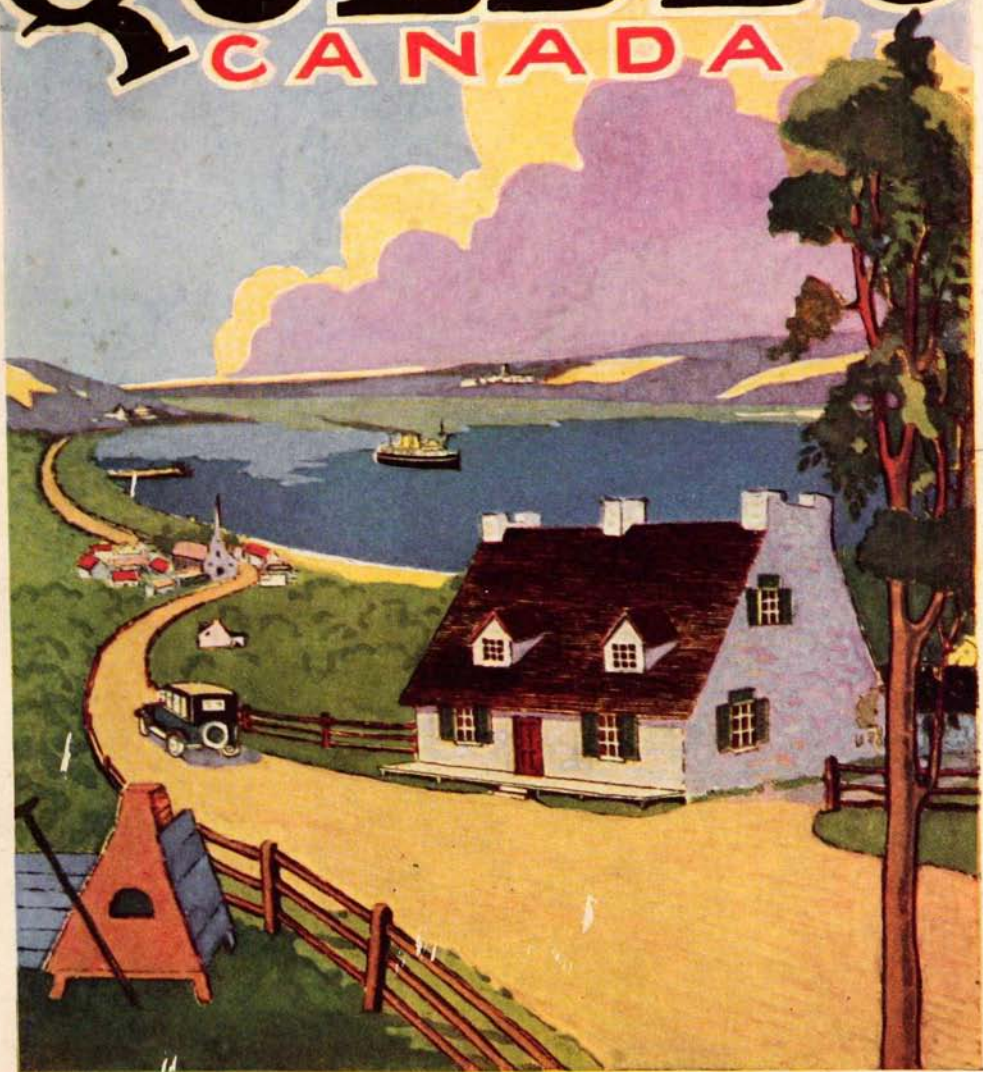
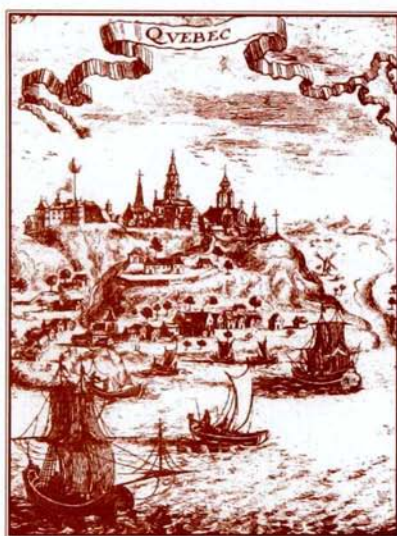


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5 AND 6 DAYS IN QUEBEC CANADA



PUBLISHED BY THE PROVINCIAL TOURIST
BUREAU, ROADS DEPARTMENT, QUEBEC



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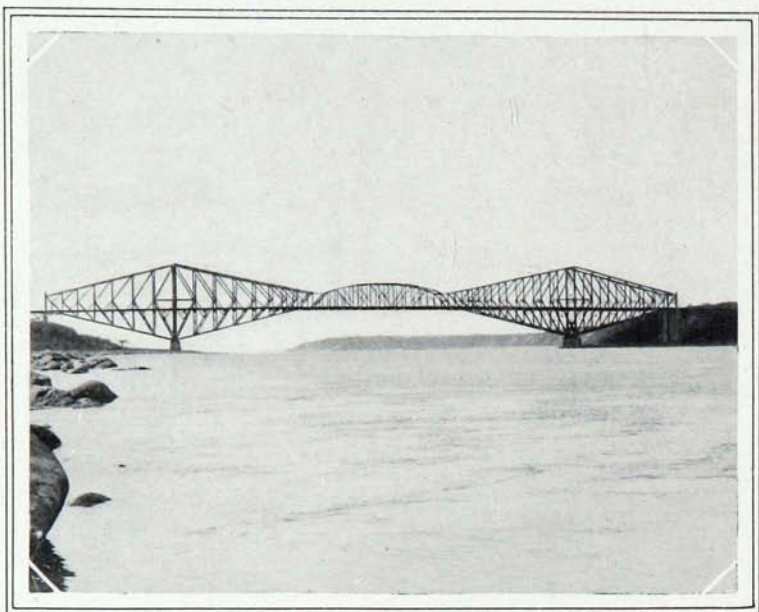
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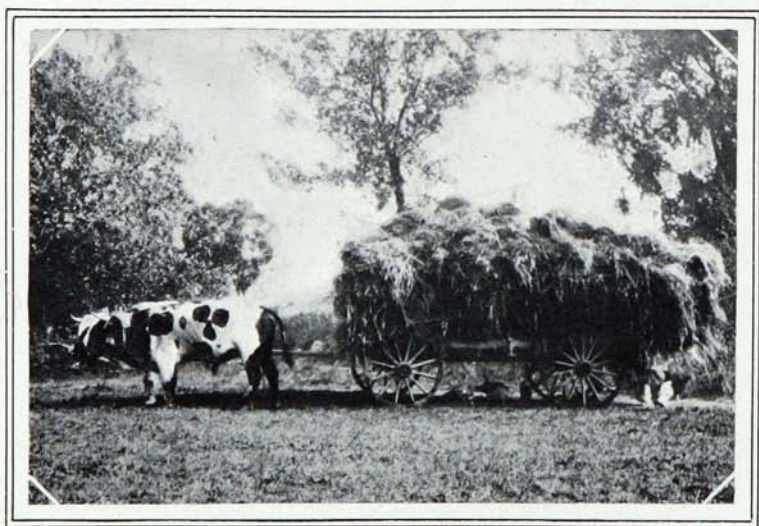
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FOUR, FIVE AND SIX DAYS
IN QUEBEC
CANADA





Quebec Bridge, longest single span bridge in the world



Ox team, reminiscent of olden days

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4, 5 AND 6 DAYS IN QUEBEC CANADA



Published by the
PROVINCIAL TOURIST BUREAU
DEPARTMENT OF
HIGHWAYS & MINES
QUEBEC

5th Edition

OCTOBER, 1929

Hon. J. E. Perrault,
Minister

J. L. Boulanger,
Deputy-Minister

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FOREWORD

WHEN touring in a foreign country, it is of the utmost importance for the tourist to know exactly where to go and what to see in order to make the most of the time available. Especially if the trip is to last a few days only, the tourist will not care to waste valuable time enquiring for information and sometimes miss what is really important.

More than a week is required for a complete tour of the Province of Quebec. The Province is so large and there is so much to see that it would be useless to try to see everything at once. However, any tourist disposing of from four to six days will see much of Quebec and acquire a very comprehensive idea of French Canada if his trip is planned properly.

This booklet presents a few suggestions for trips of four, five and six days' duration. In as few words as possible, practical information is given respecting the districts and routes selected, and everything is calculated to save the tourist trouble and make every day spent in the Province interesting.

Over 2,300 miles of highways and Quebec's oldest districts and largest cities are herein reviewed. The trips suggested are subject to various combinations and, with the descriptive material available, the tourist may plan for himself trips lasting from two to eight days.

However, the present booklet is far from being a complete guide-book. Owing to their remoteness, certain districts of surpassing interest have necessarily been omitted, for instance, Lake St. Jean, Gaspé Peninsula, the Pontiac and Gatineau districts, and others. The Provincial Tourist Bureau of the Department of Highways and Mines, Quebec City, will gladly take care of those who can afford more than one week in the Province of Quebec and will route them so that they may enjoy their trip. Quebec has 11,000 miles of modern roads and every district is of easy access.

The motto of the Quebec Provincial Tourist Bureau is **SERVICE**, and we mean it.

FOUR-DAY TRIP

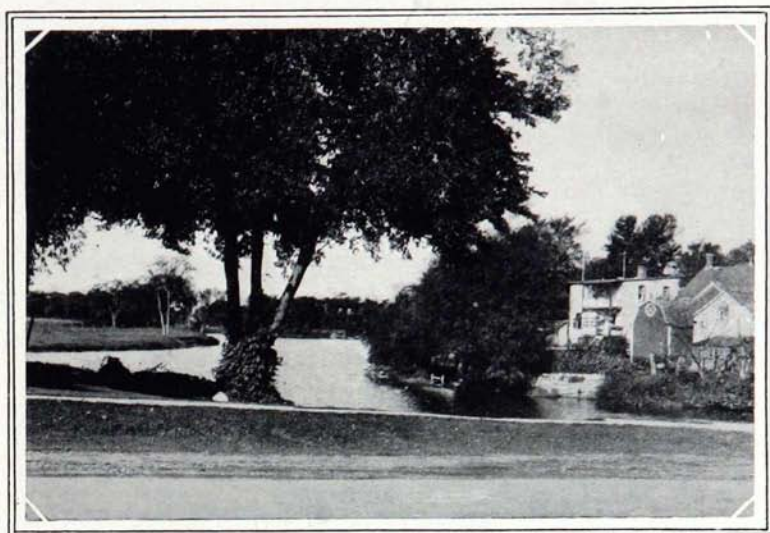
ALTHOUGH this trip may be started indifferently from Montreal or from Sherbrooke, it is assumed, for the purpose of description, that the tourist enters the Province by ports east and south of Montreal, and that the latter city is reached in the afternoon.

This trip is made throughout on paved and permanently improved arteries kept in perfect shape by the Quebec Highways Department. It will acquaint the tourist with a most attractive and diversified section of Quebec. It is a historic and scenic promenade, where most up-to-date characteristics in commerce, industry and agriculture blend with a touch of ancient days peculiar to French Canada.

From four to five hundred miles will be travelled on main highways, according to the routes chosen, not including optional side trips and visits to Montreal and Quebec. The mileage of each route is given further, with particulars and proper information regarding the various highways. Short, but as far as possible practical data is given in order to facilitate every phase of the trip.



The King Edward Highway, near Laprairie



A spot on the Montreal-Malone Highway at Ormstown

PROGRAMME

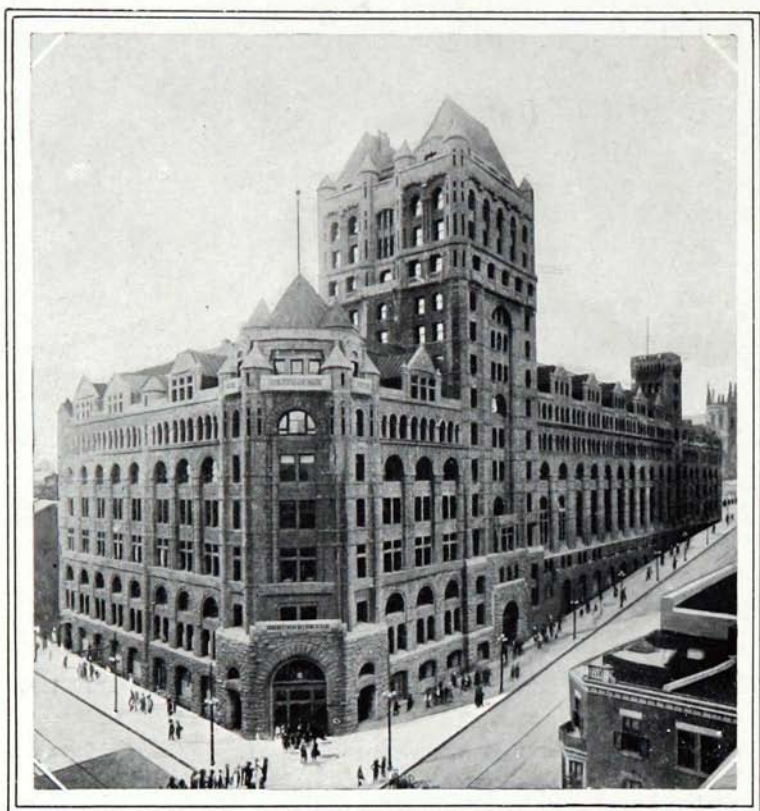
Following is a summary of how the four days of this trip will be spent:—

- Night of Arrival —Rest, theatre, shopping or visit to main thoroughfares of the city.
- First day —Visit in Montreal and environs.
- Second day —Montreal to Quebec, via north shore of the St. Lawrence. Lunch at Trois Rivières; optional side-trip to Shawinigan and Grand'Mère. Alternative highway via south shore of the St. Lawrence, or via St. Hyacinthe and Drummondville.
- Third day —Visit in Quebec and environs.
- Fourth day —Return to U.S. via Sherbrooke, Rock Island and Newport, or via other ports, as desired.

For reverse trip, see programme immediately following descriptive data.

ENTERING MONTREAL

There are, in the district of Montreal, very numerous highways and roads by which the tourist may enter the Province. All are paved or gravelled and in excellent condition. In most cases, however, tourists follow main Provincial arteries, and, for all practical purposes, a short description of these arteries will give sufficient informative material. The highways most commonly travelled by tourists entering Montreal are as follows:



Windsor Station, Montreal

OTTAWA—MONTREAL, SOUTH SHORE.—This highway skirts the shores of the Ottawa river. The distance between Ottawa and Montreal is 127 miles. Entering the Province at Pointe Fortune (72 miles from Ottawa), the distance to Montreal is 55 miles.

The section travelled in Quebec is hard-paved throughout. The route number is 17, and whitewashed posts show the way to Vaudreuil. At Vaudreuil is the junction with Route No. 2, leading to Montreal and entering the city via Sherbrooke and Peel Streets to Dominion Square.

On entering the Province, the tourist gathers at once a pleasant idea of Quebec. Popular summer resorts are met throughout the way to Vaudreuil. With the Ottawa river immediately to the left, peaceful villages dotting the opposite shores, and the

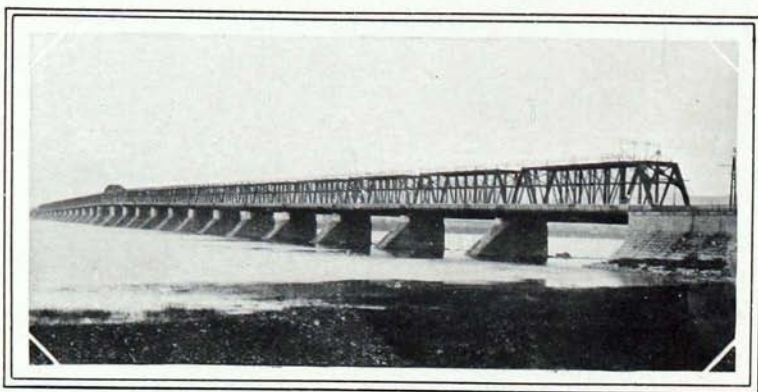


A section of Montreal

Laurentians in the background, picturesque and varied panoramas are in store for the nature lover.

TORONTO—MONTREAL.—Entering Quebec Province at Rivière Beaudette, the highway skirts the St. Lawrence River, Lake St. François, Soulanges Canal and Lake St. Louis to Montreal. This is official Quebec Highway No. 2. Whitewashed posts and markers will guide the tourist to Montreal via Sherbrooke and Peel Streets to Dominion Square. Visitors from Ontario, Chicago, Detroit and the Central States generally use this highway. The Quebec section of this highway is hard-paved. The distance from the Ontario border to Montreal is 55 miles.

This is an extremely picturesque route. Owing to its importance in Canada's economic life, Soulanges Canal will especially attract the tourist's attention. All the grain from the West



Victoria Bridge, entering Montreal

reaching Montreal by water is carried through it. Once Dorion and Ste. Anne de Bellevue are reached, the highway enters the Island of Montreal and leads to the metropolis through a succession of attractive and very popular small towns and summer resorts along the shore of Lake St. Louis, such as Dorval, Pointe Claire, Beaconsfield, Valois and Baie d'Urfé. Upon reaching the town of Dorion, the highway runs across Perrot Island, at the junction of the Ottawa and the St. Lawrence Rivers.

MALONE—MONTREAL.—Official Quebec Route No. 4, connecting Malone, Ogdensburg and the Adirondacks to Montreal. The distance from Malone is 81.5 miles; the distance from the New York State boundary is 67 miles. This highway is hard-paved. The tourist enters Montreal via Victoria Bridge, Wellington, Smith, Murray, Notre Dame, and St. James Streets to



The moose call

Dominion Square. Another connection is available at Caughnawaga by taking the ferry to Lachine, then entering Montreal via Westmount.

The Malone-Montreal Highway runs through a highly developed agricultural section and affords delightful landscapes when reaching the St. Lawrence River at Caughnawaga.

KING EDWARD HIGHWAY.—Official Quebec Highway No. 9 and direct route from New York and Albany. The oldest and best known Quebec artery. Hard-paved throughout, the distance between the New York State boundary being 43 miles. The tourist enters Montreal via Victoria Bridge or Caughnawaga-Lachine Ferry.

The district traversed is mainly remarkable for agriculture and vegetable growing. Laprairie, pop. 4,000, 5.5 miles from Victoria



Near Mont-Rolland, in the Laurentians

Bridge, is a thriving little town, patronized by summer residents. St. Lambert, pop. 6,000, opposite Montreal, is an industrial town.

ROUSE'S POINT—MONTREAL VIA ST. JEAN.—Official Quebec Highway No. 14 and alternative road to the King Edward Highway. The two highways intersect at Rouse's Point, N.Y., and meet again at Laprairie. Distance from Rouse's Point to Montreal, 48 miles, entering via Victoria Bridge or Caughnawaga-Lachine Ferry.

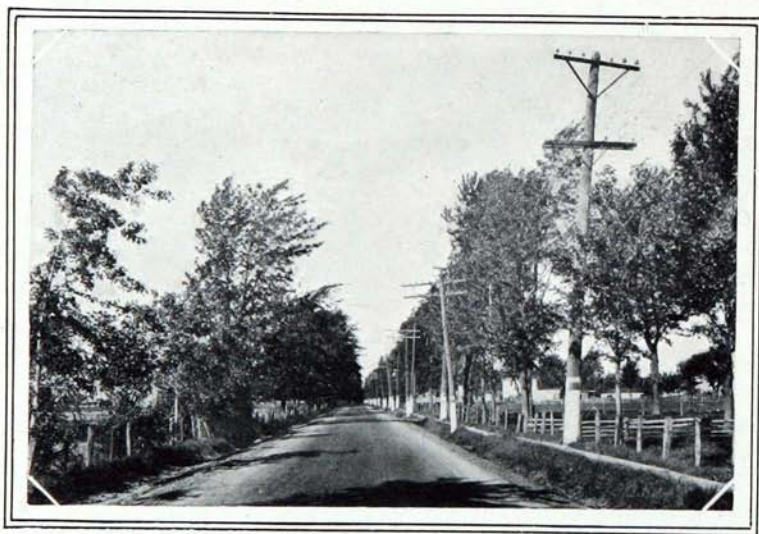
If the tourist cares to see historic sites and beautiful nature, he will choose to travel five miles more and follow the Richelieu River Route. If he likes memories of by-gone days, Fort Lennox, on Ile aux Noix, will especially appeal to him. The City of St. Jean, pop. 9,000 inhabitants, also deserves a visit and is well

worth a stay. All along historic Richelieu, memories of the past alternate with beautiful scenery.

ST. ALBANS—MONTREAL.—Official Quebec Route No. 7. Distance from St. Albans to Montreal, 71 miles; distance from Vermont State border, 56 miles. Hard-paved. Connects with Route No. 14 at St. Jean and with Route No. 9 at Laprairie. The district traversed is a rich farming one and affords many beauty spots when reaching the Richelieu River. The attractive sister-cities of Iberville and St. Jean are met at 28 miles from Montreal.

MONTREAL

MONTREAL FACTS.—The City of Montreal (pop. 1,071,057; 1,224,059 including suburbs) is the largest city of Canada, the fifth largest city of America and is the Canadian commercial, industrial and financial metropolis. It is the second French city in the world by its population. Its port, 1,000 miles from the



The Montreal-Quebec Highway at Laval de Montreal

Atlantic, open eight months of the year, is America's principal port after New York, and the chief port in the world for grain export.

In 1928, 213,000,000 bushels of grain were shipped from Montreal, much more than from New York. Montreal's grain elevators have a capacity of 12,000,000 bushels.

Montreal has a floating dry-dock 600 feet long and 135 feet wide, accommodating vessels up to 25,000 tons. Wharves are $8\frac{1}{2}$ miles long, and the harbour railroad 65 miles long.

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



Route No. 2 Lavaltrie

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

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

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

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

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

Numerous theatres giving latest theatrical successes and hits, as well as classical plays, contribute to the entertainment of residents and visitors.

Four French and four English dailies give home and world news.

Montreal is the centre of the Provincial Highway System. Paved roads radiate in all directions.

HISTORICAL SKETCH.—In 1640, Jérôme le Royer de la Dauversière, with Barons de Fancamp and de Renty, and a few associates, founded Notre Dame Society and acquired the Island of Montreal from Jean de Lauzon and the Compagnie des Cent Associés. In 1641, Paul Chomedey de Maisonneuve took command of a few soldiers and settlers leaving La Rochelle, France, for Canada. Jeanne Mance, a young girl, also sailed for New France on the same vessel. On May 16, 1642, this small colony reached the site of modern Montreal, landed at the place called Place Royale by Champlain, took possession of the Island and—the latter being placed by Maisonneuve under the protection of the Blessed Virgin—gave the name of Ville-Marie to the new colony.

Such were the humble beginnings of the great city.

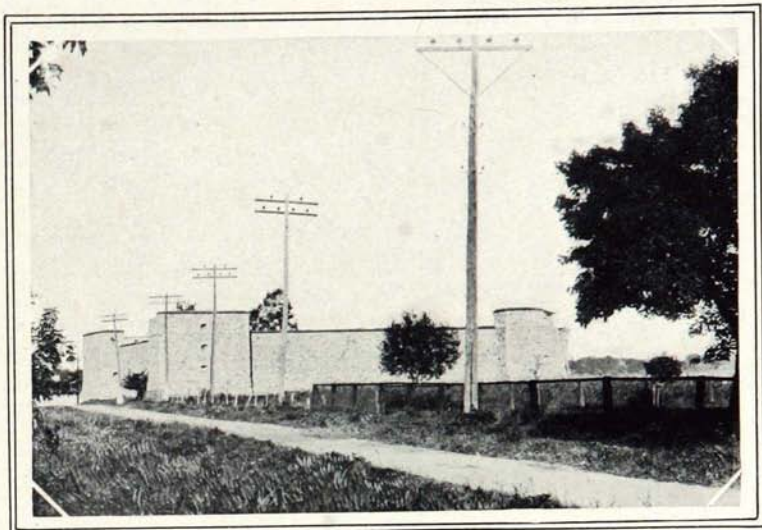
Ville-Marie, to-day Montreal, passed through innumerable perils, being surrounded in the early days by the fierce and ruthless Iroquois. Later on, when France and England fought for supremacy, Montreal revealed the valour of French soldiers. Still later on, when New England broke away from Old England, loyalty to the British flag preserved the city.

Montreal is unique among large cities, with a character all its own, past and present blending for the tourists' delight.

Of course, the French and English languages are both spoken throughout the city.

WHAT TO SEE IN MONTREAL.—Personal taste is the best guide to one's entertainment. However, if only one day is spent in Montreal, discrimination is essential. The tourist not already acquainted with the city will find a full day's enjoyment and instruction in visiting the following sites, monuments and buildings.

OLD MONTREAL.—The square included between the river, McGill Street, Fortification Lane and Berri Street; Place d'Armes, the financial heart of the city. At this very place, on March 30, 1644, 200 Iroquois were defeated and dispersed by Maisonneuve and 30 companions; Place d'Youville; an obelisk recalls the memory of the Société Notre-Dame and the foundation of Ville-



Fort Chambly, a relic of the past



Near L'Assomption, on Highway No. 2

Marie; Place Royale; Champlain, in 1611, had already noted this place. It became in 1642 the centre of Ville-Marie; Place Jacques-Cartier, formerly Place des Jésuites. A monument to Nelson has been erected on this place; Bonsecours Market, chief market in Montreal, former site of the Palais de l'Intendance.

ST. PAUL STREET.—Oldest street in Montreal. Was opened in 1672 by Sieur Bénigne de Basset. St. Jean Baptiste, St. Pierre, St. Vincent, St. Joseph (now St. Sulpice) and Notre Dame Streets were opened shortly afterwards by the same man.

CHATEAU DE RAMESAY.—Notre Dame Street, opposite City Hall, built in 1705 by Claude de Ramesay, Governor of Montreal. Property of the Compagnie des Indes in 1745. Official residence of English Governors after 1760. Occupied in 1775 by Montgomery. The "Gazette" was founded there, in 1778, by Benjamin Franklin. This old Chateau witnessed many historic events. It has been converted into a museum.

FORT DES MESSIEURS.—Built at the foot of Mount Royal as a protection for neophytes against the Iroquois. Only two towers are left and are carefully preserved.

HOUSE OF THE PATRIOTS.—100 years old, on St. Paul Street. On its façade is the statue of a French-Canadian type of olden days.

ROSCO HOTEL.—Inaugurated May, 1836, on St. Paul Street, and accommodating 150 guests. This hotel was at that time the best in Montreal, and perhaps in Canada.



Former residence of English Governors at Sorel



Canoeing near Montreal

McTAVISH HOUSE.—St. Vincent Street, built about 1790, by Simon McTavish, king of the fur trade.

DESMARCHAIS HOUSE.—On the side of Mount Royal at N. D. des Neiges, built 200 years ago. An enigmatical inscription will be seen on its façade.

OLD ST. SULPICE SEMINARY.—Opposite Notre Dame Church; its construction was begun in 1680 and completed in 1700.

OTHER OLD HOUSES.—Many old houses are still extant on St. Vincent Street, half-way between Notre Dame and St. Paul Streets. Opposite old Court House, many buildings date back from 1685 to 1723. The site of old houses is still to be noticed on St. Paul, St. Sulpice, Notre Dame, St. Peter and St. Lawrence Streets. Sieur Lamothe-Cadillac, founder of Detroit, had his house at the corner of Notre Dame and St. Lawrence Streets.

PRINCIPAL MONUMENTS.—Paul Chomedy de Maisonneuve, erected on Place d'Armes, July 1, 1895; Jacques Cartier, erected at St. Henri, June 14, 1893; Dollard, Lafontaine Park, erected June 24, 1920; Duvernay, in N. D. des Neiges Cemetery, erected 1855; Monument to Patriots of 1837-1838, close to N. D. des Neiges Cemetery, erected November 14, 1858; Nelson's Monument, erected on Place Jacques Cartier, August 17, 1809,

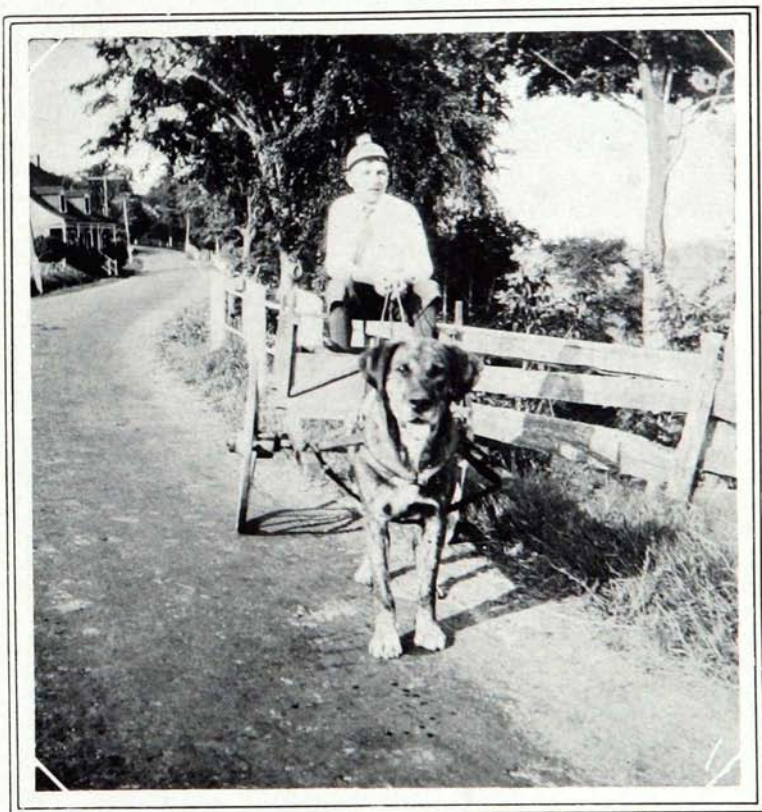
in honour of the hero of Trafalgar; McTavish's Monument, at the foot of Mount Royal, in memory of the President of the North West Company; Sir John MacDonald, Dominion Square, erected June 6, 1895; Statue to Bishop Bourget, Cathedral Place, erected June 24, 1903; King Edward, Phillip's Square, erected October 1, 1914; Cartier, Jeanne Mance Park, erected September 6, 1919; Octave Cremazie, St. Louis Square, erected June 24, 1906; Pierre Lemoyne d'Iberville, opposite the Church of Ste. Cunegonde, erected June 24, 1898; Queen Victoria, opposite Royal Victoria College, erected in 1900; Rev. Francis Fulford, first Anglican Bishop of Montreal, erected in 1870 near Christ Church; Monument to Montreal's Pioneers, Place d'Youville, erected May, 1894, at the very spot where landed the first settlers of Ville-Marie; Anglo-Boer War Heroes, Dominion Square, erected May 24, 1907; Jeanne Mance Statue, near Hotel-Dieu, erected in 1912 to commemorate the foundation of Montreal.



Old house at Neuville, Highway No. 2

Monument to heroes of the Great War, Notre Dame de Graces Park, unveiled October 30, 1919, by the Prince of Wales.

PRINCIPAL CHURCHES.—Notre Dame, opposite Place d'Armes, replica of Notre Dame de Paris, completed in 1829; second largest church on the North American Continent; its towers are 227 feet high. The bell in the western tower weighs 24,780 pounds, being the largest in America. Notre Dame de Bonsecours, built in 1657, burned and reconstructed in 1711; corner St. Paul and Bonsecours Streets. St. James' Cathedral; replica of St. Peter's Church, Rome; opposite Dominion Square; built in 1870; one of the largest churches in Montreal. St. James' Church, on St. Denis Street; Gothic style; built in 1823; its tower is the highest in Montreal. Notre Dame de Lourdes, St. Catherine Street, Byzantine and Renaissance styles; built in 1874;



Dog-cart near Quebec

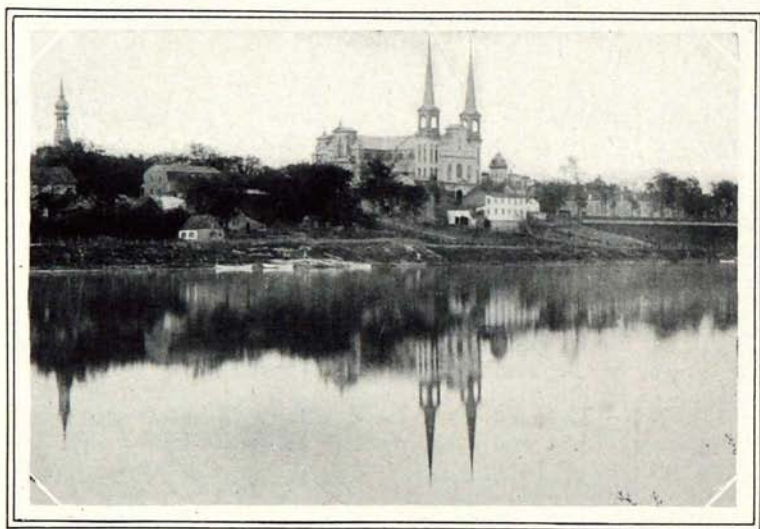
INFORMATION BUREAUS.—For information regarding hotels, places to visit, etc., call at the following information bureaus:

PROVINCIAL TOURIST BUREAU (Department of Highways and Mines, Montreal Branch), New Court House, Notre Dame Street.

MONTREAL TOURIST AND CONVENTION BUREAU, New Birks Building, Phillip's Square.

These bureaus will supply free, on request, highway maps and literature.

MONTREAL HISTORIC GUIDES, Monument National, 1182 St-Laurent Blvd.



A view of Nicolet

SIDE-TRIPS

AROUND MONTREAL ISLAND.—Leave Montreal via Notre Dame Street, eastwards. The road skirts the St. Lawrence River on the southern side of the Island, and Des Prairies River on the northern side. The distance travelled is about 65 miles. This trip affords most interesting beauty spots and gives opportunity to visit some historic villages and parishes, among which are Pointe aux Trembles, Sault aux Récollets, Rivière des Prairies, Ste. Geneviève, Ste. Anne de Bellevue and Lachine. The name of Lachine recalls one of the darkest periods of Canadian history, having, in 1689, witnessed the most bloody raids carried on by the Iroquois.

TRIP TO FORT CHAMBLY.—Leave Montreal via Victoria Bridge, turn left at St. Lambert on Route No. 1, turn right at Longueuil church and follow Route No. 1, to Chambly Basin. The distance from Montreal is 25 miles. Old Fort Chambly, close to Richelieu River, dates back to 1665 and was built by Jacques de Chambly, of the Carignan Regiment. The Fort was restored in 1693 and partially burned by the Iroquois in 1702. First a wooden construction, Fort Chambly was reconstructed in stone in 1709-1711.

During one hundred years, it protected the colony against the Iroquois. It was captured by the British troops in 1760 and occupied for fifteen years. Montgomery also captured the Fort



Old windmill at Nicolet

in 1776, during the war of Independence, occupied it four months and then burned it. Only the four walls were left. During the war of 1812-14, a number of American prisoners were kept in Fort Chambly, whence also the raid on Plattsburg was started. During the uprising of 1837 prominent political men were imprisoned there. Fort Chambly was finally restored by the Federal Government in 1880, and has since been maintained as a historic monument.

Other monuments and old houses are to be seen at Chambly. The Richelieu River Valley, called the "Historic Valley," has a lure all its own for lovers of history.

MONTREAL TO QUEBEC

The distance from Montreal to Quebec via the north shore is 178 miles—not including optional side trip to Shawinigan and Grand'Mère—and the road is hard-paved throughout. The tourist leaves Montreal at 9 or 10 a.m., reaching Quebec in the afternoon, if no side trip is taken. The highway is official Quebec Route No. 2, leaving via Notre Dame Street East, Pointe aux Trembles and Charlemagne Bridge.

The section of Highway No. 1 between Montreal and Quebec leads into one of the most typical French-Canadian districts, with scenic views all along the St. Lawrence. Few trips will give a better idea of French Canada, its peaceful villages, quaint houses, prosperous and contented population.

The district is mainly agricultural, but numerous industries also contribute to its wealth, especially in the Trois Rivières



Charlemagne Bridge, on Highway No. 2

section. Summer resorts are met all along the highway, and camping grounds are available to the tourist. Main places of interest are as follows:

POINTE AUX TREMBLES.—Pop. 3,300, on the Island of Montreal. Founded in 1674 under the French Régime.

L'ASSOMPTION.—25 miles from Montreal, pop. 1,200. Agricultural centre and summer resort.

BERTHIER.—50 miles from Montreal; pop. 3,550. Industrial centre. Distillery, match factory, tree nursery. Old church built in 1781. Ferry boat for Sorel, on the South Shore.



Angling for speckled beauties in the Laurentians

LOUISEVILLE.—72 miles from Montreal; pop. 3,161. Industrial centre.

POINTE DU LAC.—87 miles from Montreal; pop. 1,500; well-known summer resort.

TROIS RIVIERES

96 miles from Montreal; pop. 35,000. Founded in 1634 by Lavolette. One of the most important cities of Quebec, owing its development to the hydraulic resources of the St. Maurice River. Important river port. Pulp mills, lumber, paper and cotton factories. Seat of a Bishopric, a Classical College and a Technical School. Exhibition grounds.

Trois Rivières is essentially a French-Canadian city and is well worth a visit. Principal hotels: Château DeBlois, Lavolette Street; St. Louis, Rue des Forges; Canada, Champfleury Street; Dufresne, Rue des Forges. Many other hotels and

numerous restaurants afford desired accommodation. A ferry boat runs every hour between Trois Rivières and Ste. Angèle (south shore).

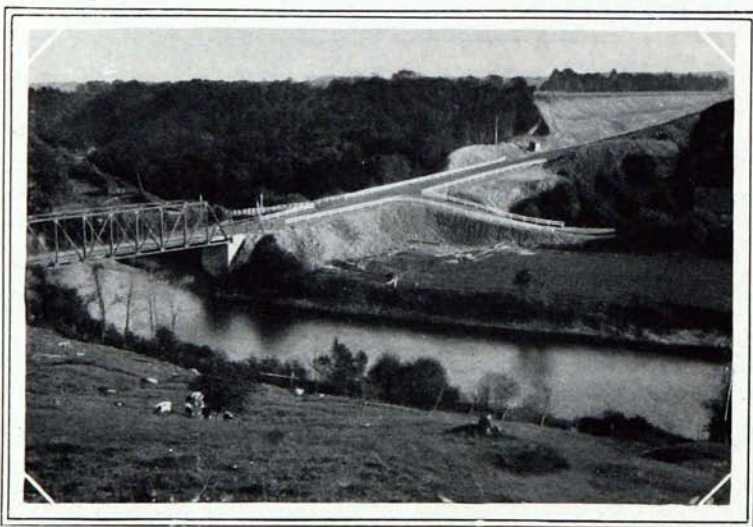
CAP DE LA MADELEINE.—99 miles from Montreal. Pop. 8,800. Industrial centre. Place of pilgrimage, visited yearly by over 100,000 pilgrims.

SIDE TRIP TO SHAWINIGAN AND GRAND'MÈRE

If sufficient time is available, a side trip to Shawinigan and Grand'Mère will prove very instructive. At Cap de la Madeleine, turn left on Route 19, hard-paved throughout. The distance to Shawinigan is 19 miles, and 28 miles to Grand'Mère. **SHAWINIGAN**, pop. 14,000, owes its birth to water power development. A number of industries are established there. **GRAND MÈRE**, pop. 8,000, has the same characteristics, and owing to very up-to-date management, is a fast growing town. The return trip to Cap de la Madeleine is made on route 19, the total distance covered being 56 miles.

LA PERADE.—On Route No. 2, 121 miles from Montreal; pop. 2,556. Residential centre.

DONNACONA.—149 miles from Montreal; pop. 2,300. Paper mill.



Route No. 3 near Deschaillons, Lotbinière



Aerial view of Grand'Mère (Fairchild Aerial Surveys Co.)

GRONDINES, DESCHAMBAULT, CAP SANTE, LES ECUREUILS and NEUVILLE are well-known summer resorts.

QUEBEC.—179 miles from Montreal. Entering via Ste. Foy Road, Avenue des Braves, Grande Allée and St. Louis Street to Château Frontenac.

MONTREAL TO QUEBEC VIA SOUTH SHORE

If desired, the trip may be made via the south shore road, on Route No. 3, improved throughout with macadam and gravel. Distance: 187 miles. Leaving Montreal via Victoria Bridge, the tourist will turn left at St. Lambert on Route No. 3. This highway is a very attractive one, skirting the St. Lawrence River most of the way. At Verchères, the tourist will pay a visit to the statue of Madeleine de Verchères, a conspicuous heroine of French Canada. SOREL, 59 miles from Montreal, pop. 9,000, has large shipyards owned by the Federal Government and the Canada Steamship Lines Co. This town was founded in 1675. Nicolet, 89 miles from Montreal, pop. 3,000, is the seat of a Bishopric and has numerous convents and educational institutions. From Ste. Angèle, opposite Trois Rivières, to Lévis, opposite Quebec, the scenery is fascinating. Quebec Bridge, 10 miles from Lévis, is the largest single-span bridge in the world. A close view is afforded from the road.

MONTREAL TO QUEBEC VIA ST. HYACINTHE AND DRUMMONDVILLE

Another route between Montreal and Quebec is available via St. Hyacinthe and Drummondville. Leave Montreal via Victoria Bridge, turning left on Route No. 3 at St. Lambert, and right on Route No. 1 at Longueuil. Follow Route No. 1 to the village of Rougemont. Near the eastern limit of Rougemont, turn left on Route No. 12 to St. Hyacinthe. Leaving St. Hyacinthe, proceed on the same highway to Drummondville and



Entering St. Hyacinthe by Route 12

Ste. Angèle, opposite Trois Rivières. Continue on Route No. 3 to Lévis and Quebec. The distance to Ste. Angèle is 126 miles, and 212 miles to Quebec.

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

Two important cities are met with between Montreal and Ste. Angèle.

ST. HYACINTHE.—49 miles from Montreal. Pop. 14,000. This town is one of the most attractive in the Province, and has a population essentially French-Canadian. In this respect, very

few cities in the Province compare with St. Hyacinthe. The town is also a religious centre, the seat of a Bishopric and of many educational institutions. About forty industries are established at St. Hyacinthe, the most important being the organ factory operated by Casavant Bros., renowned the world over. Excellent accommodation is provided by Grand Hotel, Canada Hotel and Union Hotel. Situated on the pretty Yamaska River, St. Hyacinthe is an ideal place for a stop or a stay.

Parishes extending between St. Hyacinthe and Drummondville are exclusively concerned with farming, marketing at either one or the other of these two towns. At *Ste Rosalie*, near



A section of Drummondville (Fairchild Aerial Surveys Co.)

St. Hyacinthe, is one of the warehouses of the Quebec Federated Cooperative.

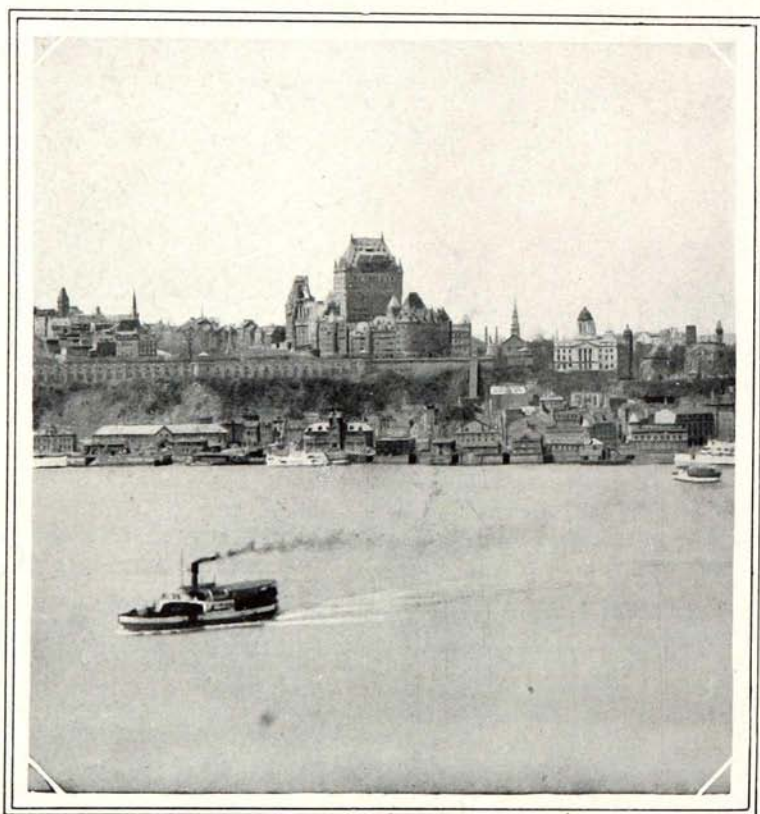
DRUMMONDVILLE.—92 miles from Montreal and 40 miles from Trois Rivières; pop. 5,500. Many of Canada's leading industries, including the huge Canadian Celanese Company, have located there because of the large supply of power, high class labor and the shipping advantages. Drummondville was founded on April 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. Good accommodation at American House and Grand Central Hotel.

QUEBEC

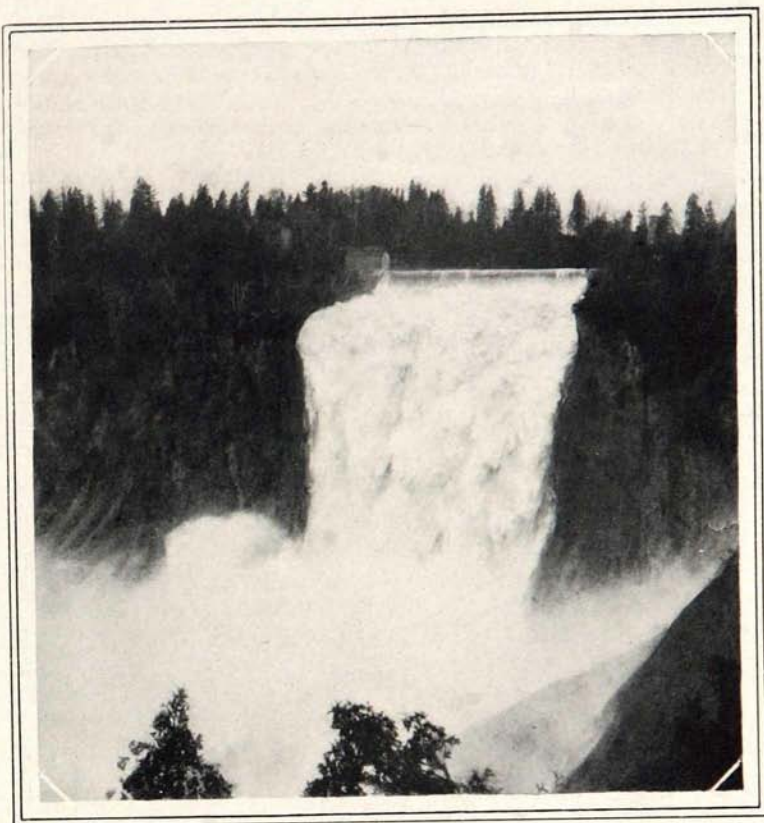
QUEBEC FACTS.—The City of Quebec has a population of 131,000. It is the oldest in America, after Annapolis Royal, N.S., and the second largest in the Province of Quebec. Quebec City is the seat of the Provincial Government, and commands a scenic site unique in the world. Quebec is the only walled city in North America, and its old Citadel, on Cape Diamond, has been compared to that of Gibraltar, in Europe. Quebec was once the capital of Canada.

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

Quebec is the principal industrial and commercial city of the Province after Montreal. Leading industries are shoe factories,



Quebec, historic and scenic city



Montmorency Falls, seven miles below Quebec (on Route 15)

fur factories, canneries, a large paper mill and hundreds of less important establishments. Quebec is the metropolitan centre for the district between Trois Rivières and the extreme north-eastern section of the Province. A Provincial Exhibition is held each year.

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

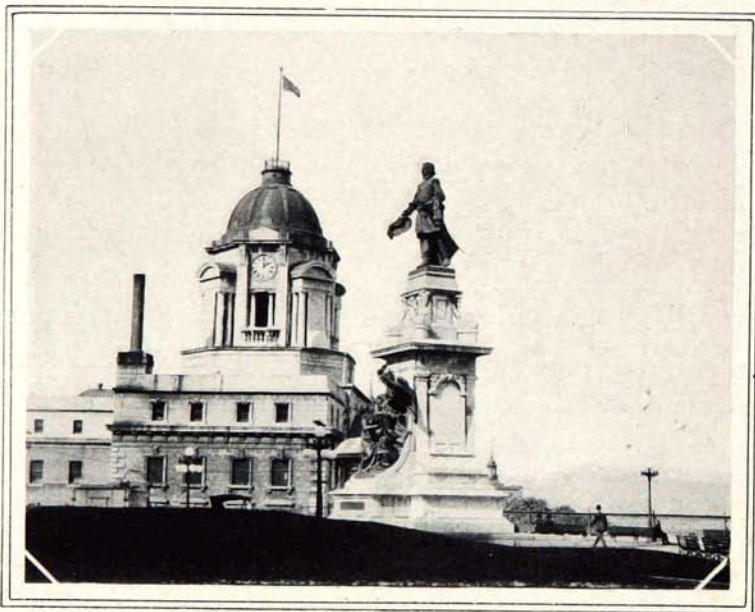
Quebec has one English and three French dailies.

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

As a touristic and sporting centre, Quebec is unrivalled in America. The tourist will leave this old city with lasting impressions and a desire to return.

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

Quebec is the city of remembrance. Proudly rising on its rock, it lives in the memory of the past and raises monuments to the glories of old France. On entering Quebec, the tourist at once comes in touch with the past. Jacques Cartier, Champlain and Montcalm mount guard over the city which they defended. A visit to Quebec is a historic pilgrimage. Historic spots are countless. All tell a story of courage, valour and glory. With its quaint little streets, Quebec recalls a medieval French city and is absolutely different from anything to be seen elsewhere in America.



Monument to Champlain, Quebec

WHAT TO SEE IN QUEBEC.—It often happens that the tourist coming to Quebec for one day changes his mind and makes a longer stay. If, however, only one day is available, the following sites will give a general idea of the city.

THE CITADEL.—At the summit of Cape Diamond, 350 feet above the river. Constructed in 1823.

THE OLD CITY WALL, two miles long, encircling old Quebec, with its gates: St. Louis, Kent and St. Jean.



A lake in the Laurentians

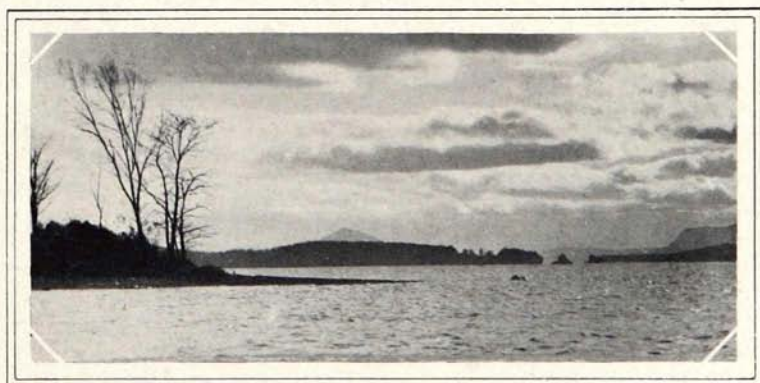
THE RAMPARTS, armed with old guns, oxidized by time.

MARTELLO TOWERS, beyond the walls, formerly a part of the defensive system of Quebec.

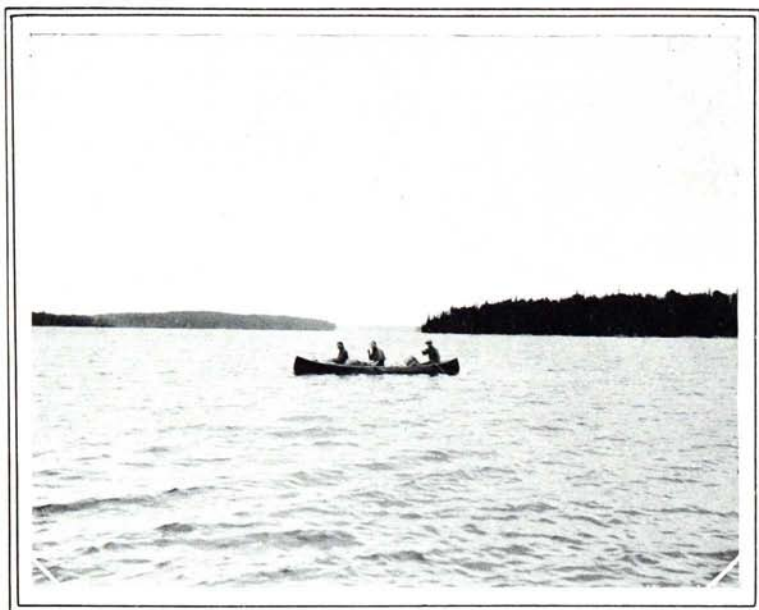
BATTLEFIELDS PARK.—Of special interest: the Plains of Abraham, where Montcalm was defeated by Wolfe in 1759. Both generals died after the battle and Quebec surrendered to British troops; Avenue des Braves, commemorating the victory of Lévis over Murray in 1760; Anse au Foulon, where Wolfe's troops landed in 1759.

MONTMORENCY PARK.—Site of the first Canadian Parliament, where the Confederation Pact was signed.

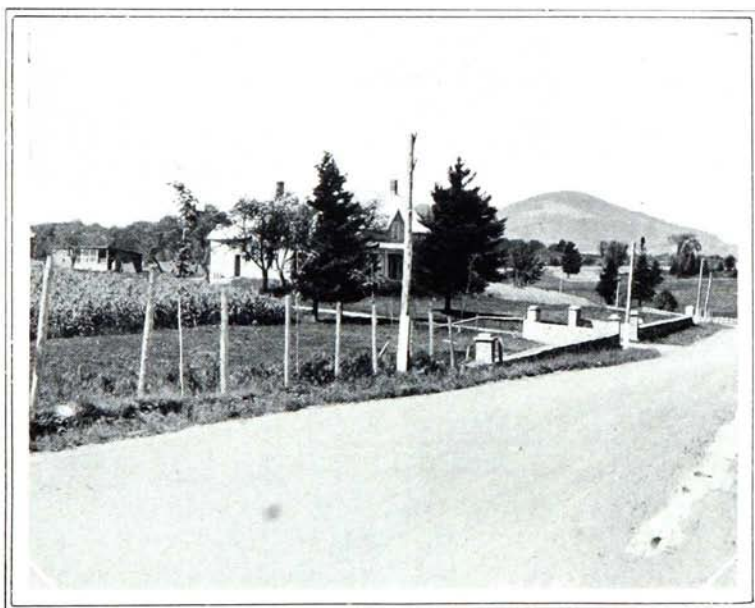
DUFFERIN TERRACE.—Formerly the site of Château St. Louis, built by Champlain in 1620 and burned in 1834. Dufferin Terrace commands one of the grandest scenes in the world.



Lake Memphremagog, near Magog, on Route No. 1



Canoeing in the Laurentian Park



Highway No. 1—Granby Township

OLD HOUSES.—Kent House, corner St. Louis and Haldimand Streets, built in 1650; Montcalm's House, corner St. Louis and Desjardins Streets, built in 1677; McKenna House, Ste. Famille Street, built in 1720; Montcalm House, on Ramparts, where Montcalm lived in 1758 and 1759; Tourangeau House, St. Jean Street, built in 1770 and always occupied by the Tourangeau Family; Sewell House, St. Louis Street, built in 1830; Vallée House, Ste. Anne Street, built in 1818; Garrison Club, St. Louis Street. The lower story was built in 1872.

PRINCIPAL MONUMENTS.—Champlain, on Dufferin Terrace, erected 1898; Wolfe-Montcalm, in Jardin du Fort, erected in 1828, commemorating the heroes of the battle of the Plains of Abraham; Laval, opposite Post Office, erected in 1908 in memory of the first Bishop of Quebec; Monument to the Faith, opposite Château Frontenac, erected in 1916; Cartier, in Montmorency Park, erected in 1920 to commemorate the memory of Sir Georges Etienne Cartier, a Father of the Canadian Confederation; the Golden Dog, above the main entrance of Post Office Building, commemorating a well-known legend of French Canada; Taschereau, on Basilica Place, commemorating the first Canadian Cardinal; Hébert, on City Hall Square, commemorating the first Canadian settler; other monuments are to be seen opposite Parliament Buildings and in niches of the Government House.

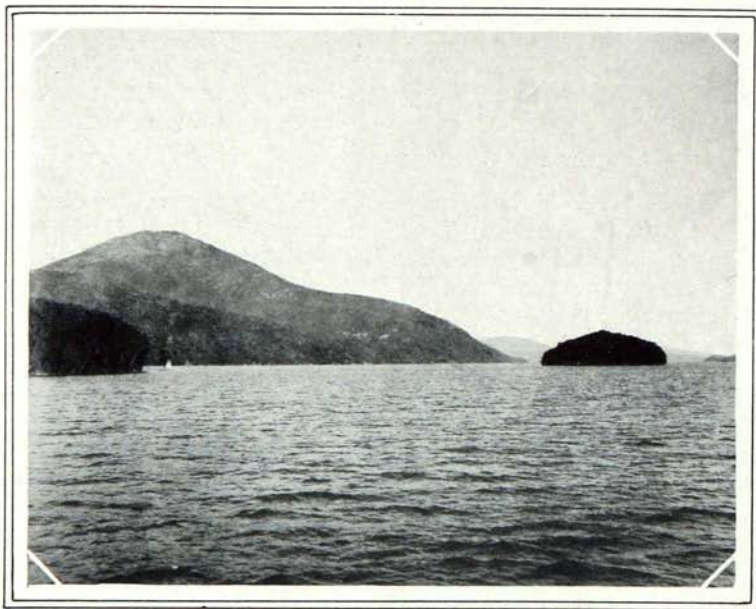
PRINCIPAL BUILDINGS.—Laval University, oldest French University in America; Ursulines Convent, founded in 1639; Parliament Buildings, in French Renaissance Style; City Hall, on the site formerly occupied by the Jesuits' College; Château Frontenac, opposite Dufferin Terrace, on the site of Château Haldimand; Court House, St. Louis Street, in French Renaissance style; Hôtel-Dieu, Palace Hill, oldest hospital in America; General Hospital, on the banks of St. Charles River, dating back to 1693.

PRINCIPAL CHURCHES.—The Basilica, oldest in Quebec. Built in 1647, burned and reconstructed three times; Notre Dame des Victoires, Lower Town, built in 1688, one of the most precious souvenirs of old Quebec; St. Jean Baptiste, St. Jean Street, Renaissance style; St. Sacrement, Ste. Foy Road, Romanesque style; St. Coeur de Marie, Grande Allée, Byzantine style; St. Dominique, Grande Allée, Gothic style; St. Roch, St. Joseph Street, replica of N. D. de Paris; St. Matthew's, St. Jean St., Anglican Church, Gothic style.

HOTELS.—Call at information bureaus for detailed information regarding hotels, boarding houses and camping grounds. Principal hotels are as follows:

Château Frontenac...	St. Louis Street	900	rooms
Ste. Ursule.....	St. Louis Street	75	"
Clarendon.....	Ste. Anne Street	100	"
Lorraine.....	Desjardins Street	35	"
Mountain Hill.....	Mountain Hill	60	"
Montcalm.....	St. Jean Street	50	"
Manoir Montmorency	St. Jean Street	60	"
Neptune Inn.....	Mountain Hill	60	"
Victoria.....	St. Jean St. and Palace Hill	250	"
Champlain.....	St. Paul Street	200	"
St. Roch.....	St. Joseph Street	250	"
Blanchard.....	Notre Dame Square	75	"

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



Summer glory in the Eastern Townships

SIDE-TRIPS

TO STE. ANNE DE BEAUPRE.—This is a pilgrimage place of world-wide repute, visited each year by hundreds of thousands of tourists and pilgrims. Nobody can afford to miss this trip.

Ste. Anne de Beaupré is situated 22 miles east of Quebec, on Route No. 15, hard-paved throughout. Autobusses and tramways are operated by the Quebec Railway Co. Ample hotel accommodation is provided.

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



Chateau Frontenac and Dufferin Terrace, Quebec City

altered, it would seem, by modern 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. The Island of Orléans was first called Bacchus Island by Champlain, and played a conspicuous rôle in Canadian history. The trip is made on modern improved roads, and the panorama is entrancing.

RETURN TO THE UNITED STATES VIA SHERBROOKE

The return trip to the United States may be made in one day, whatever the routes selected. The tourist leaves by Lévis, opposite Quebec. There are three improved main highways leading to Sherbrooke.

QUEBEC TO SHERBROOKE VIA BEAUCE JUNCTION.
—145 miles. Leaving the ferry at Lévis, proceed to Commercial Street, and turn right. Follow Route No. 23 to Beauce Junction, 36.75 miles from Lévis. At Beauce Junction, turn right, leave Route No. 23 and proceed on Route No. 1. At Cookshire, 127.5 miles from Lévis, take Route No. 28 and continue to Sherbrooke.

This route will reveal an important industrial and farming district. Principal points of interest are as follows: **LEVIS**, opposite Quebec, pop. 10,500. Historic city, played an important



A feature of Quebec City: the calèche

part in the war of 1759-1760. Industrial and residential centre; **THETFORD MINES**, 70 miles from Quebec; pop. 8,500. The centre of asbestos production. Thetford Mines, Black Lake and environs are the site of the largest asbestos deposits in the world; **East Angus**, 122 miles from Quebec, pop. 4,000, industrial town.

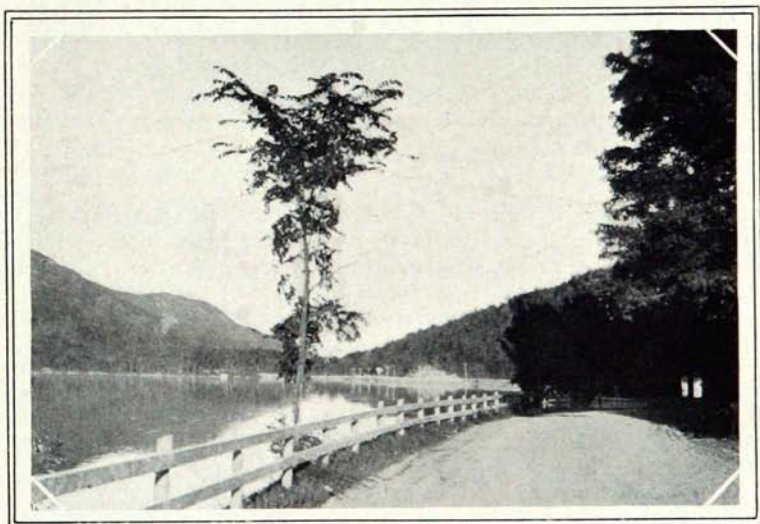
QUEBEC TO SHERBROOKE VIA BEAUCEVILLE.—146.5 miles. Leaving Lévis, follow Route No. 23, but instead of taking Route No. 1 at Beauce Junction, proceed ahead to Beauceville, 52 miles from Quebec. At Beauceville, turn right on Route No. 28. This route leads to Sherbrooke.

The first 52 miles run mostly through the famous Chaudière River Valley and afford rare scenic views. The district was

settled under the French Régime and the villages and parishes traversed have a historic touch. Between Beauceville and Sherbrooke, the district is essentially a farming one. No populous centres to delay motorists. The road is exceedingly fine and this route is often preferred for its scenic beauty.

QUEBEC TO SHERBROOKE VIA RICHMOND.—139 miles. Leaving Lévis, take Route No. 3, instead of Route 23. Ten miles from Lévis, turn left on Route 5, and follow this route to Sherbrooke. The highway is gravelled throughout.

By selecting this route, the tourist will have a glimpse of the Eastern Townships, a very distinct section of Quebec, and one



Orford Lake, Township of Bolton East, Highway No. 1

of the richest. Principal points of interest are as follows: Victoriaville, 86 miles from Quebec, pop. 5,000, an industrial centre; Richmond, 122 miles from Quebec, pop. 2,700, an industrial and railroad centre; Bromptonville, 129 miles from Quebec, an industrial town.

SHERBROOKE.—Pop. 25,000, the "Queen of the Eastern Townships," owes its name to Sir John Sherbrooke, Governor of Canada in 1816-1818. Situated at the confluence of St. François and Magog Rivers. Sherbrooke is the principal city of the Eastern Townships, and occupies an exceptionally advantageous



A business section of Sherbrooke

position in the Province. Industries are numerous and very active. Main industries: gloves, cigars, tires, gas, wool, cotton, paper, boiler making, hydro-electric power station, clothes, scales, etc. Sherbrooke is often called the "Electric City" owing to its wealth of water power. Annual Fair.

Although French Canadians form the majority of the population, Sherbrooke has a very large proportion of English-speaking people. Its ways are rather American and the tourist from the United States will feel at home. If a day is available for a tour around the city and environs, it will be well spent.

Principal hotels are: New Sherbrooke House, 150 rooms; Grand Central, 52 rooms; King George House, 40 rooms; American House, 40 rooms; New Windsor, 40 rooms; Grand Union, 45 rooms; Château Frontenac, 41 rooms. For additional information apply to the Sherbrooke Auto Club, King Street.

If the return to the United States is to be made on the same day, proceed by the following routes immediately after visiting Sherbrooke.

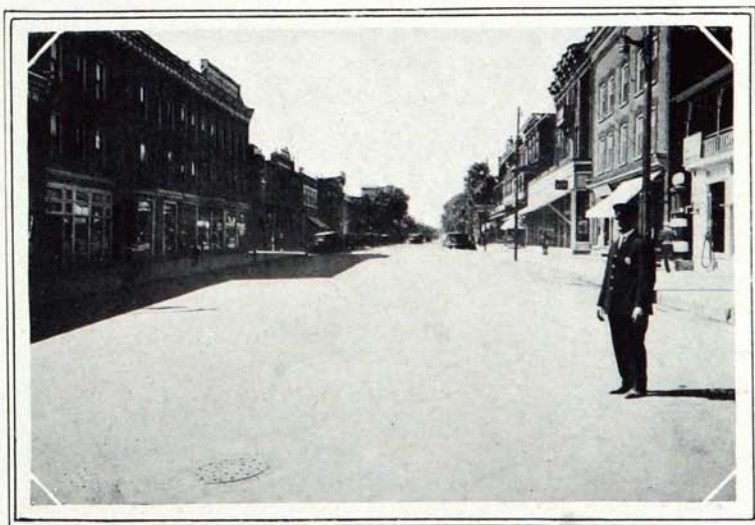
SHERBROOKE TO NEWPORT VIA DERBY LINE.—40 miles. Leave south by Wellington Street, and proceed on Route No. 13. This route may be made in the evening. Should, however, the tourist choose to travel by daylight, he will leave Quebec Province with a lasting memory of its scenic charms. Few routes afford more beautiful scenes than the Sherbrooke-

Derby Highway. The district is characteristic of the Eastern Townships, with its rich farms, its prosperous population and its sense of rest and repose. Half-way between Sherbrooke and the Vermont border, Massawippi Lake in the distance sends a last message of beauty.

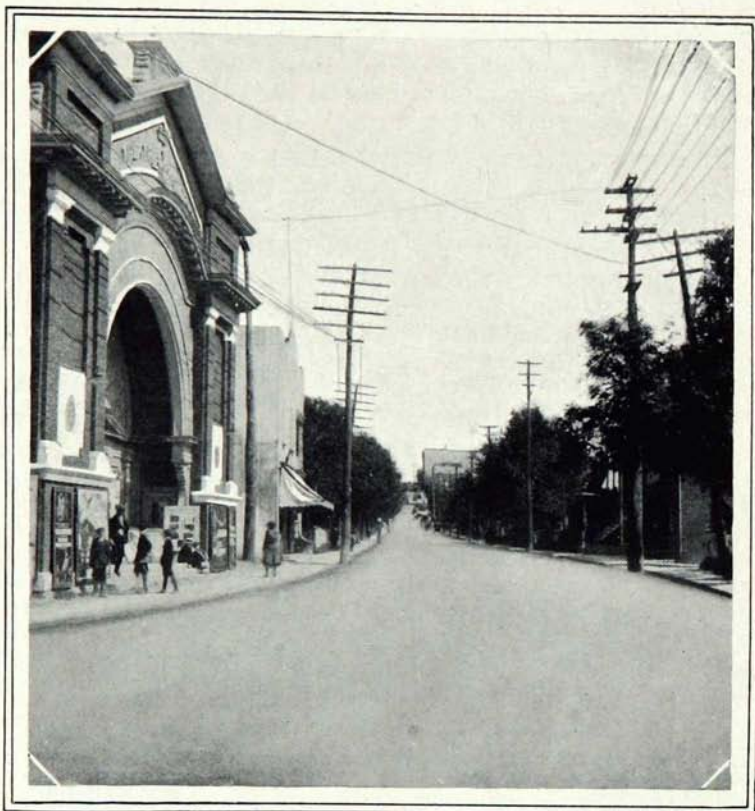
SHERBROOKE TO NORTON MILLS.—31 miles. Leaving Sherbrooke south by Wellington Street, proceed to Lennoxville and turn left on Route No. 22. This Route also affords grand scenes. Coaticook, 21 miles from Sherbrooke, is an industrial town.

SHERBROOKE TO NEWPORT VIA WATERLOO AND KNOWLTON.—77 miles. Leaving Sherbrooke by King Street West, follow Route No. 1 to Waterloo. One mile before reaching the village of Waterloo, turn left on Route No. 39 and proceed to Newport. This route presents much the same characteristics as Route No. 13; rich farms, summer resorts and beauty spots.

RETURN BY MONTREAL.—100 miles. If the tourist has left Quebec early in the morning, he may choose to return by Montreal, the total distance being about 246 miles. This Route (No. 1 throughout) will familiarize him with two contrasting sections of Quebec: the Eastern Townships and the district extending 40 miles east of Montreal. **GRANBY**, pop. 9,400, half-way between Sherbrooke and Montreal, is a thriving city, well worth knowing. Orford Lake, about 27 miles from Sherbrooke, is a famous beauty spot. Mount Orford is one of the highest peaks in America east of the Rockies.



Main Street of Granby



Highway No. 2 at Rivière du Loup

RETURN BY PIKE RIVER.—80 miles. Leave Sherbrooke on Route No. 1. At Waterloo, turn left on Route No. 39. At Knowlton, turn right on Route No. 26 and proceed to Lacolle. Then follow Route No. 9 to Rouse's Point. A typical section of the Eastern Townships, and the historic Richelieu River district brings the tour to an end.

REVERSE TRIP

The programme for the tourist entering Quebec south of Sherbrooke is as follows:

- First day —Newport (or other point south of Sherbrooke) to Quebec.
- Second day —Visit in Quebec and environs.
- Third day —Quebec to Montreal.
- Fourth day —Visit in Montreal and environs.
Leaving Montreal following morning.

FIVE-DAY TRIP

THE tours described in this booklet are subject to various combinations, and a section of one tour may be changed for or substituted to a section of another tour. Almost any arrangement may be made to suit the tourist's preference. Whilst the tourist coming for a four-day trip is supposed to travel about five hundred miles on Quebec highways, roughly 1,400 miles have as yet been briefly reviewed. Our five-day trip will present a few additional routes, the programme being liable to alterations with the material of the four- and six-day trips.



Old French-Canadian House, St. André, Kamouraska County, Highway No. 2

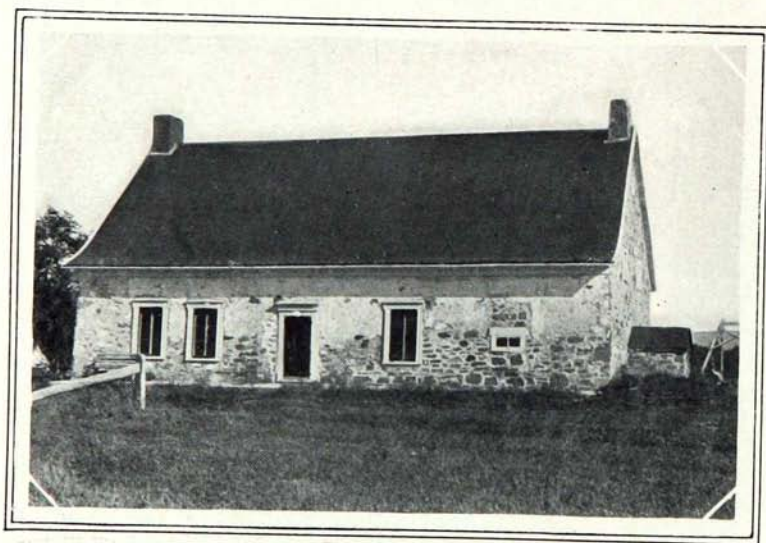
The following trip calls for a visit to Montreal and Quebec cities, and features a one-day tour in the Laurentians, north of Montreal. The trip to La Malbaie and St. Siméon, featured in the next chapter, may be substituted. The return to the United States is made via Jackman, Me., or via Sherbrooke, Que. If the Maritime Provinces or the eastern section of Maine are to be visited, the return from Quebec is made via Rivière du Loup, Que., and Edmundston, N.B.

The tourist enters Quebec Province by ports west and south of Montreal, and the latter city is reached in the afternoon. The programme is as follows;

Night of Arrival —Rest, theatre, shopping, or visit to Montreal's main thoroughfares.

First day —Visit in Montreal City.

Second day —Trip to Ste. Agathe in the Laurentians north of Montreal; optional side trips to St. Eustache, Terrebonne, around Jésus Island, around the Island of Montreal, or to Fort Chambly.



Old House dating back to French Régime, Highway No. 2

Third day —Montreal to Quebec.

Fourth day —Visit in Quebec City.

Fifth day —Side trips to Ste. Anne de Beaupré or around the Isle of Orléans, and return via Jackman—or return via Rivière du Loup and Edmundston, or via Sherbrooke.

Descriptive material has already been given for the visit in Montreal and environs, the trip to Quebec with optional side-trip to Shawinigan and Grand'Mère, the visit to Quebec and environs, and the return journey via Sherbrooke. A brief description of the tour to Ste. Agathe and the Laurentians, with a few additional side-trips, will now be given.

MONTREAL TO STE. AGATHE

The Laurentian district north of Montreal has been called the "Switzerland of Canada," and rightly enough if variety of



St. Jérôme, on Route No. 11

sites and popularity are meant. But the Laurentians have something softer—and more human. They do not overpower you with awe, and although high peaks are not uncommon, they do not call for the alpenstock. Their beauty is more accessible. The rocks of the Laurentians belong to the oldest on earth. Glaciers and eternal snow have long since disappeared and have been succeeded by dense forests. In the lower elevations of the vast plateau are innumerable rivers and lakes. Both hunter and fisherman regard the district as the sportsman's paradise. Here is the ideal lakeland. Gorgeous nature, pretty villages, summer resorts, camping grounds and excellent hotel accommodation are met throughout. The district is of easy access by road. A modern highway, well maintained by the Quebec Department of Highways and Mines, leads to Ste. Agathe, in the heart of the Laurentians, and farther north, to Mont Laurier and Maniwaki.



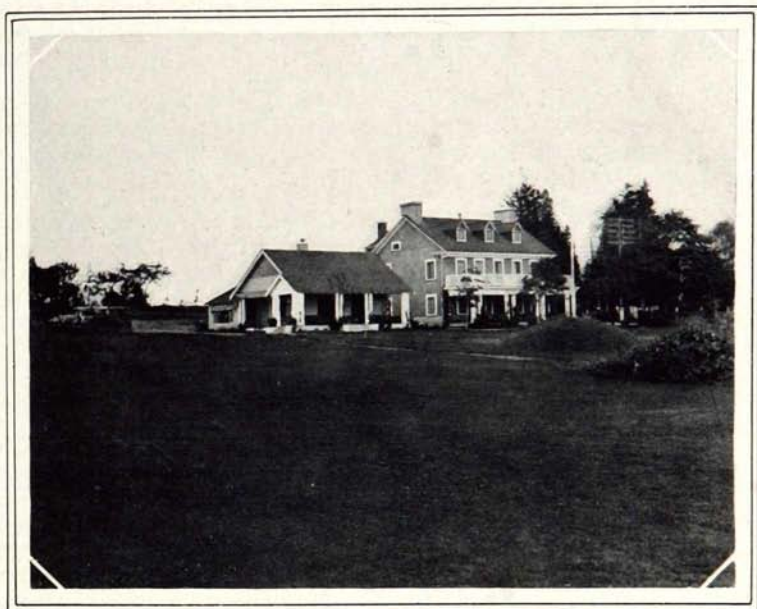
Old well near Quebec

From Montreal, the distance to Ste. Agathe is 63.25 miles, travelled on Route 11. Surfaces are concrete, macadam and gravel. From Dominion Square, proceed via Peel, Sherbrooke and St. Urbain Streets to St. Joseph Boulevard. Then proceed to St. Lawrence Boulevard, running across the Island of Montreal to Cartierville. Follow road markers No. 11.

The tourist will then cross to Jésus Island, next to the Island of Montreal, and proceed north to Ste. Agathe. The Laurentians are reached past St. Jérôme, 34 miles from Montreal. The section between Montreal and St. Jérôme is flat and owes its prosperity to agriculture, vegetable crops and cattle raising. Industries and prosperous commercial establishments are found at Ste. Thérèse and St. Jérôme. Main centres are as follows:

STE. ROSE—16 miles from Montreal, on Jésus Island; pop. 2,520. Renowned summer resort.

STE. THERESE—20 miles from Montreal; pop. 3,200. Industrial town. Piano-makers, saw-mills and other industries. Important educational institutions. Very fine church. The old Monk Mill, built in 1816 on Rivière aux Chiens, is worth a visit. The parish of Ste. Thérèse was founded in 1789.



Golf links near Quebec

ST. JEROME—34 miles from Montreal; pop. 7,343. This town, known as the “Queen of the North,” is the industrial and commercial centre of the district. It was founded in 1832 and owes much of its growth to Father Labelle, famous priest who founded about twenty parishes in the Laurentian district. Light and power used in St. Jérôme are supplied by the Rivière du Nord, running through the town. Outstanding industries: two pulp and paper mills, a shoe factory, a knitting factory, a foundry, a manufactory of doors and windows, and many saw-mills. Numerous educational institutions. The church is beautiful. St. Jérôme is noted for the Passion Play, enacted every summer before over 30,000 spectators. St. Jérôme is also the rendezvous of thousands of tourists and sportsmen going into the Laurentians. Excellent hotel accommodation.

Shawbridge, Piedmont, Mont Rolland, Ste. Adèle and Val Morin are ideal tourist resorts. Hotel accommodation and convenient camping places.

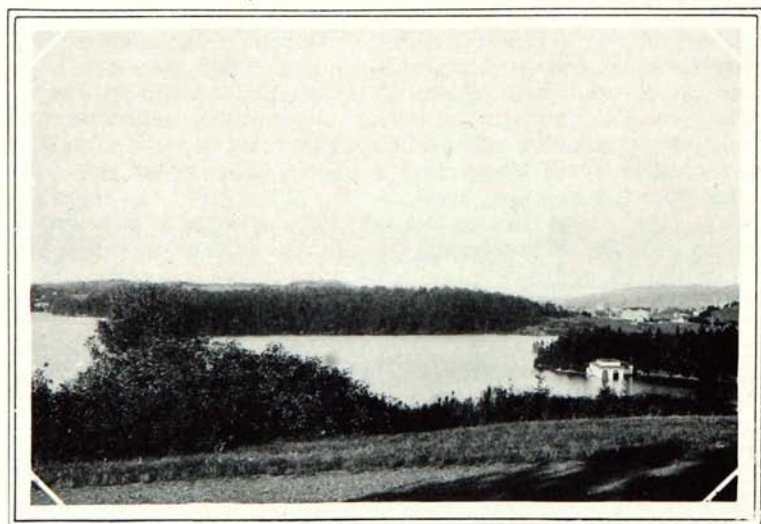
STE. AGATHE DES MONTS—63.25 miles from Montreal; pop. 3,680. The most famous summer resort in the Laurentians. Built on the bank of Lac des Sables, on a lovely spot. Canoeing, yachting, golf. Hundreds of lakes with excellent trout fishing are to be found within thirty miles of Ste. Agathe. Deer and

moose hunting in surrounding forests. The climate is remarkably healthy, and a sanatorium has been established there. Camps are available for tourists in the neighbouring mountains.

The tourist will not fail to visit Ste. Agathe and surrounding beauty spots, and will return to Montreal on the same highway. When approaching Montreal, a few interesting side-trips may be made, according to the time available.

SIDE-TRIP TO ST. EUSTACHE.—About two miles south of Ste. Thérèse, Route No. 11 intersects with Route No. 29. Turn right on the latter highway. St. Eustache, pop. 3,060, is about six miles further. This important village dates back to 1768, and was the centre of agitation during the rebellion of 1837-1838. On the façade of the church are still seen marks of the cannon balls. The village was burned after a battle between 300 French-Canadians and Sir John Colborne's troops. The trip affords surpassing picturesqueness. The road is hard-paved.

SIDE-TRIP TO TERREBONNE.—At the junction of Routes 11 and 35, turn left and, instead of proceeding to Jésus Island, continue to Terrebonne on Highway 29. Terrebonne, pop. 2,500, is about twelve miles further. The road skirts Mille Îles River and the tourist will admire the scenery. Terrebonne is an industrial and commercial town. Numerous important establishments are to be seen. This town was once the headquarters of the North West Company. Old houses dating back as far as 1784 are still extant. From Terrebonne, the tourist may return



Lac des Sables, Ste. Agathe des Monts



Old Chapel at St. Pierre, Island of Orléans

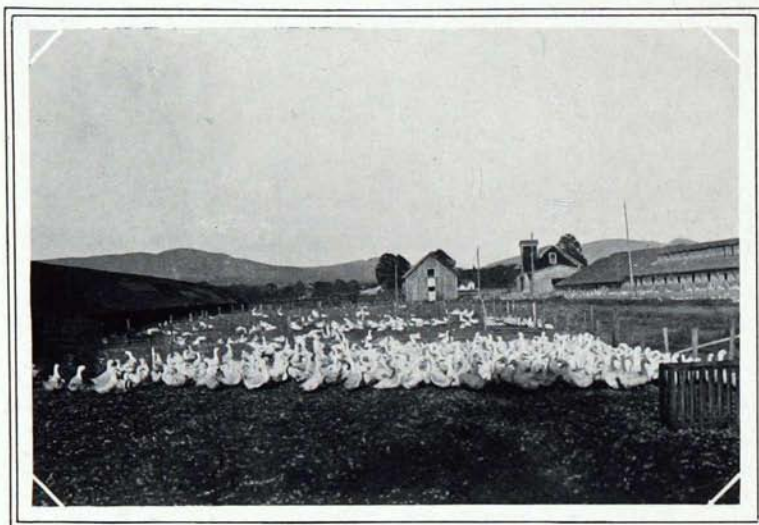
to Montreal either via Masson Road, on Jésus Island (paved; Route No. 38), or via Routes Nos. 29 and 11.

AROUND JESUS ISLAND.—The total distance around Jésus Island is 45 miles and is travelled on paved roads. When leaving Bélair Bridge, between St. Thérèse and Ste. Rose, turn left and proceed about one and one-half miles on Route No. 11. Then, instead of turning right on this same highway, follow the road along the river, bearing No. 38. Whitewashed posts show the way. This tour is extremely picturesque and brings the tourist into one of the oldest sections of French Canada. Most of the parishes on the Island date from the French Régime.

RETURN TRIP FROM MONTREAL

According to the programme, the return from Quebec is made on the fifth day. If the return is made via Sherbrooke, descriptive material will be found in connection with the four-day trip. If the tourist chooses to continue via Rivière du Loup, he will find in the next chapter a brief review of the district traversed. Below are a few notes on the Lévis-Jackman Highway for the return journey via the State of Maine.

LEVIS-JACKMAN HIGHWAY.—This is Route No. 23, a distance of 90.21 miles to the U.S. boundary line, and a total distance of 108 miles to Jackman. The road is paved and gravelled, and kept in perfect motoring shape. It is the direct route



Duck Farm near Sherbrooke

to Augusta and Portland, Me., and the old Kennebec road opened in 1830 to provide communication between Quebec and New England. Long before Frenchmen came to America, the trail along the Chaudière River was used by Indians in their hunting parties to the St. Lawrence. In 1691, French armies marched over this trail against New England. Via the Chaudière Valley, also, the American General Benedict Arnold, with his army, reached Quebec in 1775. The parishes in this district are among the oldest in Quebec and are typically French-Canadian. Loveliness and variety of sites are a feature of this much frequented highway. Lévis, opposite Quebec, pop. 10,300, owes its name to the Chevalier de Lévis, hero of the battle of Ste. Foy. This town was once a strategical point. It commands a beautiful view of Quebec and the St. Lawrence. Hotels, boarding houses and camping grounds are available for the tourist. Other centres along the highway are Pintendre, St. Henri, Scott, Ste. Marie, Beauce Junction, St. Joseph, Beauceville, St. Georges and St. Côme.

REVERSE TRIP

First day —Jackman (Me.), Derby or Norton Mills (Vt.), to Quebec.

Second day —Visit in Quebec and environs.

Third day —Quebec to Montreal.

Fourth day —Visit in Montreal and environs.

Fifth day —Trip to Ste. Agathe and the Laurentians.

SIX-DAY TRIP

CHARLEVOIX COUNTY and the Lower St. Lawrence districts south of the river are becoming the rendezvous of tourists. Nowhere else on the continent does such grandeur blend with such variety of scenery as along the north and south shores of the majestic St. Lawrence below Quebec.

Tourists from the hot Southern States will welcome the bracing climate; hunters and fishermen will find all facilities to indulge in their favourite sport; lovers of history will find old French-Canadian villages dating back to the early days of the French Régime, and the discriminating motorist will enjoy the fine roads leading through them.

The tourist keeping to the programme of the six-day trip will return with a very comprehensive idea of Quebec. This booklet, as we said, provides various combinations. Tourists may plan trips of from two to eight days' duration, at their discretion.



La Malbaie, with Pointe au Pic in the distance

PROGRAMME

Night of Arrival —Rest, theatre or visit to Montreal's main thoroughfares

First day —Visit in Montreal and environs.

Second day —Montreal to Quebec.

Third day —Visit in Quebec and environs.

Fourth day —Quebec to La Malbaie and St. Siméon and, return.

Fifth day —Quebec to Rivière du Loup and Rimouski: lunch at Rivière du Loup.

Sixth day —Rimouski to Métis-sur-Mer; back to Ste. Flavie, and to Campbellton, N.B.



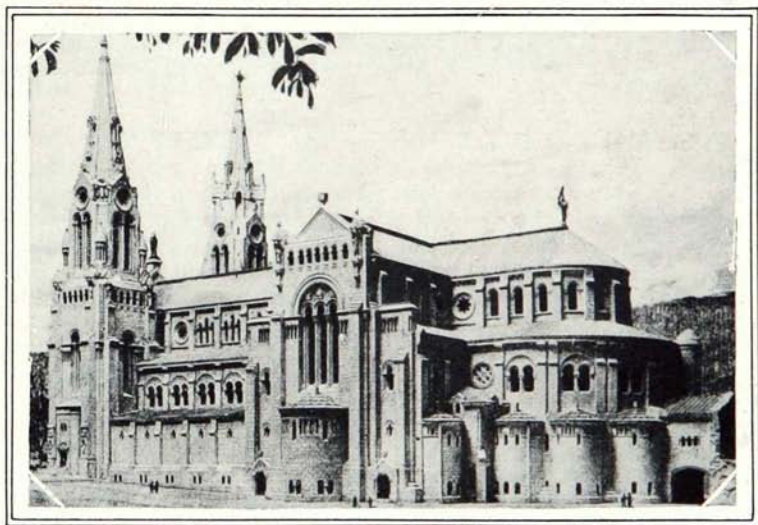
St. Joseph, on the Lévis-Jackman Highway

This descriptive material has already been given in connection with the four and five-day trips: highways entering Montreal; Montreal City; trip to Ste. Agathe (interchangeable with the trip to La Malbaie); Montreal to Quebec, with side-trip to Shawinigan and Grand'Mère; Quebec City and environs. A few particulars in connection with the trip to La Malbaie and St. Siméon, and a short description of the trip to Rivière du Loup, Rimouski, Ste. Flavie and Campbellton will now follow.

QUEBEC TO LA MALBAIE AND ST. SIMEON

The district between Quebec and La Malbaie is like no other district in Quebec, and the tourist in quest of the unusual will not miss the trip. Côte de Beaupré, stretching from Quebec to Cape Tourmente, a distance of thirty miles, is the genuine French-Canadian homeland. Here stand sturdy Norman-roofed stone houses and thatched-roof barns. The population is still faithful to the traditions, language, customs and dress of the past; the conservative "habitant" still weaves linen and "étoffe du pays"; the tourist has an opportunity to see and purchase on the road variegated home-made rag-carpets. All the way to Ste. Anne de Beaupré dog-carts give a rustic and familiar note, contrasting with the grandeur of the scenery, the world-famed spots and the modern hard-paved road.

Beyond St. Joachim and Cape Tourmente, the aspect of the country changes completely. The tourist, undismayed by a few



Ste. Anne de Beaupré's New Basilica

steep hills and an unbroken series of ups and downs, will proceed to Baie St. Paul, La Malbaie and St. Siméon, and make a trip he will never forget. The smooth, well-maintained gravel road runs through an exceptionally broken country. Save in a few fertile spots, agriculture is not a feature of this section. But it has developed fox-raising to a large extent, while fishing, hunting, golf, bathing and other outdoor sports have made this district exceedingly popular with summer residents.

The distance from Quebec to La Malbaie is 92.5 miles, and 113 miles to St. Siméon, travelled on Route No. 15. The road is hard-paved to St. Joachim, and gravelled to St. Siméon. Principal points of interest are as follows:

GIFFARD—pop. 2,558; 3.5 miles from Quebec, named after Robert Giffard, Seigneur of Beauport in 1634.

BEAUPORT—pop. 4,453; 4.8 miles from Quebec. Founded in 1634; the oldest parish on Côte de Beaupré. Residential centre. Very old houses. The villages erected since 1634 between Quebec and the Montmorency River were successively detached from the parish of Beauport, such as Beauport Est, Courville and Montmorency.

MONTMORENCY FALLS—7 miles from Quebec, are 274 feet high. Kent House Park, a much frequented resort, commands a fine view of the Falls. There is much to be seen at this spot. Fine hostelry and golf links. Wolfe's army landed there in 1759.

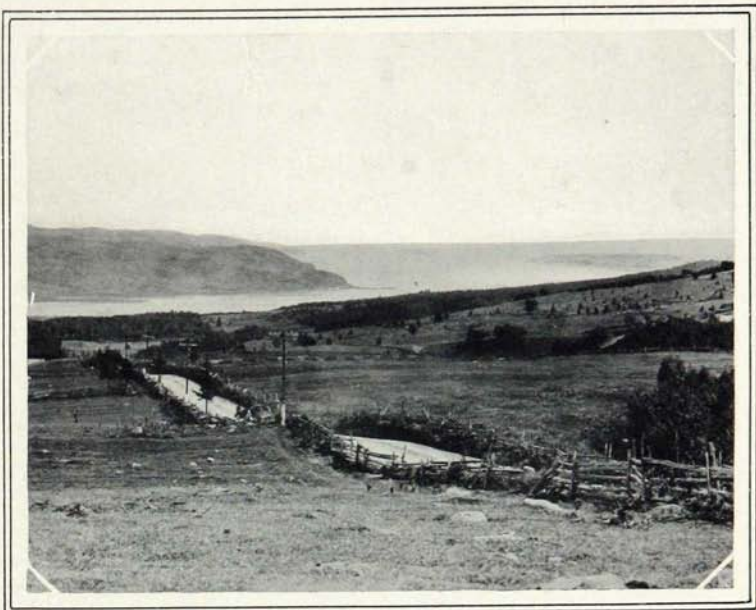
Boischatel, L'Ange Gardien and Château Richer are very old parishes. The church of L'Ange Gardien is one of the oldest in Canada.

STE. ANNE DE BEAUPRE—pop. 3,200; 22 miles from Quebec. Pilgrims and tourists from all points on the continent flock to the world-famed sanctuary of Ste. Anne. Numerous miracles occur each year and the reputation of the Saint draws a multitude of sick and infirm. The first church of Ste. Anne is preserved in its original state. The first basilica was burned in 1922 and an imposing temple is nearing completion. Among other things to be visited at Ste. Anne is the Cyclorama, containing a masterpiece of panoramic paintings representing Jerusalem at the time of the Crucifixion. A number of hotels provide excellent accommodation.

At Beaupré is a large pulp and paper mill. St. Joachim, next to Beaupré, was founded in 1626. A school of Arts and Crafts was erected by Mgr. de Laval in the early days of the colony. St. Tite des Caps, in the Laurentians, is a small parish situated half-way between Ste. Anne de Beaupré and Baie St. Paul.

BAIE ST. PAUL—pop. 4,042; 62 miles from Quebec, occupies the most fertile spot in Charlevoix county and has a thriving population. Fox-raising is very remunerative. Educational institutions. Hotel accommodation. Bathing, hunting and fishing. The highway commands a beautiful view of Baie St. Paul, the mountains in the background and the St. Lawrence.

STE. AGNES—a small parish near La Malbaie, was made famous the world over in connection with the Bremen flight, the



Highway No. 15, near Baie St. Paul



Dam and power-house on a Quebec river



Notre Dame du Lac, Highway No. 2

first airplane to cross the Atlantic westward. The rescue of the aviators was organized at Ste. Agnès, from the airdrome of the Canadian Transcontinental Airways Co.

Les Eboulements and St. Irénée, a few miles from the highway, along the St. Lawrence, are well-known summer resorts.

LA MALBAIE—pop. 2,000; 92 miles from Quebec, is a world-famed summer resort served by road, railroad and vessels. The spot is among the most magnificent in the world and is visited by thousands of tourists. Although the name of La Malbaie is generally mentioned, summer residences are mostly situated at Pointe au Pic, twin village of La Malbaie, and a fashionable population crowds both villages during summer. At Pointe au Pic is one of the finest golf links in America. Manoir Richelieu, an hostelry operated by the Canada Steamship Lines, and other good hotels provide accommodation. Principal sports: bathing, golf, tennis, riding, fishing, hunting and excursions in the mountains. Cap à l'Aigle, next to La Malbaie, becomes more and more popular as a summer resort.

ST. SIMEON—pop. 1,340; 113 miles from Quebec. Beautiful site; a summer resort. Numerous lakes and the forest nearby afford abundant hunting and fishing.

Return trip to Quebec on the same highway.



Route No. 6, in the Matapédia Valley

QUEBEC AND LEVIS TO RIVIERE DU LOUP AND RIMOUSKI

The highways between Quebec, Rivière du Loup and Rimouski (Route No. 2 to Rivière du Loup, 120 miles, and Route No. 10 to Rimouski, 68 miles) skirt the St. Lawrence almost throughout. The variety of scenes, the smoothness of the road, the typically French-Canadian character of the whole district and the all-pervading peace and rest, make an exceedingly attractive trip for every class of tourist. The parishes extending along the King of Rivers preserve the spirit of New France. Old churches, old houses and wayside shrines are numerous.

Most villages and parishes between Quebec and Rimouski are summer resorts, with fine bathing beaches.

Owing to the number of these, only the principal points will be reviewed. At Lévis, opposite Quebec, the tourist turns left on Commercial Street and proceeds on Route No. 2.

LAUZON—pop. 5,976; 1.40 mile from Lévis. Large dock-yards; ship building and repairing; saw-mills. Educational establishments.

At Beaumont, next to Lauzon, is one of the oldest churches in Quebec, built in 1733 and preserved intact to this date. The old

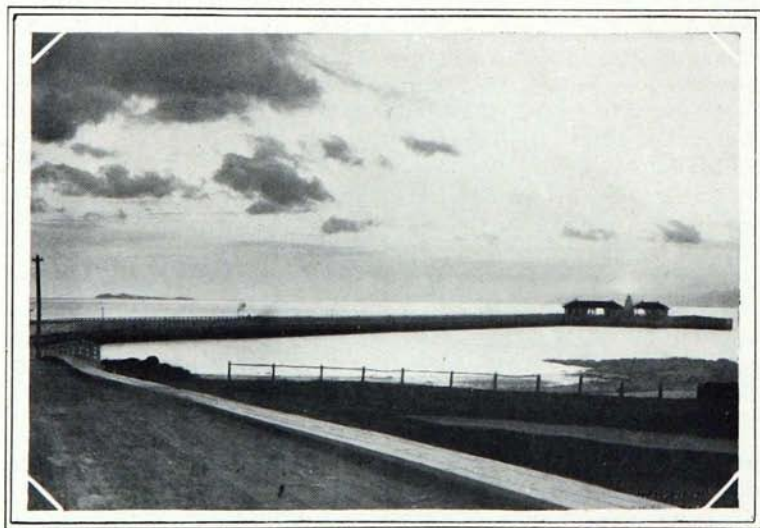
Vincennes mill, also built in 1733, is celebrated in legend. It has been restored and converted into a museum.

MONTMAGNY—pop. 6,458; 34.85 miles from Lévis. Industrial town. Principal products: farm implements, stores, foundries, household furniture, brooms, soft drinks. Montmagny was founded in 1678, and many old houses are still extant.

STE. ANNE DE LA POCATIERE—pop. 2,827; 75 miles from Lévis. Agricultural centre. A famous college gives classical and commercial education. Agricultural school and experimental farm.

RIVIERE DU LOUP—pop. 8,956; 122 miles from Lévis. The principal industrial and commercial city east of Quebec. Chief products: pulp and lumber, household furniture, flour. Also railroad centre, and popular summer resort. Portage and Pointe de la Rivière du Loup are visited in summer by thousands of tourists. Hunting and fishing are abundant in the neighborhood. Principal hotels: Le Manoir, Château Grandville, Ophir, Victoria, Bellevue, Maison Blanche.

At Rivière du Loup Route No. 2 proceeds south to New Brunswick and the eastern section of Maine. Tourists leaving Quebec Province on the fifth day will proceed on this highway. The road is gravelled, well maintained, and affords surpassing



Pointe de la Rivière du Loup, near Route No. 10



Lac au Saumon, on Highway No. 6

picturesqueness, especially along Lake Témiscouata. The distance to Edmundston is 79 miles.

Cacouna, L'Ile Verte, Trois Pistoles and Bic, on Route No. 10, are well-known summer resorts.

RIMOUSKI—pop. 6,489; 188 miles from Lévis. Industrial and commercial town. Bishopric, Cathedral, Seminary, Episcopal Palace, educational institutions, agricultural school, court house, hospital. Noted summer resort and a centre for fishing and hunting. Rimouski was founded in 1701. Hostelries: St. Laurent, Ruest, St. Louis, Lapage, Central. At Rimouski is an airdrome for carrying mails by airplanes from vessels entering the St. Lawrence. At Pointe au Père, pilots take charge of all vessels to Quebec and Montreal.

RIMOUSKI TO METIS SUR MER, AND TRIP TO CAMPBELLTON

METIS-SUR-MER is 34 miles from Rimouski, and is reached via Route 10 to Ste. Flavie and Route 6 to Métis, both gravelled and well maintained. The road to Métis-sur-Mer is very popular and will afford miles of attractive driving along the St. Lawrence. Pointe au Père, Ste. Luce, Ste. Flavie and Métis are summer resorts. Métis Beach is a fashionable spot known

throughout the Province, with first class hostelries. There the tourist will take the noon lunch and will return to Ste. Flavie and then continue to Campbellton (N.B.) on Route No. 6.

Ste. Flavie is fifteen miles west of Métis. The distance to Campbellton is 98 miles. Gravel surface. The picturesqueness of the scene is unrivalled. The wild and broken Matapédia Valley, 35 miles long, enhanced by the Matapédia Lake and the Matapédia River, abounds in beauty spots. It is a rich colonization district steadily growing in importance.

Numerous villages along the road, the most important being Mont Joli, pop. 2,900, a railroad centre, Ste. Angèle de Mérici, pop. 1,640, St. Moïse, pop. 1,750, Val Brilliant, pop. 2,300, summer resort, Amqui, pop. 3,300, Lac au Saumon, pop. 2,420, Causapscal, pop. 2,500, and Matapédia, pop. 1,150, at the junction of the Matapédia and Restigouche Rivers.

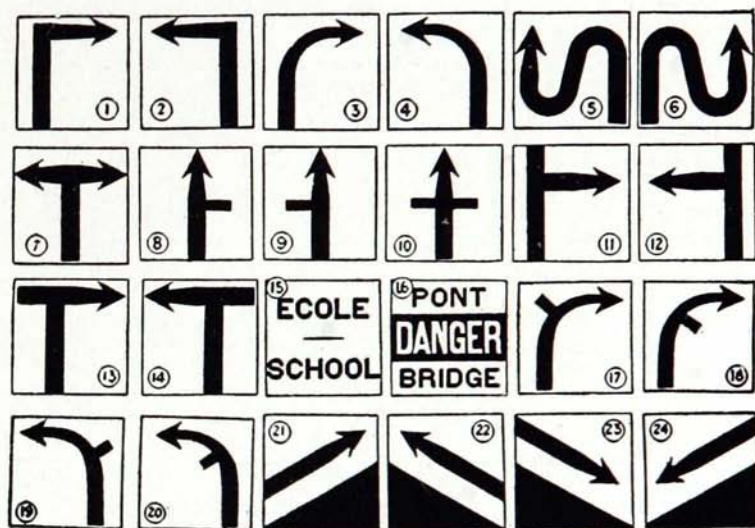
REVERSE TRIP

- First day** —Campbellton to Ste. Flavie, Métis Beach and Rimouski.
Second day —Rimouski to Quebec.
Third day —Visit in Quebec and environs.
Fourth day —Quebec to La Malbaie and St. Siméon.
Fifth day —Quebec to Montreal.
Sixth day —Visit in Montreal and environs.
Leaving the following day.



A lake in the Laurentians

QUEBEC OFFICIAL DANGER AND DIRECTION SIGNS



MEANING

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



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

Quebec road marker

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

QUEBEC SPEED LIMITS

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

AUTOBUS: 20 miles an hour within city, town and village limits; 30 miles an hour in open country.

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

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

FULL STOP AT LEVEL CROSSINGS

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

That regulation having to be enforced by the Minister of Highways and Mines the latter requests the co-operation of all motorists.

ARTICLES FREE OF DUTY

ACCORDING TO THE UNITED STATES TARIFF REGULATIONS, residents of the United States returning from abroad MAY BRING IN FREE OF DUTY ARTICLES UP TO \$100.00 IN VALUE, acquired for personal or household use, or as souvenirs or curios, if not intended for sale. Each member of a family is entitled to this exemption of \$100.00. Articles included within such exemption must be declared.

CANADIAN CUSTOMS REGULATIONS

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

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

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

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

PUBLICATIONS OF THE QUEBEC DEPARTMENT OF HIGHWAYS AND MINES

For Free Distribution to Tourists

OFFICIAL BULLETIN—Semi-monthly, from May to November. Includes information regarding condition of the highways, deals with road construction and maintenance in Quebec, and with subjects related to traffic. Separate French and English editions issued simultaneously.

THE OLD WORLD AT YOUR DOOR—12 pp.—In English only.

FOUR, FIVE AND SIX DAYS IN QUEBEC—In English only.

HIGHWAY AND TOURIST FOLDER MAP—Bilingual. In three colors. Includes a general map of the Province of Quebec, a large scale map of the Montreal district, and various information useful to tourists. The various resources of Quebec in sport, fish, game, natural resources, together with the site of historic inscriptions, are indicated on the map.

GASPE PENINSULA—De luxe full-color booklet.

QUEBEC, THE GOOD ROADS PROVINCE—Illustrated.

N.B.—THE OFFICIAL BULLETIN, THE HIGHWAY MAP, ROUTINGS, etc., are distributed at Canadian customs ports along the border. These publications are also distributed by auto clubs, associations, tourist bureaus and chambers of commerce in the United States.

IMPORTANT NOTICE

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

PROVINCIAL TOURIST BUREAU

Department of Highways and Mines, Parliament Buildings

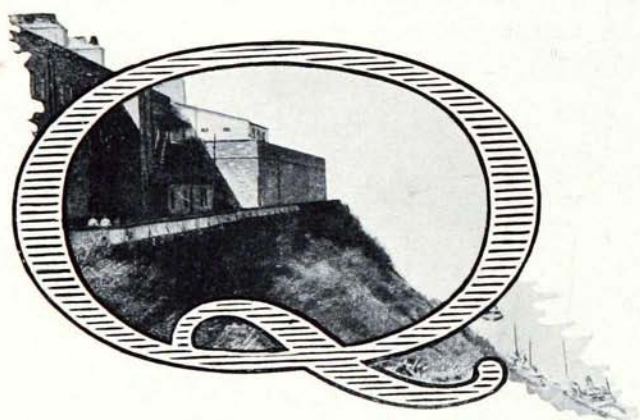
QUEBEC CITY

Or to its Montreal Office

NEW COURT HOUSE, MONTREAL

HISTORICAL GUIDES

Services of licensed historical guides may be had by applying to the office of the Quebec Auto Club, corner Buade and Desjardins, Quebec, and Monument National, 1182 St. Laurent Blvd., Montreal.



QUÉBEC

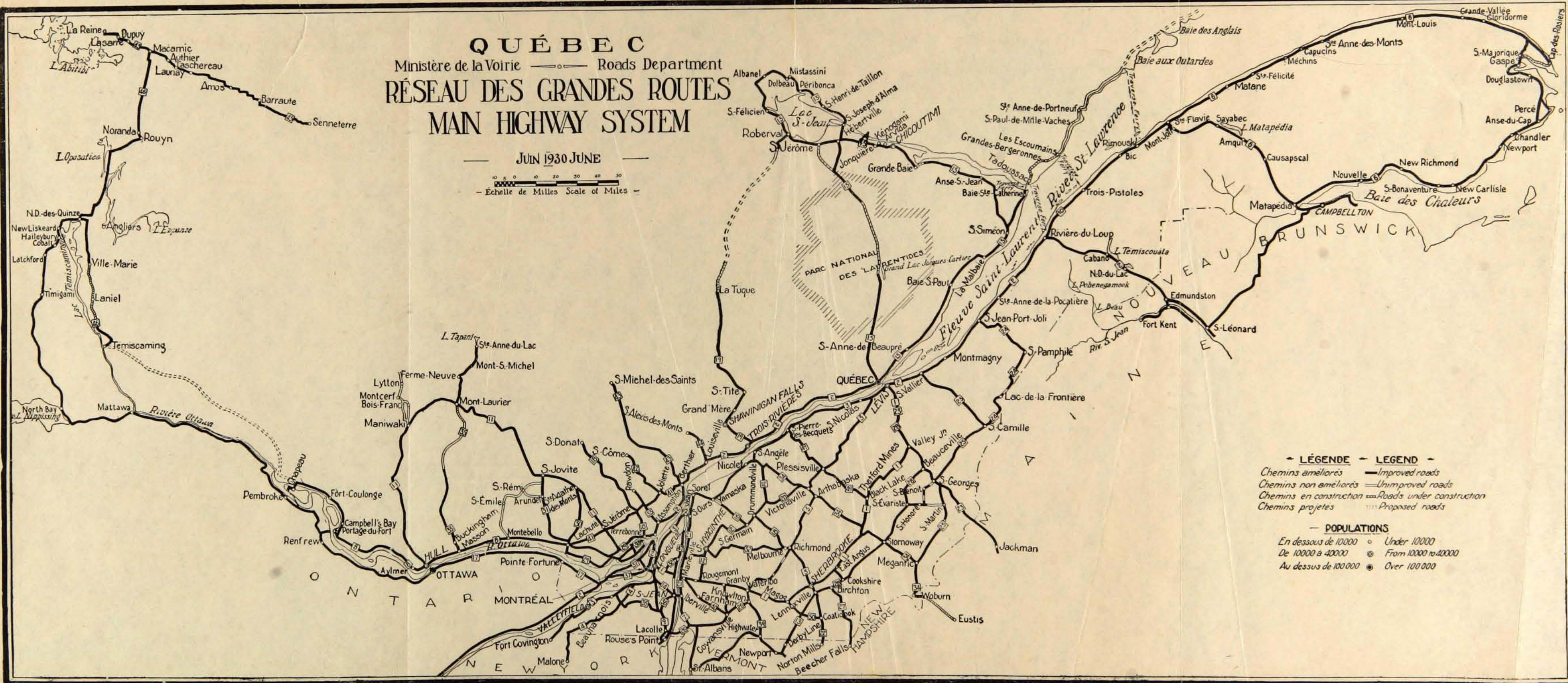
Ministère de la Voirie — Roads Department

RÉSEAU DES GRANDES ROUTES

MAIN HIGHWAY SYSTEM

JUIN 1930 JUNE

— Échelle de Milles Scale of Miles —



- LÉGENDE - LEGEND -

Chemins améliorés — Improved roads
 Chemins non améliorés — Unimproved roads
 Chemins en construction — Roads under construction
 Chemins projetés — Proposed roads

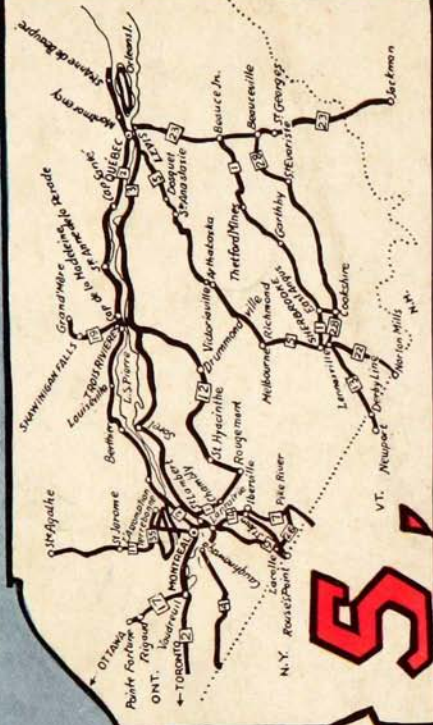
- POPULATIONS

En dessous de 10 000 — Under 10 000
 De 10 000 à 40 000 — From 10 000 to 40 000
 Au dessus de 100 000 — Over 100 000

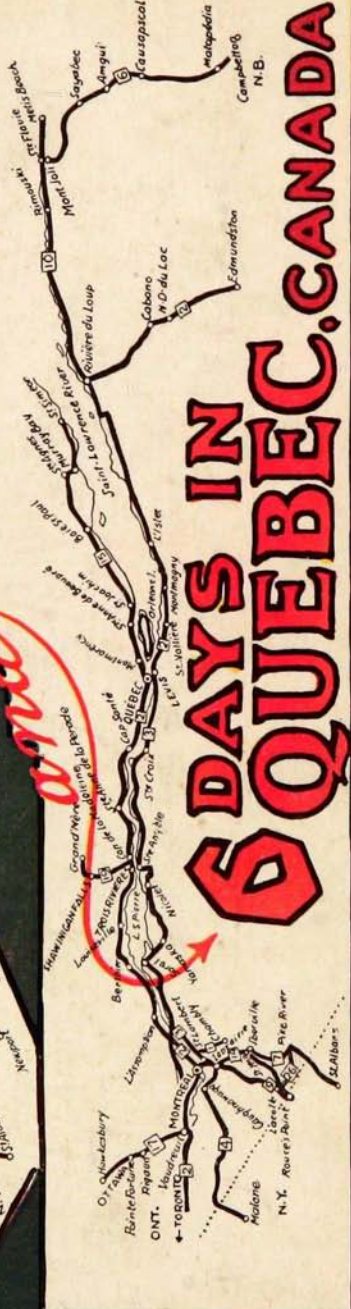
BNQ



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6 DAYS IN QUEBEC, CANADA