THE ISLAND OF ORLÉANS.—The Island of Orléans has been made famous by writers, poets, painters and photographers. Here is the real spirit of French Canada,

little changed from the early days, little affected by modern ideas of progress. The trip to the island is a pilgrimage in itself. Old houses, windmills, ox-teams and the genuine type of old-time French Canadian will delight the tourist, and bring him into probably the closest touch with past ways of rural life he can accomplish anywhere on this continent.

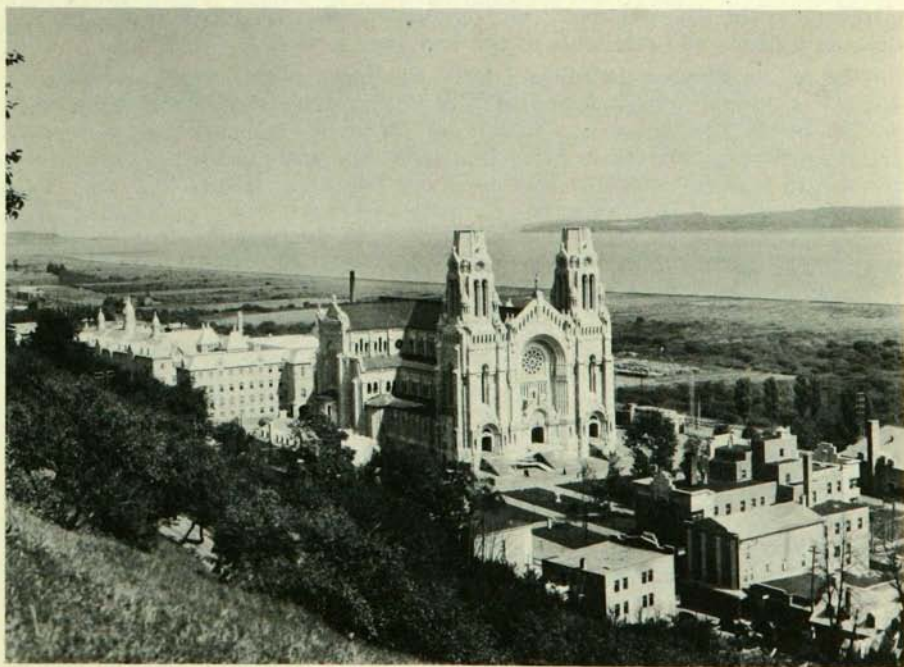
The first mention of the Isle in Canadian history followed the second voyage of Jacques Cartier, the discoverer of Canada, who visited it in 1535 and called it "Ile de Bacchus." It has ever since played a conspicuous rôle in Canadian history. Wolfe made use of the St. François church as a hospital. It still has marks of cannon-balls on its old walls. The Island is reached from Québec by the great steel bridge which spans the North Channel, between St. Grégoire de Montmorency and St. Pierre on the Island. The "Island of Orléans bridge" was opened to the public in 1935 and proved a popular addition to touring facilities in the vicinity of Québec. This bridge is a beautiful structure two and three-quarter miles long, with a suspended central span of about 1,100 feet. Of course the crossing of the bridge provides a new view of the magnificent scenery round and about Québec, and it is a view worth going far to see. The trip round the Island is made over a belt highway 42 miles long. This modern road provides a fine, smooth, dustless surface that makes motoring a delight, and the scenery everywhere along is among the best the Province has to offer. There is hotel and garage service all over the Island, and a good autobus service from Québec.

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

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

Zoological Gardens, about 7.5 miles from the city, the only Institution of its kind in the Province. A drive to the Gardens constitutes a most interesting outing. Follow Highway No. 54 from Québec.

Montmorency Falls and Kent House, formerly residence of the Duke of Kent, seven miles from the City, and **Cap Rouge** and **Québec Bridge** are other points of unusual interest.



The new Basilica at Ste-Anne-de-Beaupré, rapidly approaching completion

Québec to Lake St. Jean

THE district North of the City of Québec, skirting the St. Lawrence and reaching northward, traversed by Highways Nos. 15, 16, 55 and 54, a total length of 515 miles, has an appeal all its own. Historic "Côte de Beaupré," with its garden-like aspect, its characteristic atmosphere, is the genuine French-Canadian homeland. It stretches for thirty miles from Québec to St. Joachim and Cape Tourmente. Here stand sturdy Norman-roofed houses and thatched barns, with the population still faithful to traditions, to the language and customs of the past.

In sharp contrast to the "Côte de Beaupré" comes next one of the most "broken" parts of the Laurentians, the tourist entering directly into a series of ups and downs leading him to Baie St. Paul, 32 miles farther on, then to the famous resort of La Malbaie, another distance of 30 miles, and finally to St. Siméon, 114 miles from Québec and end of the first lap of the trip. Although parishes extend almost continuously between St. Joachim and St. Siméon, agriculture is not a feature of this district save in a few fertile spots. But fox-raising has been developed to a great extent, while fishing, hunting, golf, bathing and other sports are exceedingly popular with summer residents.

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

The region of Chicoutimi and Lake St. Jean, next on the highway, is remarkable for the prodigious agricultural and industrial development that within but a few years has completely transformed its physical aspect. Large, prosperous parishes now stand where a few years ago existed only the virgin forest, visited at rare intervals by trappers and hunters. Unlimited sources of hydraulic power, pulp and paper and agriculture, have developed this "Province within the Province" into one of the most industrialized parts of Québec. The population of the counties of Chicoutimi and Lake St. Jean exceeds 100,000. There are 10 towns, 60 villages and parishes, and a network of good roads nearly 1,000 miles in length. From Grande-Baie to Lake St. Jean, and then around Lake St. Jean, the tourist travels 182 miles over perfect highways.

The return is made through the Laurentides National Park, a distance of 135 miles to Québec. The Park is four thousand square miles in area and constitutes one of the finest fish and game preserves on the continent. Accommodations at organized camps in the Park are obtainable only from the Department of Mines and Fisheries, and should be reserved in advance. Camping grounds and resting places along the road—at Lake Horatio Walker and Lake des Arpenteurs—provide accommodations for the tourist proper on the "first come, first served" basis.

From Baie St. Paul there is an inland highway, No. 15A, passing through **Rivière-du-Gouffre, St. Hilarion and Ste. Agnes**, which offers an alternate route to La Malbaie.

A new road, from Baie St. Paul to **Grande-Baie**, via **St-Urbain**, which skirts the Laurentides National Park for part of the way, is now open to the travelling public. This highway, No. 56, shortens the distance between Québec and Chicoutimi by some 55 miles over the St. Siméon route.

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

Québec to St. Siméon

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

Travelling from Québec the tourist first strikes **St. Pascal-Baylon** and **Giffard** and then comes to **Beauport**, one of the oldest municipalities in the Province. It was first settled in 1634 and has a number of very old buildings. Through **Courville** the traveller reaches **Montmorency** and its famous **Falls**, which have already been referred to in a previous description, and passing through **Boischatel**, **L'Ange Gardien** and **Château-Richer**, he reaches **Ste. Anne-de-Beaupré**, the site of the world-famous shrine, where pilgrims gather in thousands every year.

Passing through **Notre-Dame-de-Beaupré**, the tourist next reaches what is one of the oldest settlements in Canada, the village of **St. Joachim**. Champlain, founder of the City of Québec, built a row of dwellings and several stables at the foot of Cape Tourmente in 1626. Those buildings were burnt by the Kirke brothers in 1629 and there remains no trace of them, but there are a number of other old buildings in the village, including the church, which was constructed in 1770. **St. Tite-des-Caps**, the next parish, is situated on top of the great headland behind Cape Tourmente.



Capes Trinity and Eternity tower above the waters of the Saguenay



Typical Laurentian bluffs in the Chicoutimi district

BAIE-ST-PAUL (pop. 4,000) and its environs are noted for their picturesqueness, and attract a great many vacationists each year. Opposite Baie-St-Paul lies **Ile-aux-Coudres**, rich in historic souvenirs, since it was on this island that the first Mass on Canadian soil was celebrated by one of the monks who accompanied Jacques Cartier on one of his voyages of discovery. The event took place on September 7, 1535. **Les Eboulements** and **St. Irénée**, along the St. Lawrence, between Baie-St-Paul and **Pointe-au-Pic**, are summer resorts quite as popular as La Malbaie.

La Malbaie (Murray Bay, pop. 5,000) is to-day one of the most fashionable watering-places in the Province of Québec. Here the tourist may enjoy the utmost in comfort and all the varied diversions of the better-class summer resorts; fishing, golf, hunting, bathing, canoeing, driving or riding in the mountains through altogether wonderful scenery. There is excellent hotel accommodation at La Malbaie, which is better known to English-speaking people as Murray Bay. This resort can also be reached by steamer, a regular service being operated by the Canada Steamship Lines, Limited, between Montréal, Québec, Murray Bay, St. Siméon, Tadoussac and Chicoutimi during the summer, and by train, there being daily service between Québec and La Malbaie throughout the year. **Cap-à-l'Aigle**, next to La Malbaie, is another noted summer resort. **St. Fidèle** is an agricultural parish.

St. Siméon, 114 miles from Québec, commands a most beautiful site and has a number of enthusiastic summer residents who return there each year. From St. Siméon, the tourist proceeds to Grande-Baie over Highway No. 16 or, if he desires, he may continue to Baie Ste. Catherine over Highway No. 15, take the boat to Tadoussac, or cross the St. Lawrence south to Rivière-du-Loup.

St. Siméon to Grande-Baie

This section of the highway traverses a mountainous region in which many of the fascinating characteristics described in the preceding section are repeated.

Covered over almost its whole extent by dense forests abounding in game, and watered by numerous lakes and streams well stocked with fish, this district is frequented by numerous sportsmen in quest of big game and good-sized fish. Formerly a wilderness, construction of a modern highway has resulted in the opening up of the region, and now there are a number of houses and habitations all along the road, although the villages of **Petit Saguenay**,

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

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

Grande-Baie to Lake St. Jean

The first localities along the third lap of the trip (42 miles) are the twin-villages of **Grande-Baie** and **Port-Alfred**, the latter having a large pulp and paper mill with a capacity of four hundred tons a day. With a fine deep-water harbour capable of sheltering many vessels of large tonnage, Port-Alfred offers exceptional facilities for ocean transport.

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

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

The twin cities of **JONQUIÈRE** and **KENOGAMI**, the following towns along the highway, are both of recent "birth." They have come into prominence only within the last few years and owe their rapid growth and progress to the unlimited sources of hydraulic power in their vicinity. Pulp and paper are responsible for the tremendous development of these towns. Jonquière is the larger of the two, having a population of over 11,000. It is a



Chicoutimi beyond the Saguenay River



*A woodland paradise along the Jacques-Cartier River. (Laurentides National Park).
(Highway No. 54)*

modern town in every respect. Its municipal services are all of the highest type. Kenogami has grown around the great pulp and paper mills, and is what might well be termed a "model city."

ARVIDA, thriving industrial town halfway between Chicoutimi and Jonquière, is the site of the immense plant of the Aluminum Company of Canada and the power required to operate the huge establishment is furnished by the hydro-electric plant at Chute-à-Caron, which develops 800,000 h.p. Arvida is a model city grown "overnight" so to speak and destined to become perhaps the largest city in the region.

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

Around Lake St. Jean

Highway No. 55 which encircles Lake St. Jean is 144.34 miles in length.

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

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

St. Bruno, in the flatlands of Lake St. Jean, is at the junction of the highway from Chicoutimi and the highway around the lake. It is essentially an agricultural parish. **St. Joseph-d'Alma**, a town of nearly 6,000 population, has become within the last few years a very important commercial centre. It owes its growth to the development of the available

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

Passing through **St. Coeur-de-Marie**, **St. Henri-de-Tailon** and **Honfleur**, purely farming communities, the tourist reaches **Péribonca**, the village where Louis Hémon set the scene for his famous novel "Maria Chapdelaine"; **Mistassini**, where there is a great Trappist monastery and which is located in the heart of the great blueberry producing country, and **Dolbeau**, one-half mile from the line of the Highway, a model community constructed according to the most modern ideas of city planning. There is a large pulp and paper mill in the town. **Albanel**, named after Father Albanel, who found his way from Tadoussac to Hudson Bay via the Saguenay and Lake St. Jean, is next reached.

Normandin, with a population of nearly 3,000, has several large sawmills and cheese factories. It is one of the most prosperous agricultural municipalities in the Lake St. Jean district. **St. Méthode**, on the way to becoming a model agricultural parish, is the next locality. **St. Félicien**, which has a population of nearly 4,000, possesses a number of large sawmills. General farming, market-gardening and dairying are thriving industries. **St. Prime** is much the same in its setting. These parishes are among the oldest and are perhaps the prettiest which will be met during the trip. This last part of the tour of Lake St. Jean, including Roberval, Chambord and St. Jérôme, is the most interesting, the great Chamouchouane River and the lake itself, in sight for most of the distance, affording scenic charm throughout.

Roberval, which is the chief town in the western part of the County of Lake St. Jean and the chief commercial centre of the region, has a population of close upon 3,500. It is quite a modern town with some very fine buildings. **Chambord**, **Desbiens** and **St. Jérôme**, other prosperous parishes, with a few well developed industries, are situated in a rich farming district. St. Jérôme has a population of nearly 3,500 and commands a wonderful view of the lake.

Through the National Park

After passing through St. Jérôme, the tourist reaches **Notre-Dame-d'Hébertville**, and then **Hébertville Station**, thus actually completing the tour of Lake St. Jean. From Hébertville Station he comes back on his way to N.-D.-d'Hébertville, and proceeds to Québec, a distance of 133.6 miles, through the Laurentides National Park.



Coming to another portage, Laurentides National Park. (Highway No. 54)

The Laurentides National Park, as heretofore mentioned, has an area of about four thousand square miles, more than three times the area of Rhode Island. This vast territory has been set aside as a public recreation ground and game preserve.

The Park lies in the great Laurentian Plateau, and possesses an irresistible charm. It is dotted with 1,600 lakes, and impetuous streams, ideal habitats of the gamest kinds of fish, criss-cross it in every direction. Scenery and landscapes are beyond compare. The forests are dense and limitless in extent. Impossible to conceive a place more ideal for the holiday maker seeking outdoor life and contact with nature in its wild state.

Within the Park the Government has established some excellent camps for sportsmen. These may be reserved by application in advance to the Dept. of Mines and Fisheries, Québec. But there is also accommodation for the tourist proper. Two camping grounds, so located as to be of greatest convenience to the traveller, provide running water, cooking, fire, table, and rest room, all free of charge. At each camp there is also a well-appointed dining room, serving meals at all hours, from an extensive menu, and at prices but slightly higher than in the city. Fishing rights and the use of canoes are also obtainable. Tourists wishing to stop overnight in the Park (special permit required) will find bungalows available in proximity to the camping grounds. The Province of Québec Tourist Bureau will gladly supply further information as to this unusual trip, or lend its aid in arranging details in advance.

Trip to Tadoussac

An entirely new section of the Province has been opened up to motorists within the last couple of years, through completion of the first section of a motor highway along the North Shore of the St. Lawrence, a region which is destined to rival the Gaspé Peninsula in popularity and interest.

When this first section was opened to motor traffic, it was known as Highway No. 16, but the Provincial Roads Department has decided that, in order to avoid confusion at any point, the section of the road from Baie St. Paul on, formerly known as Highway No. 16, is to be a continuation of Highway No. 15. Consequently motorists may now travel from Québec to Ste. Anne de Portneuf, entirely on Highway No. 15, passing through the noted summer resort of Tadoussac.

From **Baie St. Paul** the visitor may proceed along the North Shore of the St. Lawrence, using Highway No. 15, or branch off on to No. 15a, travelling inland for some miles, and rejoining the main highway at La Malbaie. If he wishes to cross the St. Lawrence at St. Siméon, there is a regular ferry service in operation, or he may continue on to Tadoussac by road, ferrying across the Saguenay River from Baie Ste. Catherine to Tadoussac. At the latter resort are to be found the very best of hotel accommodations, and a delightful beach, as well as all other fashionable summer resort amusements.

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

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

Southern Québec

THE south-eastern portion of the Province of Québec, bounded on the west and north by the St. Lawrence, on the south by the States of New York, Vermont and part of Maine, and extending eastward to just beyond the valley of the Chaudière, is a vast territory covered with a regular network of highways. It is the most thickly settled part of the Province, and a region where agriculture, industry and commerce are particularly thriving.

In physical structure this section, which we here attempt to describe summarily under the heading of "Southern Québec," is divided into two distinct areas: the one forming part of the St. Lawrence lowlands and extending east to the counties of Nicolet, Arthabaska, Richmond, Shefford and Brome; and the other lying in the great Appalachian Highland System.

The first area, as its name implies, is a stretch of flatlands which millions of years ago were the bed of an immense sea. Out of this almost perfectly flat plain rise eight solitary mountains, called the Monteregian Hills, distant some 10 to 20 miles from one another. It is about 60 miles between the two most remote. These mountains rise to heights of from 700 to 1,750 feet above sea-level, and may be seen from long distances.

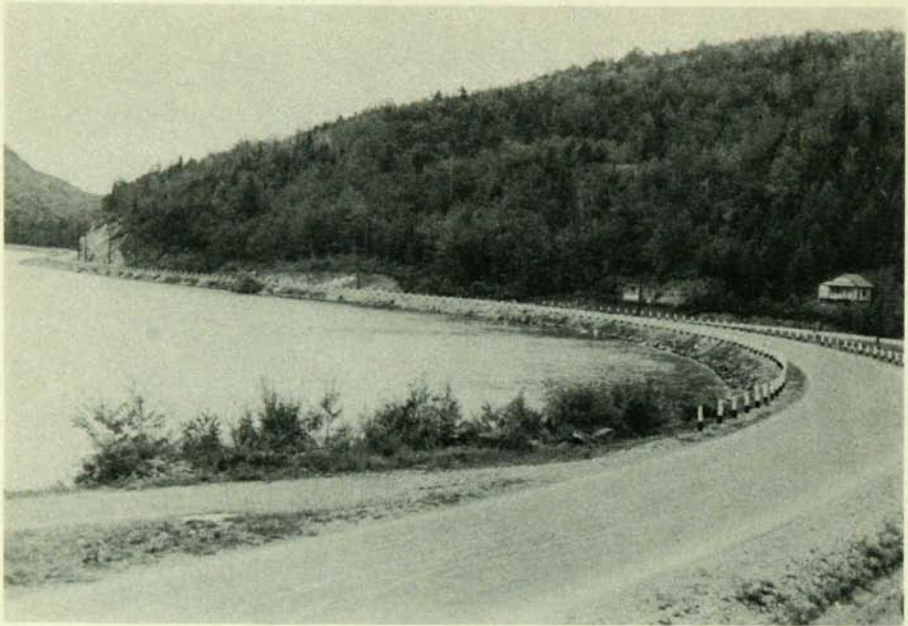
The second part—just rolling lands at first, and then a regular mountain region—comprises chiefly three ridges of hills and includes the highest peaks in America east of the Rockies.

By reason of either historical or economic interest, a few sections have come to be known under a particular name. Among these are the fertile valley of the Richelieu River, scene of history-making events; the Eastern Townships, colonized by American refugees after the War of Independence, where English, Scotch and French-Canadians have followed one another, in that order, as settlers; the counties between the St. Lawrence and the Richelieu, among the most fertile in the Province, the "Bois-Francs," bordering to the north upon the slopes of the Appalachians.

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

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

A few suggestions are offered below, but they all lend themselves to many variations. Those who particularly wish to visit Southern Québec can secure detailed information by applying to the Province of Québec Tourist Bureau.



The road winding by Orford Lake. (Highway No. 1)

Montréal, Valleyfield, Huntingdon, Lacolle, Montréal

This trip leads the tourist through a highly settled and exceptionally prosperous farming district and affords a rather representative idea of the agricultural wealth of the lowlands of Québec. Industrial towns, among them the city of Valleyfield, are also visited, and the tourist should not miss the opportunity of visiting the Beauharnois power plant, brought about by the construction of the Beauharnois Canal, one of the most gigantic undertakings of its kind ever attempted.

The distance routed below is 150 miles; but other combinations afford round trips of longer or shorter distance. Leave Montréal via Victoria Bridge to St. Lambert or the Jacques-Cartier Bridge to Montréal-Sud, and proceed over Highway No. 3 to **Laprairie** and **Caughnawaga** round the bay facing the Metropolis and Verdun. Caughnawaga is a Reserve of Iroquois Indians.

A shorter way from Montréal to Caughnawaga is available by going west on Sherbrooke Street to **Westmount**, **Montréal-Ouest** and **Ville St. Pierre**, and over the Honoré Mercier Bridge, direct to Caughnawaga.

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

VALLEYFIELD.—Pop. 14,000, 52.31 miles from Montréal. This city is situated on the shore of the St. Lawrence, about thirty miles from the New York State boundary. It is a young town, having been incorporated in 1904. Valleyfield has a number of thriving industries, chief among which are cotton, flour, paper, canneries, bronze and aluminum powder, beer, sashes and doors and lumber. The city is the seat of a bishopric and has many religious institutions and buildings. There is excellent hotel accommodation.

Quitting Valleyfield the tourist will leave Highway No. 3 and turn left on Larocque Road, a road not numbered but having whitewashed posts and easy to find. This road leads directly to **Ormstown**, a pretty village at the junction of Highway No. 4, and the latter highway will be followed south to **Huntingdon**, a small industrial town of 1,800 population, where among other products, Baumert cheese is exported to Montréal and the American markets. In Huntingdon the tourist will turn left on Highway No. 52, which will take him to Lacolle through **Herdman**, **Rockburn**, **Franklin** and **Hemmingford**. These localities are very

close to the American boundary, and at Franklin the tourist will meet the first hills of the Adirondack mountains, commanding from that place a wonderful view, to as far as the eye can reach, of the plain extending to Montréal and beyond.

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

Historic Richelieu

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

The "Rebellion" of 1837-38 brought to many of the parishes of that region the tragic occurrences recorded in history. The region is replete with historic monuments, old houses and things of the past. Old Fort Chambly, described in Chapter I, and Fort Lennox, on Ile aux Noix, are two outstanding souvenirs of olden times.

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

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

ST. JEAN.—Pop. 12,400. This city is situated on the west bank of the Richelieu and occupies an admirable site which has made of it an important industrial centre. Excellent communications by rail, water and highway facilitate the transport of raw material to feed numerous industrial plants and exportation of manufactured products, the value of which amounts annually to millions of dollars. Six railways pass through St. Jean. Upwards of twenty factories provide employment. The city is also rich in historic monuments, the happy issue of the battles fought on its soil having had a great effect on the history of the early days of the colony. There are, for instance, the remains of an old fort built in 1666. Leaving St. Jean, the tourist passes through **St. Blaise**, **St. Paul-de-l'Ile-aux-Noix** and the parish of **Lacolle**. Opposite the parish of St. Paul is the Ile-aux-Noix, on which is situated **Fort Lennox**. A ferry takes visitors to the island and every facility is provided for a stop at the fort.

Leaving the parish of Lacolle, the tourist turns left on Highway No. 52 and crosses the Richelieu on a bridge, continuing to **Pike River**, where he turns left again on Highway No. 7 to **St. Sébastien**, **Henryville**, **Sabrevois** and **Iberville**, following the east side of the river. Iberville, situated opposite St. Jean, is a charming little town exceedingly popular with summer residents. From St. Jean the last lap of the trip is made on Highway No. 7 to Montréal, passing through **St. Luc** and **Laprairie**. The latter is a little industrial town at the junction of the highways coming south from the States of New York and Vermont.

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

Montréal to Sherbrooke

The direct route to Sherbrooke is via Highway No. 1 and the distance is 99.73 miles. The tourist wishing to make a round trip from Montréal to Sherbrooke and back to Montréal has a number of optional routes at his disposal and will find suggestions immediately follow-



Wellington Street, Sherbrooke, in the Eastern Townships. (Highway No. 1)

ing the description of the direct highway. Those wishing to continue to Québec or to the United States will also find in this chapter optional routes.

The first part of the trip to Sherbrooke over Highway No. 1 is through the Lowlands. From Montréal to Granby the road crosses the plain, above which rise here and there a few isolated mountains. It is watered by the Richelieu and Yamaska Rivers. Few excursions offer as many varied attractions: here, an historic place of pilgrimage; there, a flourishing parish; elsewhere, a half-urban and half-rural centre owing its prosperity to both agriculture and manufacturing.

Leaving the Metropolis the traveller passes through **St. Lambert** and **Longueuil**, both important industrial centres with populations of nearly 10,000. They each have excellent tourist camping grounds. The tourist next reaches **St. Hubert**, with its aviation field, and **Chambly** with its historic Fort. Those two localities have already been described. **Richelieu**, **Marieville**, **Rougemont**, **St. Césaire**, **St. Paul-d'Abbotsford** are all very pretty, prosperous villages, picturesquely situated near mountain and river.

GRANBY.—The tourist next reaches Granby, a thriving town situated half-way between Montréal and Sherbrooke. It is a very prosperous industrial centre and at the same time a most agreeable place to visit. It has some interesting buildings including Brownie Castle, and there are first class hotels. Granby has a population of close upon 12,000.

Waterloo, the next village, was founded in 1796 by a group of Loyalists. It is situated near Waterloo Lake, where there are good tourist camping grounds. After passing through **South Stukely** and **Eastman**, the tourist reaches **MAGOG**, another town founded by the Loyalists who emigrated from the United States after the War of Independence. It is situated at the head of Lake Memphremagog, which is 30 miles long. In the vicinity are beautiful Orford Mountain and Orford Lake. The mountain rises 2,800 feet above sea level. Its attractive location makes this a most pleasant and enjoyable summer resort. **Petit-Lac-Magog** is very tidy little village and a favorite resort for numerous families from Sherbrooke and elsewhere.

SHERBROOKE.—Pop. 30,000. Situated at the confluence of the Magog and St. François Rivers, the city occupies, geographically and industrially, a most favored position, as attested by its remarkable development during recent years. It is the centre of one of the

best agricultural regions in the Dominion. Sherbrooke has more than 60 different industries and their growth is due to wonderful hydro-electric facilities available in the immediate neighborhood. The area of the city, about 32,500 acres, is taken up partly by seven public parks and 6,000 buildings, including the Bishop's Palace, the City Hall, the Court House, 14 churches, 16 schools, 5 banks, 4 hospitals, 2 colleges, a Technical School, 3 theatres, 60 factories, 25 wholesale houses, 275 retail stores, and several hotels.

It is a popular centre for tourists and boasts one of the best annual exhibitions or fairs held in the country. The city is linked with the other parts of the Province and the New England States by splendid roads and a number of railway lines.

Sherbrooke to Montréal

VIA RICHMOND.—Many optional routes are available to the tourist wishing to return from Sherbrooke to Montréal without going farther on. Highway No. 5 will lead him to **Richmond**, 24 miles from Sherbrooke. Thence Highways No. 32 and 20, passing through **Melbourne**, **South Durham**, **Acton Vale**, **Upton**, **St. Liboire**, **St. Dominique**, **ST. HYACINTHE**, **Ste. Madeleine**, **St. Hilaire**, **Beloil** and **St. Hubert**, will lead him back to Montréal. Distance from Sherbrooke to Montréal: 121.84 miles.

VIA FARNHAM.—Another route may be followed via Highway No. 1 back to 1½ miles east of **Waterloo**, turning south on Highway 52 to **Knowlton**, a famous summer resort on the shores of Lake Brome. From Knowlton, Highway No. 52 leads to **Sweetsburg** and **Cowansville**, thence via Highway No. 40 to **FARNHAM**, an industrial town on the banks of the Yamaska River; to **Ste. Brigide**, and finally to **Marieville**, where the balance of the trip to Montréal is resumed over Highway No. 1. Distance from Sherbrooke to Montréal: 138.26 miles.

VIA PIKE RIVER.—Instead of proceeding on Highway No. 40 west of Cowansville, the tourist will turn and follow Highway No. 52, passing through **Dunham**, **Stanbridge**, **Bedford**, **Pike River**, **St. Sébastien**, **Henryville**, **Sabrevois**, **Iberville** and **ST. JEAN**, to reach Montréal via Highway No. 14. Distance from Sherbrooke to Montréal: 150.68 miles.

Other return routes are available, for instance, **via DRUMMONDVILLE** and **ST. HYACINTHE** (Highways No. 5 to Richmond, No. 22 to Drummondville, No. 20 to St.



Winter brings beauty and pastoral loveliness to Québec countryside

Hyacinthe and Nos. 20 or 12 to Montréal). Distance from Sherbrooke to Montréal: 134.27 miles.

Another return route may be followed via **SOREL** (Highway No. 5 to Richmond, No. 22 to Yamaska and No. 3 to Montréal). Distance from Sherbrooke to Montréal: 175.16 miles.

Montréal, St. Hyacinthe, Drummondville, Victoriaville, Québec

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

Another route, previously outlined, is available between St. Hubert and St. Hyacinthe via Highway No. 20 to **St. Basile**, **Beloeil**, **St. Hilaire** and **St. Madeleine**.

ST. HYACINTHE.—48.04 miles from Montréal. Pop. 15,000. This city was "born" in 1748, when the seigniorship of that name was granted to François de Rigaud by the Governor of New France. It was not, however, incorporated until 1857. The city is an important industrial and commercial centre, with about forty manufacturing plants producing goods of many varieties. The organ factory founded and operated by the Casavant Brothers, inventors of the electric organ, is world-famous. St. Hyacinthe has a considerable number of religious institutions, several banks, a school of dairying, municipal dispensaries, and is the seat of a bishopric. Established on the banks of the Yamaska River, the city itself has a charming appearance and merits a visit.

Parishes extending between St. Hyacinthe and Drummondville on Highway No. 20 are essentially concerned with farming, marketing at either one or the other of these two towns. These places are **Ste. Rosalie**, where is established a large warehouse of the Coopérative Fédérée, **St. Simon**, **St. Hughes**, **St. Eugène** and **St. Germain**.

DRUMMONDVILLE.—86.00 miles from Montréal; 110 from Québec. Pop. 8,000. Many of Canada's leading industries, including the huge Canadian Celanese Company, have located there because of the large supply of power, high class labor and shipping advantages. There is in particular a huge artificial silk factory. Drummondville was founded April 14, 1815, by General Frédéric Hériot and a group of British soldiers. Situated on the St. François River, this thriving town is the centre of a rich agricultural area and has a brilliant future. From Drummondville the tourist proceeds on Highway No. 20 to **St. Cyrille**, **Notre-Dame-du-Bon-Conseil**, **Ste. Clothilde** and **St. Albert**, to Victoriaville.

VICTORIAVILLE.—119.49 miles from Montréal; 79.9 miles from Québec. Pop. 7,000. This town, situated on the banks of River Nicolet, is the commercial and industrial centre of that section of Southern Québec called the Bois-Francs. Its principal establishments are two furniture factories, an agricultural machinery factory, a mattress factory and a men's clothing factory. The town was named after Queen Victoria. The Church at Victoriaville, renowned for the harmony and elegance of its exterior lines, is worth a visit. The interior is in pure Corinthian style and has many magnificent sculptures and decorations.

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

DRUMMONDVILLE TO QUÉBEC VIA STE. ANGÈLE.—An optional route is available via Highway No. 13 to Ste. Angèle, through **St. Cyrille**, **N.-D.-du-Bon-Conseil**, **St. Léonard**, **Annville** and **St. Grégoire**. From Ste. Angèle the trip is made over Highway No. 3, described in connection with the trip from Montréal to Québec along the south shore of the St. Lawrence.

Sherbrooke to Québec

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

VIA VICTORIAVILLE (Highway No. 5).—This is the shortest of the three routes, the distance being 140 miles from city to city. The tourist will visit on this highway a most

interesting part of the Eastern Townships and cross entirely the region called **BOIS-FRANCS**. The highway passes through **Bromptonville, Richmond, Danville, Arthabaska, Victoriaville, Plessisville and Ste. Anastasie**.

ARTHABASKA.—This charming little town is built on the slope of a pretty mountain called by the first settlers Monte-Cristo. There are at Arthabaska many edifices worthy of note. The old summer home of the late Sir Wilfrid Laurier, Prime Minister of Canada from 1896 to 1911 and one of the greatest Canadian statesmen, has been converted into a museum. The citizens of Arthabaska erected in June, 1929, a luminous cross to commemorate the arrival of the first missionaries and settlers in the "Bois-Francis." This cross is seen day and night from long distances. The district around the town is renowned for its fishing and hunting facilities.

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

THETFORD MINES.—Pop. 10,700. Thetford Mines (with Black Lake and surrounding villages) is the site of the largest asbestos deposits in the world. It owes its development to the exploitation of enormous deposits found in the immediate vicinity. It might be mentioned that 55% of the asbestos used throughout the entire world comes from the district of which Thetford Mines is the centre. Owing to its unique situation in the field of industry, Thetford Mines will arrest the attention of the tourist, who will not fail to visit its large asbestos plants. From Thetford Mines the tourist passes through **Robertsonville, St. Coeur-de-Marie, East Broughton, St. Frédéric, and Valley Junction to Scott**. From Scott, the trip is continued on Highway No. 23, of which a description will be found in the following chapter.

VIA BEAUCEVILLE (Highway No. 28).—This is the least travelled but the most picturesque of the three highways to Québec. The distance is 147 miles from Sherbrooke to Québec, but the fact that the highway runs practically continuously in open country to Beauceville more than compensates for the additional distance. The district traversed to Beauceville is essentially a farming one. The road is exceptionally fine, and the scenic beauty is unsurpassed in the whole Eastern Townships. Panoramas seen from the highway extend generally some thirty miles on all sides and include many outlying villages on side-roads. The highway is a series of long ascents and descents and the villages are generally situated on top of the numerous hills met along the way.

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

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

Other Highways from Sherbrooke

SHERBROOKE TO TROIS-RIVIÈRES.—Distance: 87.5 miles. Follow Highway No. 5 to Richmond, No. 22 to Drummondville and No. 13 to Ste. Angèle, where a ferry boat crosses regularly to Trois-Rivières.

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

SHERBROOKE TO NORTON MILLS.—Distance: 31 miles. Follow Highway No. 28 to Lennoxville and Highway No. 22 to Norton Mills, passing through **Compton, Coaticook and Dixville**.

SHERBROOKE TO NEWPORT VIA DERBY LINE.—Distance: 40 miles. Follow Highway No. 5 to Derby Line, passing via **Lennoxville, Waterville, Massawippi, Stanstead and Rock Island**.

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

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

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

The Chaudière Valley and South-Eastern Counties

LONG before the arrival of the French in America, the Chaudière Valley was the route used by the Indians of what is now known as New England on hunting excursions into the valley of the great river.

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

But if this natural travel-way of the Chaudière was of great usefulness to the Indians and to the hosts of War, it was even better adapted to the needs of settlers, who invaded that fertile region at an early date. The laying out of an actual road was begun in 1747 and that road was later on extended to St. Joseph.

The Chaudière Valley route was followed in 1775 by the American general Benedict Arnold in his advance on the City of Québec, advance which met with no success, his army being reduced by fatigue, privation and sickness.

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

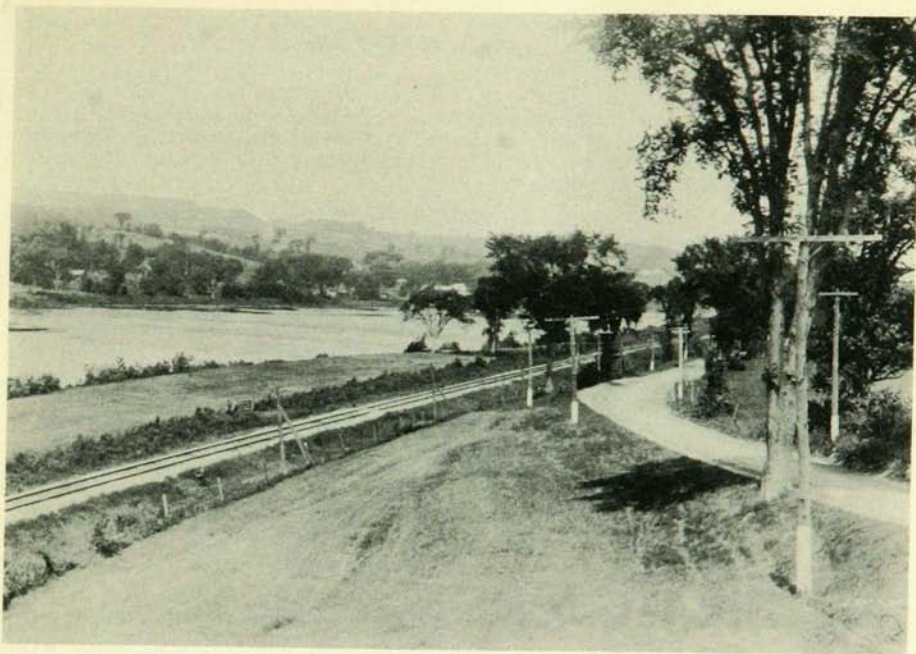
East of the Chaudière Valley lies a district which, although highly cultivated, has a wide variety of delightful scenery and constitutes a great hunting and fishing territory visited each year by numerous sportsmen from the United States and other parts of the Province.

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

Québec to St. Georges, St. Camille and St. Valier

This round trip is 166.86 miles and is made up as follows: Québec-St. Georges (Highway No. 23, via Lévis), 62.65 miles; St. Georges-St. Camille (Highway No. 24), 38.65 miles; St. Camille-St. Valier (Highway No. 25), 45.13 miles; St. Valier-Québec (Highway No. 2, via Lévis and Lévis-Québec ferry), 20.40 miles. Alternative sectional routes, as mentioned below, vary the distance but slightly.

Cross from Québec to Lévis by ferry.



A stretch of countryside along the Lévis-Sherbrooke Highways. (Nos. 23 and 28)

LÉVIS.—Pop. 12,000. Owes its name to the Chevalier de Lévis, hero of the Battle of Ste. Foy. Lévis is a thriving industrial and commercial city and a railroad centre. It is also in proximity to military forts erected years ago for the purpose of protecting the City of Québec. The most modern is Fort de la Martinière, between Lauron and Beaumont. Lévis boasts a classical and commercial college, a hospital, many churches and several religious institutions. There is 20-minute ferry service with Québec in summer and 30 minutes service in winter. From Lévis, the tourist passes through **Pintendre, St. Henri**, a pretty village on the banks of the Etchemin River, **St. Isidore**, one of the wealthiest agricultural parishes in the vicinity of Québec, and **Scott**, situated on the banks of the Chaudière River. Between Lévis and Scott, the height of land between the St. Lawrence and the Valley of the Chaudière is crossed.

From Scott to St. Georges, the road runs along in the bottom of the Valley, very close to the river. **Ste. Marie, Valley Junction, St. Joseph** and **Beauceville** are successively traversed. Ste. Marie is a very old village. Valley Junction is at the intersection with Highway No. 1 to Sherbrooke, and St. Joseph, the "chef-lieu" of the County of Beauce, is one of the most attractive centres in the region. **St. Georges**, at the junction of Highway No. 24, has a population of 5,000 and is the most populous town in the district. There is excellent accommodation in every village. In the village of St. Georges, turn left on Highway No. 24 and proceed through a richly wooded region to St. Camille, passing through the pretty villages of **Ste. Rose** and **Ste. Justine**. At **St. Camille**, turn left and proceed northwards to **St. Magloire, St. Philémon, Armagh, St. Raphael** and **St. Valier**, all prosperous farming parishes in the midst of most enchanting scenery. From St. Valier, turn back to Québec along the St. Lawrence, the scenery on this stretch being hardly surpassed in the Province. **St. Michel, Beaumont, Lauzon** and **Lévis** lie between St. Valier and Québec.

OPTIONAL SECTIONAL ROUTES.—From Québec to Scott, the tourist may choose to follow Highway No. 1 from Québec to the **Québec Bridge**, leaving the city via St. Louis Street and Grande-Allée. From the Québec Bridge, follow Highway No. 3 (turning right) to one and one-half miles west of the Bridge, and then turn left on the same Highway No. 1 to **St. Rédempteur** and **St. Etienne**. At St. Etienne, turn left, cross the bridge over the Beaurivage River, and follow Highway No. 1 along the Chaudière River to **Scott**. This route is 11 miles longer.

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

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

Another delightful alternative route is offered by Highway No. 53, from **St. Henri** to **Ste. Germaine**, with **St. Anselme, Ste. Claire, St. Malachie**, and **St. Léon** lying between. The distance is 44 miles, 30 of which lie along the bank of the picturesque Etchemin River. A junction with Highway 24 is effected 7.4 miles beyond Ste. Germaine Church, at a point about midway between St. Georges and St. Camille.

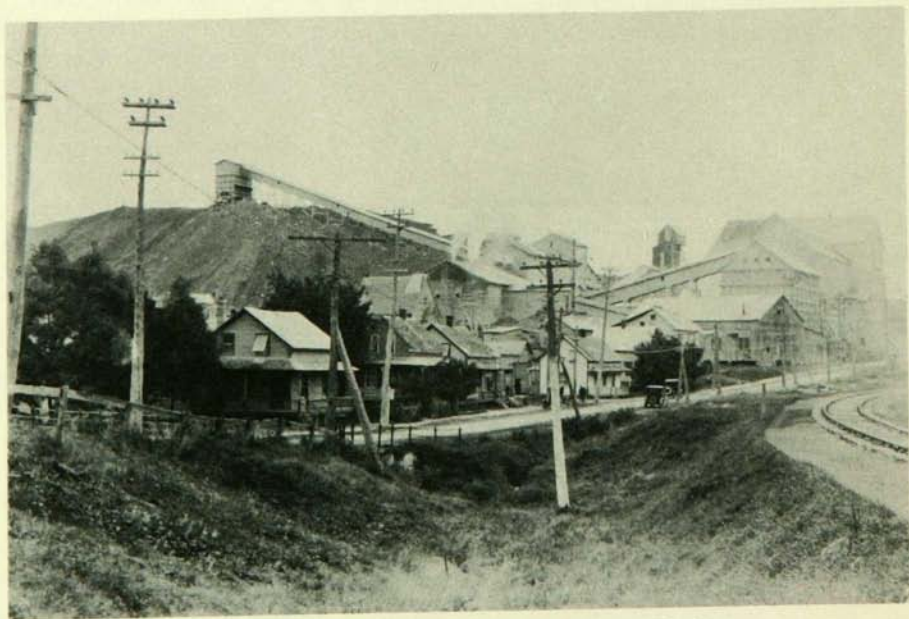
Québec to St. Georges, St. Camille and St. Jean-Port-Joli

The total distance of this trip, from Québec and back, is 222.94 miles, made up as follows: Québec to St. Georges (Highway No. 23), 62.65 miles; St. Georges to St. Jean-Port-Joli (Highways Nos. 24 and 26), 117.58 miles, and St. Jean-Port-Joli to Québec (Highway No. 2), 42.71 miles.

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

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

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



Asbestos mine at Thetford Mines. (Highway No. 1)



Beauceville, on the Chaudière River, junction of Highways Nos 23 and 28

St. Adalbert, St. Pamphile, Ste. Perpétue, Tourville, St. Damase and St. Aubert are purely farming communities. At **St. Jean-Port-Joli** the tourist will turn left on his way back to Québec. Parishes and villages met en route will be described in connection with the next tour. These are: **L'Islet, Cap St. Ignace, Montmagny, Berthier, St. Valier, St. Michel, Beaumont, Lauzon and Lévis.**

Québec to Mégantic

The distance to Mégantic, via the Québec-Lévis Ferry, is 114.45 miles. The tourist will follow Highway No. 23 to **St. Georges**, then proceed on the same highway to **Jersey Mills**, a small centre 3.1 miles farther on, then turn right, cross the *Rivière-du-Loup*, and take Highway No. 24 along the Chaudière River, passing through **St. Martin, St. Gédéon, St. Ludger and St. Hubert**, the highway affording throughout panoramas of surpassing beauty.

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

Several routes are available from Mégantic back to Québec, for instance: Highway No. 34 to **Stornoway**, Highway No. 28 to **Scott**, and Highway No. 23 back to Québec. Total distance for the round trip: 229.30 miles: Highway No. 34 to **St. Gérard**, Highway No. 1 to **Scott**, and Highway No. 23 to Québec. Total distance for the round trip: 245.50 miles: Highway No. 34 to **Victoriaville** and Highway No. 1 to Québec. Total distance for the round trip: 269.45 miles: Highway No. 34 to **St. Gérard**, Highway No. 1 to **Black Lake**, Highway No. 49 to **Plessisville** and Highway No. 5 to Québec. Total distance for the round trip: 255.45 miles.

Lower St. Lawrence and Témiscouata

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

Settlers built their houses close to one another in order to offer easier resistance to possible attacks from Indians, and their farms, bordering on the river, were accordingly narrow of frontage and of great depth, measured back from the shore.

This particular shape of settlements determined the shape to be adhered to afterwards throughout the Province. The narrow strips of land, so noticeable to the visitor along the highways, had as their determining factor the necessity of protecting the early inhabitants against Indians, and the outstanding advantage of bordering on the river, thus providing easier means of defence or escape from danger.

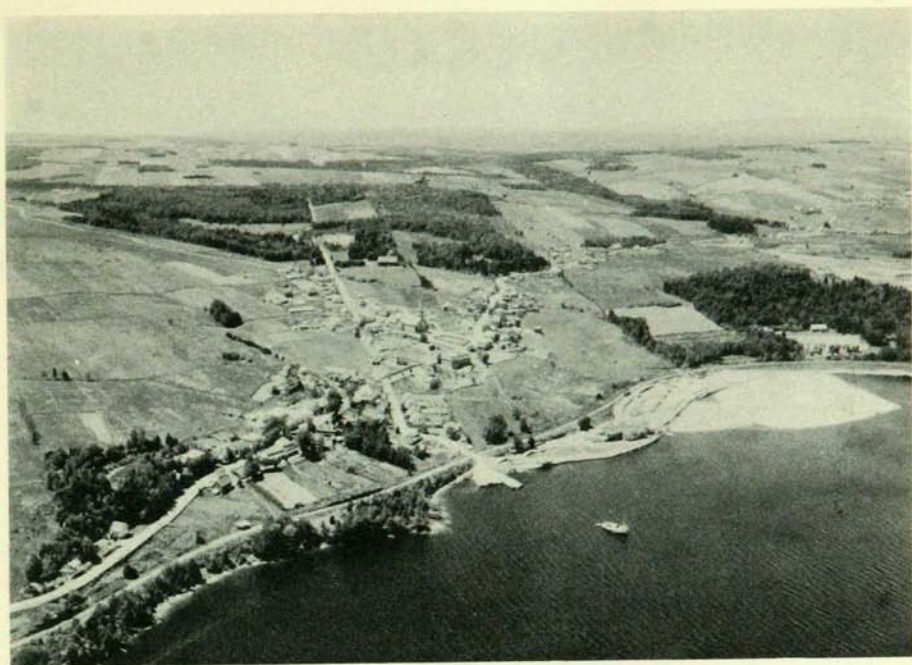
The lower St. Lawrence district, besides having witnessed the birth and early struggles of civilization in America, has won fame through the grandeur and variety of the scenes along the excellent highway built some fifteen years ago by the Roads Department.

South of the highway are picturesque cultivated lands undulating up to the wooded hills which are part of the great Appalachian Mountain System. North of the highway the tourist admires the Great River, beautiful in calm or stormy mood, with transatlantic steamers ascending or descending the longest inland waters in North America directly connected with the ocean; and farther north, ten or fifteen miles away, according to the distance from Québec, the Laurentian Plateau rises sheer from water's edge to a height of some 3,000 feet, with an ever-varying coloring ranging from deep blue to purple. Here the salt water meets the fresh, the Old World meets the New, and more than half the history of Canada was made.

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

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

Some practical information follows, which the Province of Québec Tourist Bureau will gladly supplement by more detailed information.



Notre-Dame-du-Lac, Témiscouata. (Highway No. 2)

Québec to Rivière-du-Loup and Ste. Flavie

The distance between Québec and Rivière-du-Loup is 120 miles, and the route is via Highway No. 2. At Rivière-du-Loup, Highway No. 2 proceeds to New Brunswick across the mountains and through the Témiscouata Valley, reaching Edmundston, 79 miles south or a distance of 199 miles from Québec.

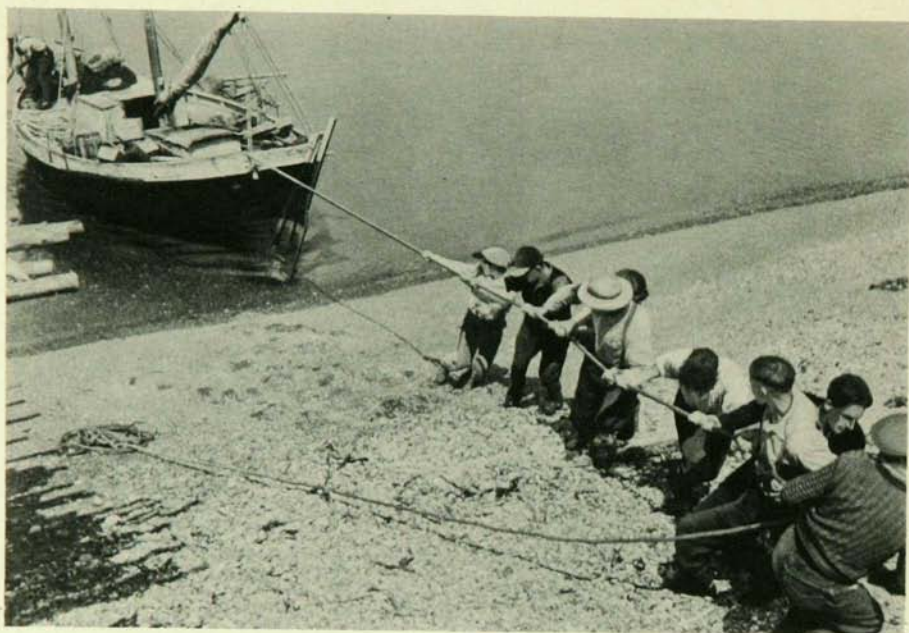
Highway No. 10, along the St. Lawrence, is in direct line with Highway No. 2 and connects Rivière-du-Loup with Rimouski and Ste. Flavie, a distance of 85.10 miles. At Ste. Flavie Highway No. 6, across the Matapédia Valley, leads to Campbellton, N.B., and, besides being part of the great Belt Highway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

LÉVIS, situated on the south bank of the St. Lawrence, opposite Québec, has been described in the preceding chapter. **Lauson**, pop. 7,000 is an industrial city, with large dockyards, shipbuilding and repairing yards, and sawmills. At **Beaumont**, next to Lauson, is one of the oldest churches in the Province, built in 1733, and preserved intact to this date. The old Vincennes Mill, also built in 1733, is celebrated in legend. It has been restored and converted into a museum. **St. Michel**, **St. Valier** and **Berthier** are next on the highway, affording some of the grandest scenes of the trip.

MONTMAGNY.—35 miles from Québec, is an industrial town, followed by **Cap-St. Ignace**, **L'Islet** and **St. Jean-Port-Joli**, all pretty villages and popular summer resorts. From St. Jean-Port-Joli the tourist passes **St. Roch-des-Aulnaies**, with some nice and very old French-Canadian houses, **Ste. Anne-de-la-Pocatière**, where a famous college gives commercial and classical education and where there is an agricultural school and experimental farm; **Rivière-Ouelle**, **St. Denis**, **Kamouraska**, **St. Germain**, **St. André** and **Notre-Dame-du-Portage**, all prosperous farming parishes and popular summer resorts.

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

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



Bringing in a fishing boat, on the lower St. Lawrence

RIVIÈRE-DU-LOUP.—Pop. 14,000; 120 miles from Québec. This is the principal industrial and commercial city east of Québec. Chief products: pulp and lumber, household furniture, flour. Also a railway centre and very popular summer resort visited in summer by thousands of tourists. Hunting and fishing are abundant in the neighborhood.

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

RIMOUSKI.—Pop. 6,500; 184 miles from Lévis, is an industrial and commercial town, seat of a Bishopric, boasting a Cathedral, a Seminary, and Episcopal Palace, an agricultural school, a court house, a hospital and educational institutions. It is a noted summer resort and a centre for fishing and hunting. There is at Rimouski an airdrome, mails being carried by airplane from or to vessels entering or leaving the St. Lawrence.

From Rimouski, the tourist continues on Highway No. 10 to **Pointe-au-Père**, where pilots leave, or take charge of, all vessels leaving or entering the St. Lawrence. The next village is **Ste. Luce**, beautifully situated on the Great River, there about 20 miles in width, and then **Ste. Flavie** is reached, where begins the Gaspé Highway, and the Matapédia Highway to N.B. and Halifax. Ste. Flavie is 205 miles from Québec.

Rivière-du-Loup to Edmundston

The distance is 79 miles, or 199 miles from Québec, and the route is Highway No. 2. Tourists leaving Québec for New Brunswick or eastern Maine will follow this route, passing through **St. Antonin**, **St. Honoré**, **St. Louis-du-Ha! Ha!**, **Cabano**, **Notre-Dame-du-Lac**, **Ste. Rose-du-Déglé**, **St. Jacques (N.B.)** and **Edmundston**. The highway follows the line of a military road built by the Imperial Government in 1838 and the Témiscouata Lake, seen first at Cabana and then at Ste. Rose-du-Déglé, affords surpassing scenes throughout. The district is famed for fishing and hunting.

Ste. Flavie to Campbellton

The distance from Ste. Flavie to Campbellton is 108 miles, or 317 from Québec, and the highway numbered 6 is a section of the great 550-mile Gaspé Highway, which will be described in the following chapter. The Matapédia Valley, an alternative route for the Trans-Canada Highway, has characteristics of its own and affords scenes of unsurpassed grandeur.

The Gaspé Peninsula

FIRST discovered four hundred years ago, but comparatively neglected down through the centuries until it gained fame and renown as a vacation spot but a few short years ago, the Gaspé Peninsula, America's Wonderland, possesses an appeal for the holiday-seeker unexcelled anywhere on the entire North American Continent. An unspoiled vacation land, despite its tremendous appeal, its compelling call of mountain and sea, the Gaspé Peninsula is rapidly gaining favor as the summer tour par excellence, and many thousand lovers of the unusual, the quaint, who have been fortunate enough to make the awe-inspiring 550-mile circular trip, over the magnificent highway built by the Roads Department to encircle this magic land, an engineering feat of the first magnitude, are loudest of all in singing the praises of the resplendent beauties of the trip, of the gorgeous panoramic views to be obtained from hundreds of spots, of the blue salt water visible from towering cliffs, and of the many other attractions the district possesses.



The "Rocher Percé" from the harbour of the fishing boats



Gulls and Cormorants haunt the sea-cliffs about Gaspé

Noted artists have transferred some of the most compelling scenes to canvas, while poets have composed scores of odes about the Peninsula; celebrated writers have written book-length novels dealing with Gaspé, and hundreds of tyros have set down their experiences while journeying over the circular highway.

Gaspé was the site of Canada's discovery by white men, for early history records the fact that Jacques Cartier entered the Bay of Gaspé during the summer of 1534, and took possession of the land in the name of his Royal Master, the King of France, erecting a wooden cross on the site of what is now Gaspé Village. This event was fittingly commemorated in 1934, when the four hundredth anniversary of Gaspé's discovery was celebrated, with a granite cross being set up on the exact spot chosen by Jacques Cartier for the erection of his cross. Gaspé's history, from the time of Jacques Cartier to the present day, has been told in numerous novel-like adventures, and has been pondered and celebrated by innumerable students of that part of Québec.

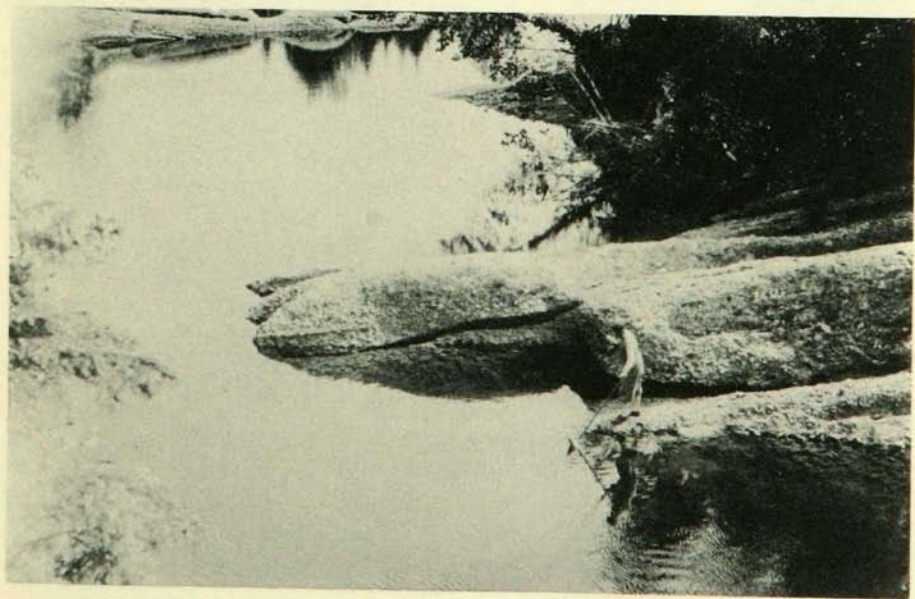
The Gaspé Peninsula is the northern end of the great Appalachian System of mountains, which extends south-west across the Continent as far as the Gulf of Mexico, 3,000 miles away. The local name for the mountains is "Shickshocks," and a height of over 4,000 feet is attained by some of the peaks in Gaspé. High cliffs, falling abruptly away into the Gulf of St. Lawrence, border the north shore of the Peninsula, there being neither bay nor harbour on that side, but the southern shore is softer, and borders on the magnificent Baie des Chaleurs (Bay of Warmth), aptly

called the "Mediterranean of North America"; its many bays end in some of the most beautiful beaches on the continent, and the beauty of the surrounding landscapes is truly enchanting.

The Matapédia Valley, and its highway connecting the south and north shores of the Peninsula, via Matapédia and Ste. Flavie, enjoys a peculiar character, the road at times passing between mountains, in valley bottoms just wide enough for the river, highway and railway to pass side by side.

The Peninsula is a land of beauty, sport and rest. Its fame as a place free of ragweed, the prime factor in hay-fever, is spreading rapidly throughout America. Mineral wealth abounds in the district, the interior plateau bearing copper, lead, ore and other minerals, while fisheries, the lumber industry and agriculture are thriving everywhere.

The great circular highway around the Peninsula (Highway No. 6) constitutes one of the finest motorways in the entire province. Constructed between 1922 and 1929 (it was only opened to the travelling public in the latter year), it at times presented formidable engineering problems which can only be appreciated by actually travelling over the road. Gravel-surfaced along its entire length, kept in splendid condition throughout the touring season, with 300 men constantly at work on it, and free from dust, the road is 550 miles long, with every mile filled with scenic interest. The round trip from Québec is 970.05 miles, and from Montréal 1,328.09 miles. No attempt is made to describe the Peninsula at length in this booklet there being a special 20-page booklet which deals with the outstanding features of this wonder-filled drive. Only a few words will be given here in connection with each section of the trip.



Salmon fishing on the Barachois River, Gaspé Peninsula

Québec to Ste. Flavie

This first lap has been described in the preceding chapter, the distance being 120 miles to **Rivière-du-Loup** (Highway No. 2) and 85 miles to **Ste. Flavie** (Highway No. 10), or a total distance of 205 miles. Ste. Flavie is at the junction of the road leading to the Matapédia Valley and that leading to Ste-Anne-des-Monts and Gaspé via the north shore of the St. Lawrence.

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

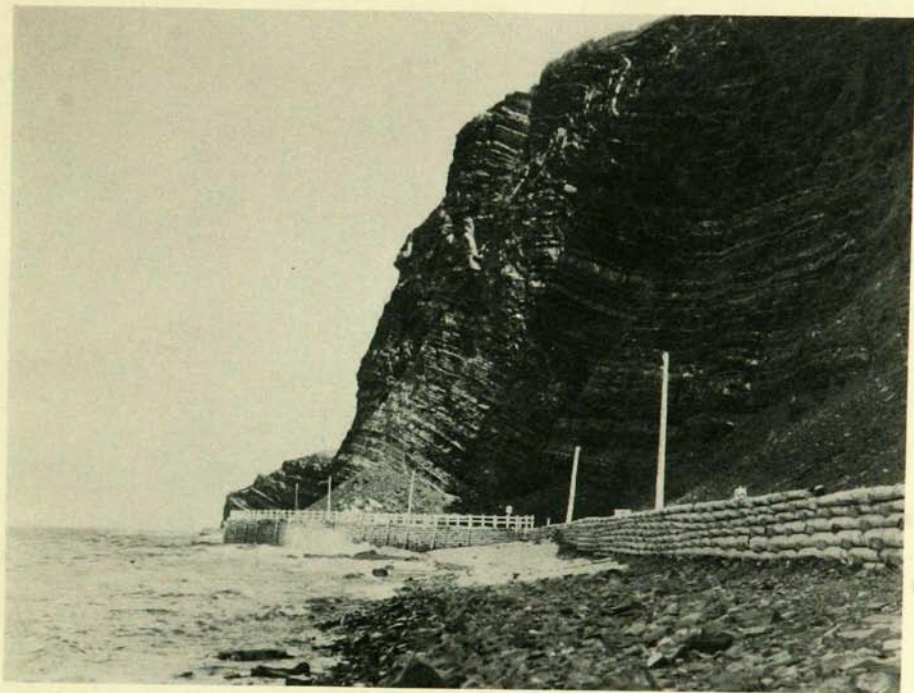
The circular highway is posted as No. 6 throughout. It is assumed here that the former course is chosen.

Ste. Flavie to Ste. Anne des Monts

The first lap of the thrilling Gaspé Peninsula drive takes the visitor through 96.4 miles of delightful scenery, dotted with ten parishes and settlements, among them beautiful watering places. Four miles from the starting point lies **Métis Beach**, one of the most fashionable summer resorts in the whole of Canada. Then the visitor drives along past the pretty villages of **Baie des Sables** and **St. Ulric**, both bordering the river, until he reaches **Matane**, most important centre east of Rimouski. From Matane the road winds through **Ste.**



The "Rocher Percé"



The main highway, fringing a rugged Gaspé promontory, near Mont Louis

Félicité, Méchins, Capucins and Cap Chat, until Ste. Anne des Monts, a popular summer resort, and end of the first lap, is reached.

Ste. Anne des Monts to Gaspé

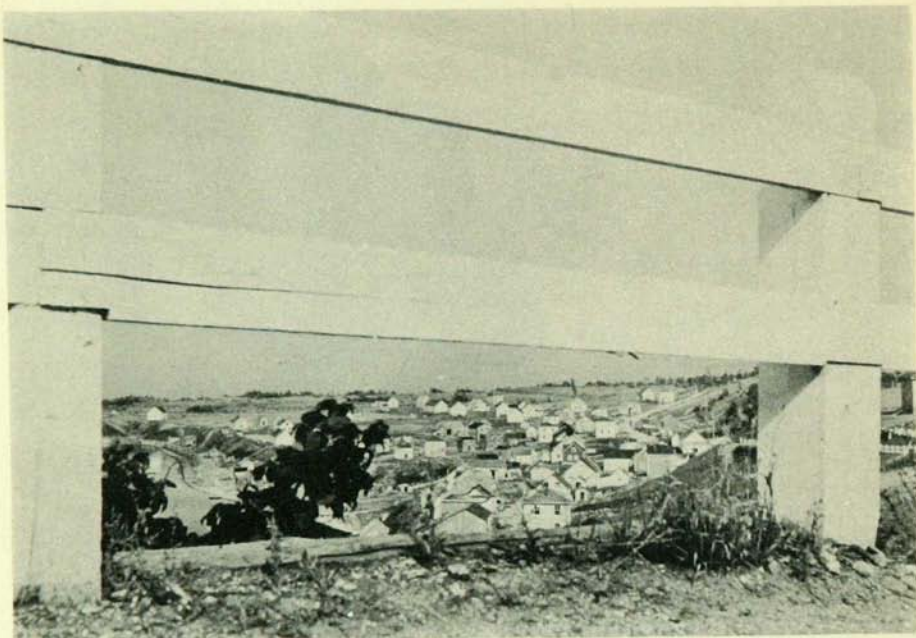
One hundred and fifty miles of thrilling scenery, in a continuous series of ups and downs, constitutes the second lap of the Gaspé Peninsula drive, with fishing settlements, inland roads and quaint villages all leading up to Gaspé, most important centre on the Peninsula.

GASPÉ is the rendez-vous of thousands of tourists and is one of the outstanding resorts of the Province. It is also a sporting centre of note, with both big and small game in the vicinity, while Gaspé salmon is renowned the world over. Gaspé is the seat of a bishopric. Between Ste. Anne des Monts and Gaspé there are a number of important villages, among them being **Mont Louis, Cloridorme, Rivière aux Renards, Cap-des-Rosiers, Cap-aux-Os, and St. Majorique.** Steep peaks and abrupt descents feature this portion of the highway, and make for never-to-be-forgotten memories.

Gaspé to Matapédia

The distance separating Gaspé and Matapédia is 211 miles, with the highway skirting the Bay of Gaspé, the Gulf and the Baie des Chaleurs for the entire distance. Scenery on this section of the trip offers a distinct contrast from that viewed on the Ste. Anne des Monts-Gaspé portion, but it possesses strong attraction for the visitor, especially that section around Percé, with its world-famous rock. There are some thirty fishing villages and settlements, as well as a few summer resorts, traversed in the two hundred miles, and every turn of the wheel brings something new into view.

PERCÉ, a scenic marvel and the outstanding summer resort in North America, has been termed 'a marvellous awakening from a wonderful dream'. The famous Island of Percé, or pierced rock, with its arch, creates the illusion of an immense bridge built by a race of Goliaths to join Bonaventure Island and Mont-Joli. Bonaventure Island, lying a couple of miles offshore from Percé, is a bird-sanctuary, and countless thousands of winged crea-



A Gaspé village with the St. Lawrence River in the background

tures may be seen hovering around the Island. Boats for the trip around Bonaventure Island, which lasts about an hour, may be hired at Percé.

Barachois and **Douglastown**, on the Bay of Gaspé, are the first spots reached after leaving Gaspé, and then the traveller gets his first glimpse of Percé, from **Coin-du-Banc**, which is located in that section of the Peninsula known as the Malbaie. After touring Percé, the visitor makes his way through **Anse du Cap**, **Ste. Thérèse**, **Grande Rivière**, **Pabos**, **Chandler**, with important pulpmills which resumed activity last year, **Newport**, **Anse-au-Gascon**, **Port Daniel**, a summer resort, **Paspébiac**, **New Carlisle**, **St. Bonaventure**, **St. Charles-de-Caplan**, **New Richmond**, **Maria**, and **Carleton** in rapid succession, then reaching **MATAPÉDIA**, important railway centre which also enjoys the honor of being the home of the most important salmon fishing club in North America. Matapédia is situated at the mouth of the Matapédia and Restigouche Rivers.

Matapédia to Ste. Flavie

This section of the trip is through the winding and beautiful Matapédia Valley. It constitutes 94 miles of scenic beauty, and is a fitting ending to the wonderful Gaspé Peninsula tour. Up through the Valley the route follows closely the meanderings of the picturesque stream, sometimes no more than a few feet away. The frequent combination of river, towering cliffs and wooded slopes, at all times most impressive, builds up on numerous occasions into gorgeous panoramas. This is indeed a scenic treat which should not be missed.

Three-score years ago the Valley was known only as fishing country par excellence. But what a change is to be noted today! In large part opened up to settlement, farming is found established to a high degree and lumbering and the manufacture of wood products are well organized and flourishing industries. The parishes encountered are all thriving and prosperous.

Some of the localities encountered in the 94 mile drive up the Matapédia Valley are: **Ste. Florence**, **Causapscal**, **Lac-au-Saumon**, **Amqui** (Queen of the Matapédia), **Val Brilliant**, **Sayabec**, **St. Moïse**, **St. Angèle**, **St. Joseph de Lépage**, and **MONT-JOLI** (an important railway centre), which is but 3.7 miles from Ste. Flavie, starting point of the Gaspé Peninsula tour. At Ste. Flavie the visitor reaches the end of Highway No. 6, and retraces his steps along Highways Nos. 10 and 2 to Québec, unless he prefers to cross from Rivière-du-Loup to the North Shore, at Tadoussac or St. Siméon, and return to Québec on the opposite bank of the St. Lawrence.

General Information

THE WINTER HOLIDAY IN THE PROVINCE OF QUÉBEC

If there is one part of America in which winter holds carnival more royally perhaps than in any other, that part is the quaint old Province of Québec.

The setting is little short of ideal. The climate is one of crisp, dry keen cold that both invigorates and rejuvenates. The air is healthful; rich and heady like old wine. Slopes of limitless expanse sparkle in their soft, thick mantle of immaculate white, throwing into sharp relief every detail of the landscape. In this truly dreamland scene, the colorful cities of Québec are "en fête d'hiver" for months on end. Here and there among the picturesque hills nestle fascinating little winter resorts, well-known to many of Canada's lovers of winter sports. And the true Canadian, with unbounded enthusiasm for the gayety and diversion that marks this colder season of the year, takes full advantage of Canada's winter joys.

"There's no snow like Québec snow," claim many European experts. Climatic conditions are such that Québec snow is kept dry and crisp during almost the entire winter season. Skiers, bobsledders and tobogganists know what this means to their favorite winter sports.

Almost naturally perfect in winter holiday opportunities, for these and many other reasons the Province of Québec has for a number of years been looked upon as the nonpareil of North American holiday regions. In recent years it has been recognized as the centre of the winter stage insofar as Eastern America is concerned. Its ease of access and excellence of accommodations are the result of a laudable, Province-wide organization of opportunities for winter enjoyment. During these past few years, Québec has gradually approached a state of true perfection for winter holidaying.

Skiing, America's favorite winter sport, is keenly indulged in throughout the entire Province, the thousands of hills and dales holding forth an irresistible appeal to all. There are gentle slopes for the novice, steeper descents and jumps for the more experienced skier, as well as limitless stretches of interesting terrain for cross-country coursing.

Skating, one of the Province's oldest forms of outdoor winter amusement, also contributes its own especial attractions to this delightful time of year.

The thrill of the toboggan slide and the bobsled run is yet another of the many winter lures of the Province of Québec. There is also the quieter pastime of sleigh rides through the peaceful winter countryside, taken preferably on moonlight nights with only the tinkle of sleigh-bells to break the silence. Last but by no means least, devotees of the ever-increasing vogue of riding find that even this takes on added zest in the winter of this Old French Province.

The cities and the districts of both Montréal and Québec are splendidly organized to offer the visitor the very best in the enjoyment of winter holidays. And these, together with the Laurentians, the St. Maurice and the Gatineau regions afford hundreds of miles of ski-trails as well as championship jumps, ski-tows, toboggan and bobsled runs. Here perhaps are the greatest and most varied resources of natural conditions, facilities and accommodations that can be found anywhere on the continent. And this is why the Province of Québec is gaining unprecedented popularity among American winter sports enthusiasts as being the ideal region for a true winter holiday.

Any detailed information you may need will be gladly supplied by the Province of Québec Tourist Bureau on request.

HUNTING AND FISHING IN QUÉBEC

Although the oldest settled region of Canada, the Province of Québec remains the most well-stocked and varied game hunting range in North America. Affording its wild creatures some hundreds of millions of acres of perhaps the least harried environment still left them on the face of the earth, this is in terrain of the most diversified character, from vast reaches of flatland to rugged plateau and winding mountain range; from virgin forests of uncut, unburnt spruce and white pine to long stretches of open grassland.

In terrain such as this, it is hardly to be wondered that moose and deer have resisted not only the possible menace of extinction but also the likelihood of serious reduction. But to make the perpetuation of wild life doubly sure, the Government long ago came forward with protective game laws and the creation of extensive sanctuaries for game.

Believing in the principle of private game preserves, Québec has aided the coming into existence of scores of game clubs, formed not only to ensure adequate hunting opportunities for their members but also to enforce rules and regulations of hunting and also to promote

game conservation within their own boundaries. This game area under lease to clubs is but an inconsiderable percentage of the total hunting area of the Province, and far from monopolizing sport, these clubs have helped the multiplication of wild life. Many such clubs accord their privileges freely to non-members during the hunting and fishing seasons. It might be said in passing that not the least of the achievements which can be credited to these clubs has been establishment of some particularly high ideals in sportsmanship throughout the Province.

Québec Province offers the sportsman hundreds of square miles of territory in which moose, deer and bear can readily be found. Too, feathered game abounds on every hand. In addition to big game, numerous other fur-bearing species afford interesting sport. Amongst birds, the partridge is eagerly sought and is to be found in all Québec woods. In the great stretches of marshland along the banks of the St. Lawrence and on the myriad lakes of the Province, ducks and wild geese provide the best in sport, while woodcock, jacksnipe and many other favorites are also plentiful.

In no part of North America has nature been more lavish of its bounty than in the Province of Québec. Here is furnished a constant source of attraction for the sportsman who loves to fish. Many thousands of lakes and streams await the angler, and he is ever sure of finding unrivalled sport in casting for Atlantic salmon, speckled brook trout, grey trout, ouananiche, black bass, doré and northern pike, as well as several species of the coarser fresh-water fish.

Favorable to visitors, Québec fish and game laws are of a nature to offer still further proof of the proverbial hospitality which here abounds. In a word, they say that the real sportsman is always welcome and prove it by making it more than easy for him to indulge in his favorite sport to his heart's content.

Long known for its good roads, the Province of Québec affords easy access over excellent highways to even remote sporting territory. And even to the most exacting, accommodation and organization facilities for the sporting venture leave little to be desired.

To the prospective sporting visitor, the Province of Québec Tourist Bureau offers every assistance. For information or suggestions for trips, please write or telephone.

RAILWAYS

There is hardly a city, town or village in the Province not easy of access through either the Canadian National or Canadian Pacific Railways.

From Montréal, main and branch lines reach out in all directions, thousands of miles of railway being operated by the two companies. First class connections are scheduled with all United States points, while rapid service prevails over main lines to Québec, the Laurentians, both shores of the St. Lawrence, and the Gaspé Peninsula.

Agents of either company, in any part of Canada or the United States, will be only too pleased to supply detailed information about rail services.

The Québec Railway operates an electric line, as well as special busses, from Québec to Montmorency Falls, Kent House, the world-famed shrine of Ste. Anne-de-Beaupré and many other interesting French-Canadian parishes along the Beauport "Heights."

STEAMSHIPS

Delightful fresh and salt water outings may be enjoyed in the Province of Québec on vessels operated by the Canada Steamship Lines, Limited, the Clarke Steamship Company, Limited, or the Anticosti Shipping Company.

The Canada Steamship Lines operate on regular schedule during summer months, and have cruises from Montréal and Québec to the Saguenay. From Montréal it is but an over-night trip to Québec, while the Saguenay is only a few hours from the Ancient Capital. Autos may be placed on board steamer at any point, and unloaded wherever you wish.

Canada Steamship agents in Montréal or Québec will be pleased to supply detailed information regarding that company's service.

Regular sailings from Montréal and Québec to Gaspé ports, North Shore points, Labrador and Newfoundland are carried out by the Clarke Steamship Company vessels, information concerning which may be obtained from the Passenger Traffic Manager, Clarke Steamship Company, Dominion Square Building, Montréal.

The ss. *Fleurus* of the Anticosti Shipping Company runs on regular schedule between Montréal, Québec, Anticosti Island and Gaspé during the summer.

AUTOBUSES

With an 18,000 mile network of highways it is but natural that good bus services should prevail in the Province of Québec, and there has been a rapid growth in this means of travel during the past few years.

The Provincial Transport Company, Limited, with headquarters in Montréal, operate regular services between Montréal and Québec, while they also ply between Montréal, Boston and New York.

The Gaspé Tours Line, with Mont-Joli as starting point, operate three and four day all-expense circle tours of the Gaspé Peninsula, running daily during the summer.

Bus tours around the Gaspé Peninsula, starting from Québec, are operated by the Québec Railway Motor Tours, departures being guaranteed from Québec City on Monday, Tuesday and Thursday mornings during July and August.

Officials of any of these companies will gladly supply details on application.

AIRWAYS

Aviation is a highly developed means of transportation in the Province of Québec.

Canadian Airways, Limited, carries out continuous operations along both shores of the St. Lawrence, provides regular services to Northwestern Québec's mining regions, and provides aircraft at strategic points to fly fishermen, hunters and visitors to Nature's many playgrounds throughout the Province. Bases are established at Senneterre, Oskelaneo, Burbridge (Blue Sea Lake), St. Hubert de Chambly, Longueuil, Québec City, Lake St. Joseph, (Portneuf County), Seven Islands. Headquarters of the company are at 1010 Confederation Building, Montréal, P.Q.

Rapid air service between New York and Montréal is provided by Canadian Colonial Airways, a plane leaving Newark, N.J., airdrome daily and reaching Montréal three hours later.

QUÉBEC SPEED LIMITS

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

FULL STOP AT LEVEL CROSSINGS

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

CANADIAN CUSTOMS REGULATIONS

Any motorist resident in the United States may enter Canada without being obliged to make a deposit or file a bond with the Canadian Customs, provided he intends using his car for touring purposes only, and to return within six months. He is merely required to fill in a form giving particulars respecting his car. This form is in triplicate, one copy to be retained by the Customs officer. The others, given to the motorist, are surrendered to the Customs officer at the port through which the motorist leaves Canada, which need not be the one through which he entered. The motorist is required to carry with him the auto registration card identifying his car, as this must be produced on demand of the Canadian Customs officers.

Customs regulations respecting short-stay visitors have also been changed so that the short stay period is extended to forty-eight hours. For many years the regulations have authorized the admission, without the formality of the issuance of a permit, of temporary visitors whose duration of stay did not exceed twenty-four hours and whose travel in Canada did not extend beyond the jurisdiction of the frontier port of arrival. This period has now been changed to forty-eight hours, to include week-ends and public holidays.

Visitors to Canada are allowed to bring in, free of duty, 50 cigars, 200 cigarettes and 2 pounds of manufactured tobacco, as long as these cigars, cigarettes or tobacco are in opened packages, and form part of the personal effects.

THE NEW LAW RESPECTING THE CARRYING OF FIREARMS IN CANADA

SHOTGUNS AND RIFLES.—Non-residents should bear in mind that shotguns and sporting rifles (military rifles are not admitted) are admissible without deposit or Customs Importation Permit. However, a permit to carry a weapon, obtainable from the Chief

of the Provincial Police, in Québec or Montréal, is required to carry these firearms in the Province of Québec. To avoid undue difficulty, sportsmen are advised to obtain, in advance, from the Chief of the Provincial Police, form 76B to be filled in, and the permit will be granted and forwarded if justifiable.

PISTOLS AND REVOLVERS.—It is necessary to have permission, under a weapon permit, in form 76, to carry a revolver or pistol on the person or vehicle in any Canadian province. To avoid inconvenience at the border, this permit should be obtained beforehand by application to the Chief of the Provincial Police, in Québec or Montréal. A deposit is requested to import such a weapon and is refunded when same is taken out of the country.

It is also compulsory to obtain a permit issued by the Department of National Revenue, at Ottawa, an application being made direct there, accompanied by the weapon permit obtained from the Chief of the Provincial Police or referring to the number thereof, and stating the port of entry. Self-loaders and automatic pistols are not admitted.

ARTICLES FREE OF DUTY

ACCORDING TO UNITED STATES TARIFF REGULATIONS, residents of the United States returning from abroad, **may bring in free of duty articles up to \$100.00 in value**, acquired for personal or household use, or as souvenirs or curios, if not intended for sale. This exemption, which applies to each member of a party, is only valid if the visitor has been out of the United States for 48 hours or more. Articles included within such exemption must be declared.

CANADIAN GALLON vs. U.S. GALLON

The **Imperial Gallon**, official in Canada, is almost exactly equivalent to 1.2 U.S. Standard Gallon.

OTHER FREE PUBLICATIONS OF THE PROVINCE OF QUÉBEC TOURIST BUREAU

The following publications, prepared especially for the travelling public, may be obtained free of charge on application to the Province of Québec Tourist Bureau.

QUÉBEC HIGHWAY AND TOURIST MAP.—Accordion folded. In four colors. Includes a general map of the Province, large scale maps of the Montréal and Québec districts, detailed plans showing entries and exits of Montréal, Québec, Trois-Rivières and Sherbrooke, table of distances, list of cities and towns in the Province, summary of the fish and game laws, Canadian and United States Customs regulations, firearms law, speed limits, and other information of interest to tourists. Bilingual.

ROMANTIC QUÉBEC, GASPÉ PENINSULA.—20-page booklet on the Gaspé region. Provides a delightful aspect of the Gaspé section, and outlines the "most wonderful trip in North America."

HUNTING AND FISHING IN QUÉBEC.—28-page illustrated booklet describing the Province's hunting and fishing attractions and containing zone map, hunting and fishing seasons, licenses, etc.

HISTORICAL GUIDES

The services of historical guides may be obtained in Montréal, Trois-Rivières or Québec, by applying to their offices in Dominion Square (Montréal), 936 rue St. Pierre (Trois-Rivières), or the Province of Québec Tourist Bureau (Québec). These guides, who either act as chauffeur, or guide, or both, are all experienced drivers, and are fully familiar with all historical and scenic beauty spots in their respective cities.

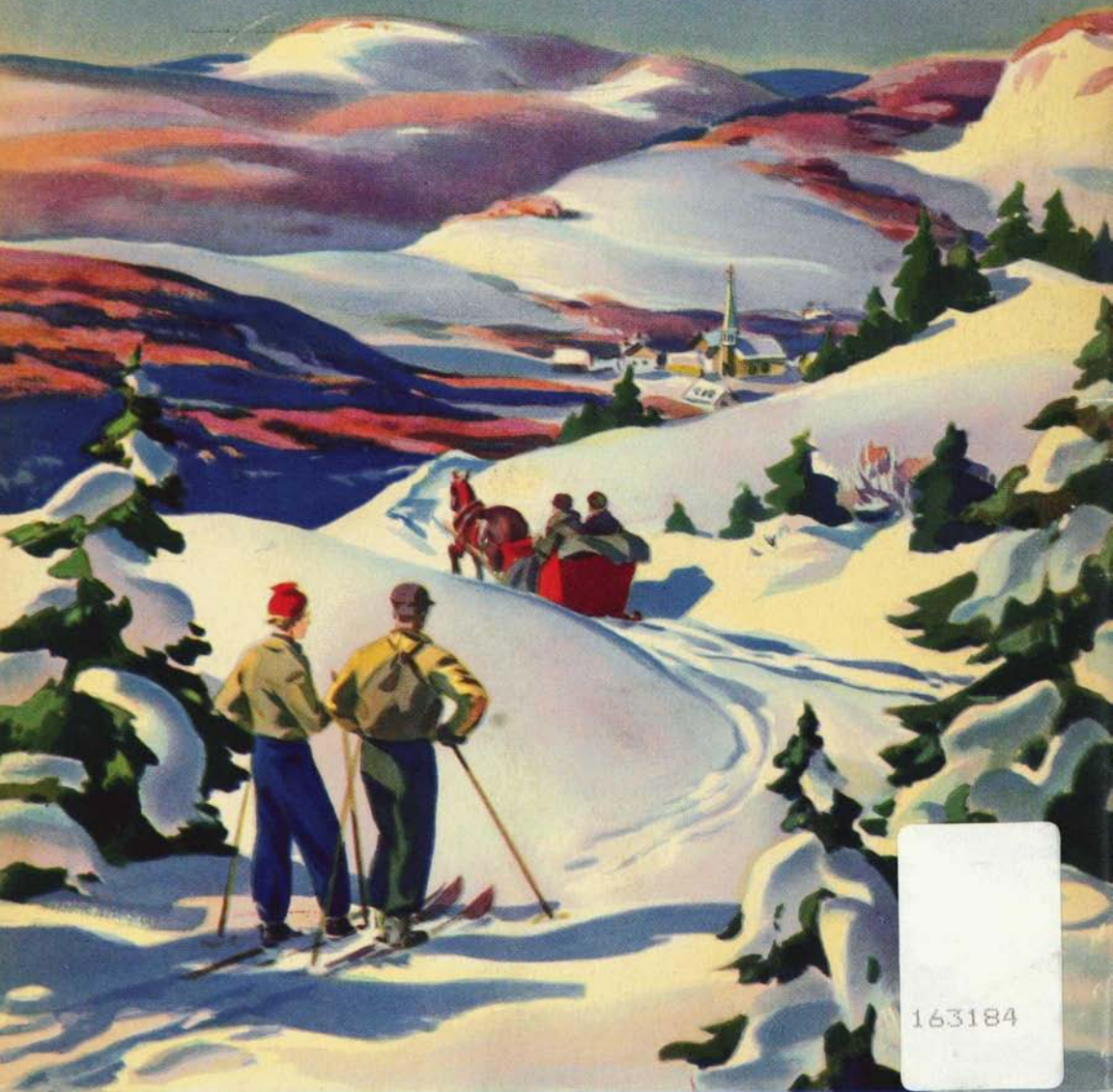
For authentic and reliable information pertaining to highways, highway connections, fish and game, natural resources, hotels and all other tourist information on the Province of Québec, apply to the

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