

OFF
V6A1
Q424
A

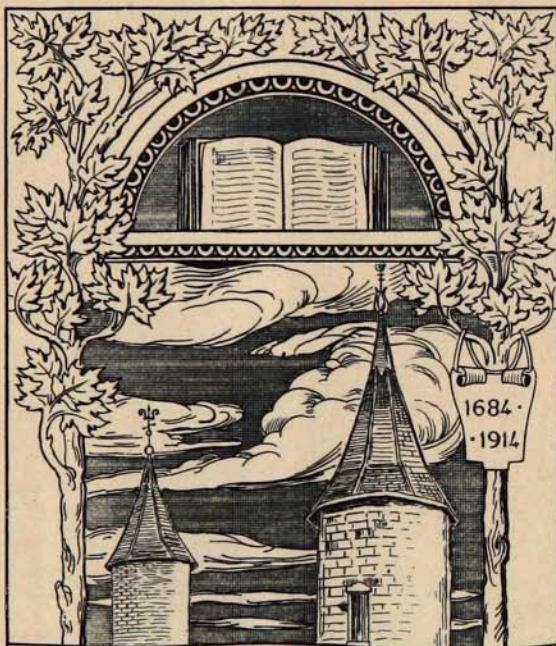
QUEBEC



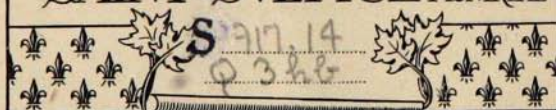
THE FRENCH-CANADIAN PROVINCE



A HARMONY OF BEAUTY
HISTORY AND PROGRESS



BIBLIOTHEQUE
SAINT-SULPICE MONTRÉAL

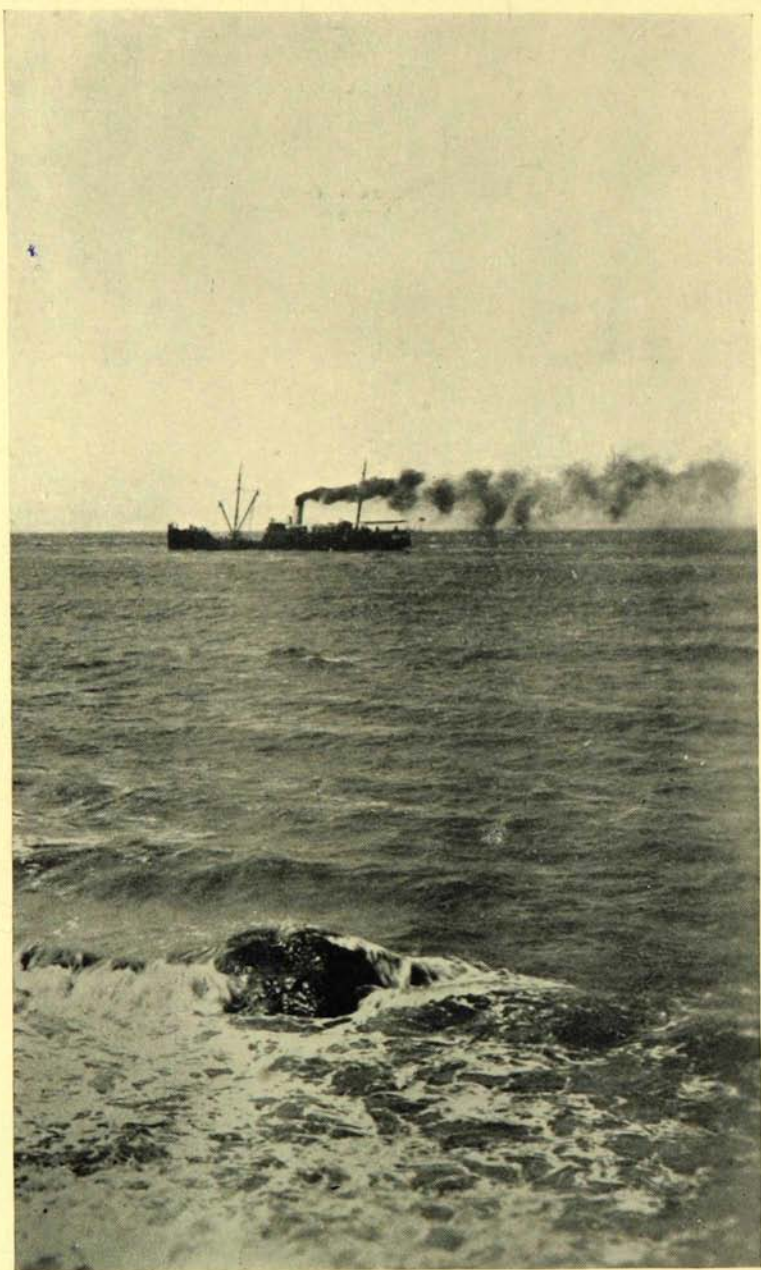


5917.14
Q 3 lb.

QUÉBEC

The French-Canadian Province

63449



*The majestic St. Lawrence adds attractiveness to one thousand miles
of Québec highways.*

QUÉBEC

—
THE FRENCH-CANADIAN PROVINCE

A Harmony of Beauty,
History and Progress

BIBLIOTHÈQUE
SAINT-SULPICE

Published by the
ROADS DEPARTMENT
QUÉBEC
March, 1926

HON. J. L. PERRON
Minister

J. L. BOULANGER
Deputy Minister

COPYRIGHT, 1926

CONTENTS

	Page
Foreword	5
The Historic Province	6
The Educational System	12
Forests and Water Powers	16
Mineral Resources	19
Colonization	23
Agriculture	26
Economic Facts on Québec	31
The Financial Standing of Québec	34
Good Roads	35
List of Main Highways	44
Québec Highways and Surroundings	46
Traffic Rules and Regulations	68
Official Road Signs	69
Hunting and Fishing	71
Hunting Calendar	74
Customs Regulations	75
Populations of Cities and Towns	77
Distances	78
Hotels	83
Publications of the Roads Department	87
Map of Main Highways — Inside of back cover	

OFF
V6A1
Q424
A

FOREWORD

THIS booklet is intended for tourists from the Sister-Provinces and the United States contemplating a visit to French Canada.

It is not a guide, nor does it claim completeness as regards the information given. Its purpose is merely to combine a brief outline of the character, historical associations and main activities of the only French country in North America, with practical information on the facilities and interest it offers for automobile travel.

To the tourists seeking instruction as well as pleasure, these pages will give a general idea of Québec. The various tables and the extensive particulars regarding the highways will no doubt prove useful for planning trips and doing away with the uncertainty incidental to travel.

This booklet is also a suggestion to prospective visitors. Québec, the oldest Province in Canada, has retained its French character. It has a charm of its own, and a lure found nowhere else in North America. It has beautiful panoramas, countless historic spots and splendid opportunities for sportsmen. Furthermore, its economic progress has made it a thoroughly up to date Province; and good roads have brought it within easy reach.

The Government and the people of Québec extend the most cordial welcome to their guests. They hope the latter will enjoy French-Canadian hospitality and feel at home in Old Québec.

THE HISTORIC PROVINCE

THE Province of Québec claims the honor of being the oldest in the Dominion. Under the French Régime, it was called New France. After being ceded to England, it was successively called Province of Canada, Lower Canada and finally, since Confederation, Province of Québec. It is the "Historic" Province overflowing with reminiscences of a glorious past.

Québec, the capital, is the city of remembrance. Proudly rising on its rock, it lives in the memory of the past, raises monuments to the glories of Old France and extends a cordial welcome to tourists. The latter, on arriving, at once come in touch with the past. Jacques Cartier, Champlain and Montcalm stand by the highways and mount guard on the city which they founded or defended. A walk in this spot is an historic pilgrimage. Here, on the banks of the little river St. Charles, the first Frenchmen took up their winter quarters. Further up, in those plains now called the Battlefields Park, Montcalm fought and died. Close-by, at Ste. Foy, a valiant little French army won a last victory when their cause was already on the wane.

The whole population of the Old Province lives on the past. Nor is the tourist slow to realize it when travelling through the country-side. Everything conjures up by-gone days: manners, customs, language, quaint dwellings, narrow fields, antiquated wind-mills, old churches. Each district bears its characteristic features.

Historic spots in Québec are countless, and all districts have memories of the past. A volume would be scarcely sufficient for a mere nomenclature. The Island of Montréal and the historic Richelieu Valley, for instance, would require a description. The following notes are only an example. A visit of the various districts will in many cases prove as interesting.

See, for instance, the Côte de Beaupré, the typical Canadian homeland, stretching from Québec to Cap Tourmente. Parishes succeed each other at distances of six miles: Beauport, L'Ange Gardien, Château Richer, Ste. Anne, St. Joachim. Perched on the sloping hills, they loom in the blue waters of the St. Lawrence. The churches with their glittering steeples and the Norman-roofed dwellings stand out in the green fields ribbon-shaped by their rustic fences. The prolific race appears with its numberless children: in some families there are twelve, fifteen or eighteen of them. They gaze placidly at the endless procession of motors along the highways.

Here lives a population which has most faithfully kept the traditions, language, customs and dress of the past. Here one meets with sturdy stone houses and thatched roof barns dating back to the French Régime. The churches are among the finest in the country; their splendid interior decoration deserves a visit. The conservative "habitant" still weaves linen and "étoffe du pays". The floors are covered with variegated home-made rag-carpets.

THE HISTORIC PROVINCE

The south shore of the St. Lawrence between Québec and Rimouski has distinctive charm. It is absolutely French-Canadian. The road nearly always skirts the shore amid an ever-varying landscape. The fertile farms have seen eight or ten peaceful generations. Often the same family has dwelt on them from father to son. Feudal vestiges are not lacking. Here an old wind-mill with idle wings; further on, a seigniorial manor in rough whitewashed stone typifies the dauntless energy of the race.

Everywhere the Canadian parish preserves its ancient aspect. The houses spread out along the road at intervals of three or four "arpents". In villages or small towns, they cluster around the church, the rectory, the convent and the college. The parish has lost nothing of its vigorous organization. It is dear to the people of Québec, for it safeguarded their religion and their language. When the storm of 1760 swept away the French Régime together with the "fleurdelisé" standard of the Kings of France, the catholic parish proved the one rallying-place for Frenchmen under British rule. They gathered round their "curés", who thenceforth became their great standby.

The "curé" still remains the father of the parish. He is also the adviser of his flock on all matters pertaining to their interest. He encourages early marriages, advocates large families and maintains a high standard for the race.

The highways entering the Province along the American frontier reveal quite a different aspect of the Québec countryside. The stranger at once notes the contrast between the original population on the banks of the St. Lawrence and the more recent settlers in the Eastern Townships along the American border.

Certain villages in the counties of Stanstead, Missisquoi and Brome are reminiscent of Vermont, Connecticut and Massachusetts.

Colonized by American refugees after the Independance War, these counties have kept something of the New England spirit. An era of Progress and comfort set in with the advent of English and Scotch immigrants. Finally, French-Canadian settlers added to the complexity of this corner of the Province. In this picturesque region are the finest farms and the greatest wealth. Descendants of the United Empire Loyalists, of English and Scotch immigrants and of French pioneers live in perfect harmony, each retaining their characteristic methods of



Montcalm's Monument,
Québec

THE HISTORIC PROVINCE

construction and farming. Bilingualism can thus exist in a country without injury to the various races and without compromising their prosperity.

Between Québec and Montréal, one again meets with French culture. The roads are studded with neat and pretty white houses. To the north, the Laurentide mountains limit the plain and close in the horizon. To the south, little round mountains decked in green stand out in sharp contrast with the long yellow fields of waving wheat and oats.

The French nobleman lives on in the courteous peasant who offers you a glass of water and invites you to his table.

The society of old Québec is deeply religious. Historical studies, social endeavors, political discussions are all influenced by catholic thought. True to tradition, Québec seeks to carry on the work of those Catholic heroes who were its discoverers, its founders, its settlers and its martyrs.

Such is the Historic Province, faithful to the religion and language of its forefathers.

THE ISLAND OF ORLÉANS

A trip around the Island of Orléans is a revelation for the tourist. He will find old churches bearing the stamp of antiquity. Thus, the church of St. Jean dates back to 1735; that of St. François, 1735, as also that of Ste. Famille; that of St. Pierre, to 1718. The convent of the Nuns of La Congrégation de Notre Dame was founded by Ven. Marguerite Bourgeoys herself in 1685.

On either side of the road rise pretty houses and lengthen out beautifully tilled fields, while the traveller catches occasional vistas of parishes on the north and south shores, and of Québec.

CÔTE DE BEAUPRÉ

We shall mention only a few among the many historic spots along this route.

BEAUPORT: Montcalm's headquarters in 1759.

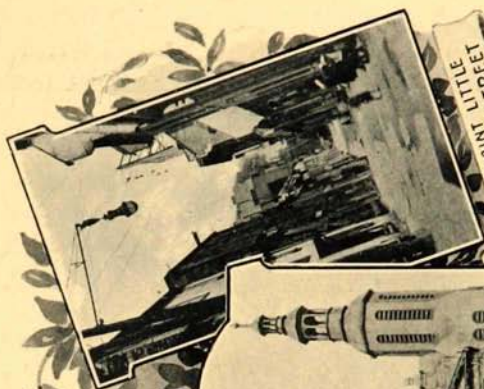
KENT HOUSE: Built in 1780, was the residence of the Duke of Kent, father of Queen Victoria, from 1791 to 1794.

L'ANGEGARDIEN: The church was built in 1676. The decorations in the sanctuary are very ancient and artistic. Lately renewed, they retain their antique appearance.

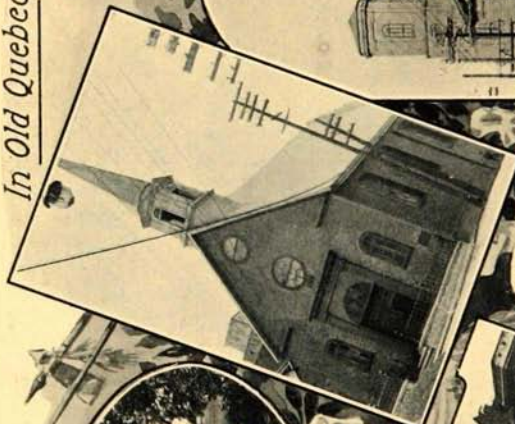
CHÂTEAU-RICHER: Old mill built in 1667-1668 by Bishop de Laval.

STE. ANNE DE BEAUPRÉ: National Pilgrimage. The treasure of the church, saved from the conflagration in 1922, contains many valuable articles. The first church, preserved in its original state, deserves a visit.

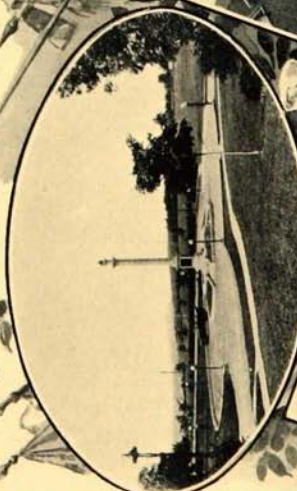
In Old Quebec



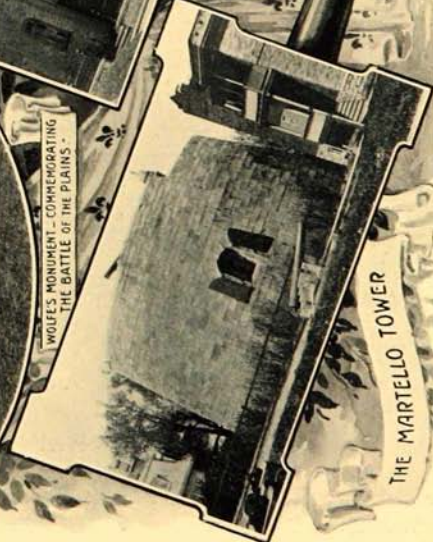
CHAMPLAIN'S
LITTLE
STREET



CHURCH OF NOTRE-DAME DES VICTOIRES
OLDEST IN QUEBEC



WOLFE'S MONUMENT - COMMEMORATING
THE BATTLE OF THE PLAINS -



THE MARTELLO TOWER

THE BASILICA

THE HISTORIC PROVINCE

ST. JOACHIM: The large farms at the foot of Cap Tourmente belong to the Québec Seminary. Here Bishop de Laval founded the first agricultural school in Canada. The interior of the church is adorned with fine carvings dating back to 1779.

The tourist will enjoy Canadian dishes at Hôtel Morel.



Residence of the Governors at Sorel during the French Régime

He should go to La Malbaie by the new "Chemin des Caps". It repays to scale the Laurentides. From their summit spreads out an incomparable panorama. On the way he comes in contact with charming inhabitants. On reaching Murray Bay, he once more falls in with modern civilization — splendid hotels and a fashionable beach.

FROM QUÉBEC TO RIMOUSKI

Another historic highway. Nine miles from Lévis is the old Beaumont church dating back to 1733. The former rectory, now used as a public hall and school, was built in 1722. St. Michel, St. Valier, Montmagny, are among the primeval parishes. They command a beautiful view of the river.

Three miles from the church of Cap St. Ignace rises a venerable wind-mill. The inside deserves a visit.

The church of l'Islet, built in 1768, has scarcely felt the touch of time. That of St. Jean Port Joli, built in 1779, seems as fresh.

Near the church are the ruins of the seigniorial manor of the Aubert de Gaspé family. Here the author of "Les Anciens Canadiens" (The Canadians of Old) wrote his stirring narrative.

THE HISTORIC PROVINCE

Ste. Anne de la Pocatière is proud of its agricultural college and of its classical college, a splendid modern construction.

Further on, St. Louis de Kamouraska, a famous summer resort.

La Rivière du Loup rises in the form of an amphitheater. Portage, La Pointe and Cacouna are fashionable beaches.

Le Bic is another favorite summer resort.

Finally, the tourist reaches Rimouski, a little manufacturing town with a bishopric and a classical college.

FROM QUÉBEC TO MONTRÉAL

The trip from Québec to Trois Rivières is fascinating. The most interesting spots are: the church of La Pointe aux Trembles (Neuville) built in 1696; the church of Cap Santé, built in 1773. At Jacques Cartier River (Donnacona), can be seen the ruins of old Fort Jacques Cartier, where the French army fell back after the Battle of the Plains, 1759.

The parishes of Ste. Anne de la Pérade and of Batiscan are famed for the wealth of their soil.

Cap de la Madeleine is a pilgrimage place in honor of Our Lady. The old wooden church, built in 1694, is well preserved.

The city of Trois Rivières — 292 years old — has developed into a manufacturing centre with a population of 28,000. The tourist will visit the Anglican church. It formerly belonged to the Récollets who built it in 1720. It has been an Anglican church since 1795.

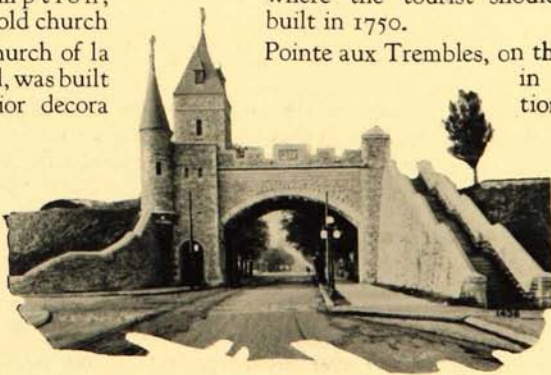
From Pointe du Lac to Berthierville, the road gradually recedes from the river and crosses three parishes, Yamachiche, Louiseville and Maskinongé, a prosperous farming district.

At Berthier, the first Protestant chapel built in this country (1766) is still existent. It belonged to the Cuthbert Seigneurs.

Here the road turns sharply and passes through the town of l'Assomption, where the tourist should stop to visit the old church built in 1750.

The church of la Montreal, was built its interior decorative.

Pointe aux Trembles, on the Island of in 1705 and tions are art-



St. Louis Gate, Québec

THE EDUCATIONAL SYSTEM

EDUCATION in Canada, as in the United States, is under the exclusive control of the individual provinces, subject only to the provisions of article 93 of the British North American Act.

DEPARTMENT OF EDUCATION — Under the Québec System, there is no Minister of Education. The Provincial Secretary is the Cabinet Member who represents the interests of education in the Legislature, while the head of the Department is the Superintendent of Public Instruction, at present Honorable Cyrille-F. Delâge. The latter is assisted by a French Secretary and an English Secretary, both Deputy Ministers. The administration of public schools and normal schools is under his supervision.

COUNCIL OF PUBLIC INSTRUCTION — The Superintendent is also a Member and is ex-officio chairman of the Council of Public Instruction. The latter consists of Catholic and Protestant Members forming two respective Committees. Upon each Committee, very large powers are conferred. Each makes its own regulations for the organization, administration and discipline of its respective schools, Elementary and Superior.

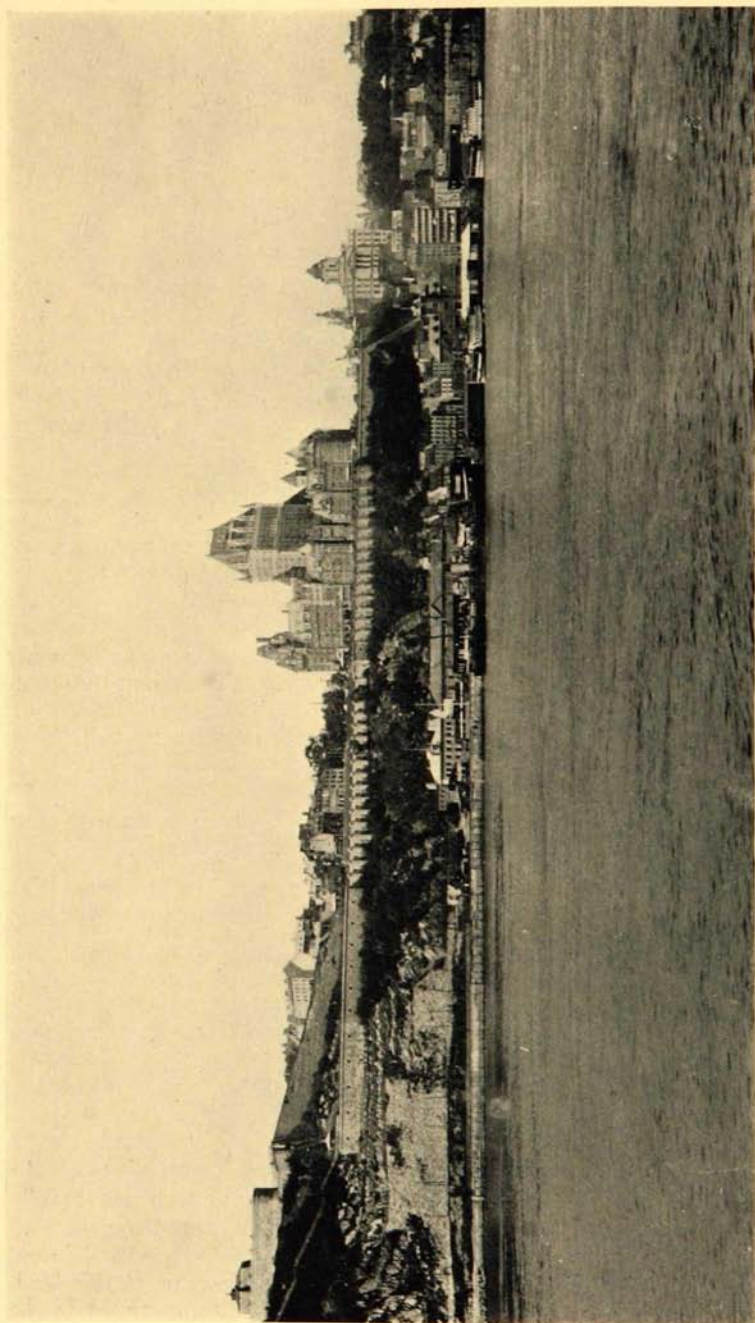
RELIGIOUS CHARACTER OF THE SCHOOLS — For outsiders, whether from other provinces or the United States, the most striking feature in the Québec System is that all our schools are "religious" in their control and distinctively Catholic or Protestant. This aspect of Québec education is appreciated by all unprejudiced observers. The emphasis placed upon moral and religious instruction both in Protestant and Catholic schools undoubtedly influences the manners, morals and character of the people. Much of that general respect for law and custom, and the rights of other, which marks the Province, can be attributed to such instruction in the schools.

ABSOLUTE FREEDOM OF FAITH AND LANGUAGE — Religious instruction is not compulsory for pupils of an opposite faith in any school. This freedom extends to the matter of language. In French Catholic schools, French is the teaching language, with English as a second language. In English Catholic schools, English is the teaching language, with French as a second language. The same rule is followed in English and French Protestant schools.

SCHOOLS UNDER THE CONTROL OF THE SUPERINTENDENT

The Province of Québec had in 1924 7,192 elementary schools in operation, (6,530 Catholic and 662 Protestant), teaching a seven-grade course with an enrolment of over 365,000 pupils.

608 Superior Schools doing work corresponding to the four-year course generally followed in the High Schools of the United States are



Québec, Capital of the Province, Historic and Scenic City

THE EDUCATIONAL SYSTEM

distributed through the different parts of the Province. The total number of pupils in these schools in 1924 was 176,150.

There are 17 Normal Schools for the training of teachers. There are also two domestic science teacher-training schools giving a thorough four-year course.

INDEPENDENT SCHOOLS

COLLEGES — Secondary education for Catholic boys is mostly pursued in independent institutions, in the twenty-one classical colleges scattered throughout the Province. The pupils enter at an early age and not only do high school work but proceed through the Arts course, the degrees being given by University of Montréal and Laval University, Québec. The high literary culture of French Canadian statesmen and professional men generally, is largely due to the influence of these colleges. Teaching convents in Montréal, Québec, and other centres render the same service in literary culture for the French Canadian women of the Province. Nearly 10,000 students attended these colleges and convents in 1924.

UNIVERSITIES — Four Universities — Laval, of Québec, and the University of Montréal (both Catholic), McGill University, Montréal (undenominational), and the University of Lennoxville (Anglican) — grant degrees in all faculties. In addition, all of them conduct courses for the training of High Schools teachers (attendance in 1923-24, 7,342).

The twenty-one Catholic classical colleges are affiliated to the two French Universities.

SCHOOLS UNDER THE CONTROL OF THE GOVERNMENT

The following schools are under the direct control of the Provincial Secretary.

POLYTECHNICAL SCHOOL, MONTRÉAL — For over fifty years, this school has been conducting a course designed to afford a thorough training in the following branches of applied Science:

- I — Architecture.
- II — Chemical Engineering.
- III — Civil Engineering Surveying.
- IV — Electrical Engineering.
- V — Mechanical Engineering.
- VI — Metallurgical Engineering.
- VII — Mining Engineering.

SCHOOL OF COMMERCIAL HIGH STUDIES, MONTRÉAL — The course extends over four years and students who successfully complete it are granted the Degree of Bachelor of Commerce.

TECHNICAL SCHOOLS — The Québec, Montréal, Trois Rivières and Hull Technical Schools are the four largest institutions of this kind, were founded and are largely maintained by the Government of the

THE EDUCATIONAL SYSTEM

Province. Other technical schools subsidized by the Government are those at Sherbrooke, Shawinigan Falls and Beauceville. The Protestant Board of School Commissioners of Montréal conducts a Commercial and Technical High School, which holds night classes under the name of "Technical Institutes".

SCHOOL OF FINE ARTS — A special course in drawing, painting, architecture and decorative arts is given at Québec and Montréal, in two thoroughly equipped schools, by professors of high reputation, several of whom are graduates of the best schools of Europe.



Laval, Québec, oldest French University in America

GENERAL — To complete this list, mention may also be made of the following institutions: Schools for the Deaf, Dumb and Blind (5); Schools of Arts and Trades (13); Night Schools (61); Dress-cutting Schools (27); Agricultural Schools (3); St. Hyacinthe Dairy School (1).

To summarize, we may say that public education, elementary and superior, has made great progress in Québec during the last twenty-five years. This appears not only in the largely increased Government grants, but in many other ways. The people of the Province now realize the importance of education in commerce, industry and agriculture. Québec stands in the forefront of educational progress and appreciates the value and advantages of education. This is evidenced by the fact that the present school population aggregates 600,000 boys and girls; i.e. nearly one-fifth of the whole population of the Province. No other country in the world can show such a proportion.

FORESTS AND WATER POWERS

THE forests of Québec have often been said to constitute one of the richest forest sources in the world. This reputation they owe, not only to the variety of trees which they contain and to their abundance of softwoods suitable for pulp and lumber, but also to the fact that the many rivers crossing them afford great transportation facilities and that many of these rivers supply all the energy necessary for sawing lumber and for converting wood into pulp and paper.

They cover an area of approximately 130,000,000 acres exclusive of burnt over sections and sections with only scrubby growth and scattered stunted trees, such as are met in Labrador, and in northern Ungava. They are valued at more than one billion dollars. About one third of this timbered area is at present under lease, while a little more than half consists of Crown Lands not affected by any lease. From the leased area comes the bulk of the forest products, the value of which was estimated at some \$59,280,248. in 1924.

The Québec forests fall into three classes, according to their location and the characteristics of the physiography units where they are to be met with.

First are the forests of the plain. They stand in the valley of the St. Lawrence where the first attempts at colonization were made, where the first farms were established and most of the seigniorial concessions developed. It is a section where agriculture especially flourishes. The forest is here divided up into small woodlots. It is the zone of private woodlots of small extent, with possibly a few exceptions such as the seignior of Lotbinière. It is also a hardwood zone, as hardwoods of great variety, such as sugar-maple, red maple, butternut, bitternut, ash, basswood, beech, elm, yellow birch, canoe birch abound. Still, white pine, spruce, hemlock, balsam, larch and white cedar, are occasionally to be found. Sugar-maple, fuel wood and pulp wood to the value of some \$7,000,000 are derived from this class of forests.

The second class of forest is located in the Allegany. It is not continuous, but broken up, the heart of Gaspé Peninsula being excepted, by numerous parishes with a more or less extensive cultivated area. West of the Chaudière Valley, which cuts through the mountain range, hardwoods of the previous type predominate, while east of the same valley, softwoods, such as spruce and balsam, are prevalent with poplar or white birch, or white cedar pure stands occasionally intervening. This section is not so well drained as the Laurentian; it has fewer lakes and water falls, but its rich soil is favorable to tree growth. The large sized trees in this section are suitable for lumber rather than for pulp and paper. However, these forests furnish a large portion of the pulpwood exported to the United States.

The third class of forest is the Laurentian. Physiographers describe the Laurentide Mountains as a topographical unit which they call the



THE "GRANDE DÉCHARGE"
OF LAKE ST. JEAN



CHUTE À CARON,
ON THE SAGUENAY RIVER



A DAM AT ST. JÉRÔME,
TERREBONNE COUNTY

FORESTS AND WATER POWERS

Laurentian Plateau. This plateau, consisting of well dessicated and eroded crystalline rocks, is drained by rapidly flowing rivers capable of great energy and fed by numerous lakes. At the beginning of last century, the larger valleys intersecting this plateau, from the St. Maurice to Ottawa, displayed important stands of white pine. These trees were ruthlessly cut down; others replaced them, such as spruce, and were found serviceable for various uses.

Though the forests are being exploited largely for lumber, there is a tendency to replace lumber by pulpwood. In fact, since 1900, the pulp and paper industry has made considerable, not to say marvelous, progress. At present, it is one of the biggest industrial factors in the country. Québec, according to statistics, ranges as the biggest producer of pulp and paper in Canada. Out of the 115 mills in Canada, 49 are established in Québec. This industry promises further, as more timber limits have been recently leased, the lease calling for the erection

of both paper and pulp mills.

The lumber and pulp and paper industries owe their development not only to the abundance of raw material which can be derived from our forests of spruce and balsam fir, but also to the existence of advantageously located water powers. The hydraulic capacity of the Québec water powers is equal to 15 million h.p. of which, at present, 1,700,000 h.p. have been harnessed for industrial purposes of every description. Not only have



Rapids of the Péribonka River

waterfalls been developed for the production of energy, but reservoir-dams have been established as a means of securing a more regular flow for the principal rivers of Québec. Among these reservoirs, the most important is the Gouin dam, which was completed in 1917. It covers an area of 300 s.m. and has a capacity of 160 billion c.f. This reservoir, located at the head waters of the St. Maurice, has contributed to ensure the St. Maurice a minimum flow of 15,000 feet per second instead of 6,000, thereby increasing the available energy of the river during the summer and winter months. This improvement will be of great advantage to industry. The Government has undertaken to secure a wise exploitation of both forest and water resources by enacting appropriate legislation. In framing such legislation, it adopted the best methods which experience has taught other countries, both for protection and management of resources. It realized the intimate connection between maintenance and the potential energy of waterfalls, and the bearing of these two natural resources on the country is welfare.

MINERAL RESOURCES

THE Province of Québec is a vast store-house of unknown mineral wealth. It offers huge possibilities to the hardy prospector who unremittingly searches its rich untrodden mineral lands.

The Province of Québec, the largest of the Dominion, extends over 1250 miles north from the boundaries of the States of New York, Vermont, New Hampshire and Maine. Except for the section south of the St. Lawrence river, most of it is underlain by rocks of Precambrian age, and forms a part of that immense Laurentian Plateau extending west into other provinces. This widespread formation, composed of the oldest rocks in the world, has been greatly altered and metamorphosed, and is widely mineralized. It contains most of the minerals valuable to mankind, such as gold, silver, lead, nickel, copper, iron, zinc, phosphate, mica, feldspar, graphite, and numerous others.

Of all the mineral sections of the Laurentian Plateau, few offer, today, so much interest to financiers and mining men as does this newly accessible region of Western Québec. Located just east of the renowned gold mines of Porcupine and Kirkland Lake, it is underlain by rocks of the same formations.

In this only partially prospected country, gold, copper and zinc only have been recently found in such quantities as to assure the establishment of a flourishing mining community.

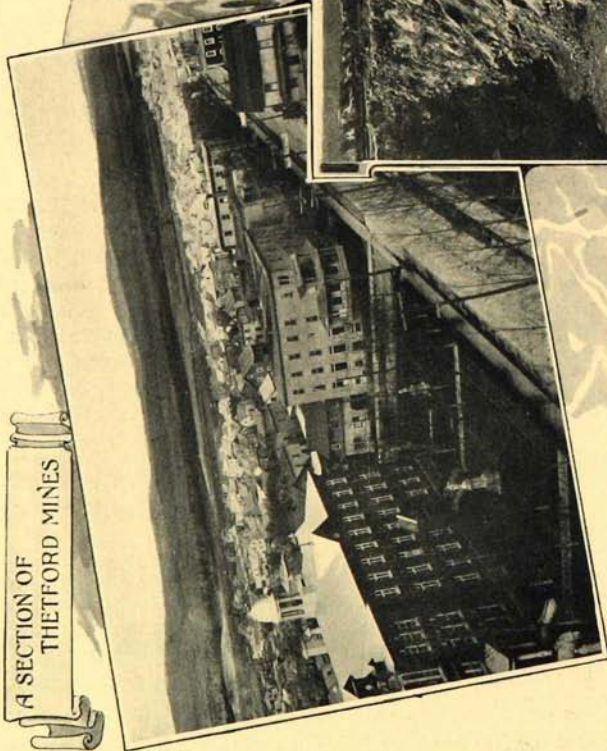
Few mineral discoveries had been made, prior to 1922, when the first gold-copper ore was found on the Horne property in Rouyn township. In less than three years, the existence of large masses of gold and copper-bearing sulphides has been proved at a number of scattered points. In one property alone, the ore developed by diamond drilling and underground workings is now estimated at over \$25,000,000. Discoveries of similar deposits in the adjoining townships of Duprat, Dufresnoy, Boischatel and Cléricy, and even in Desmeloizes, 60 miles away to the north, establish the widespread mineralization of the Precambrian rocks of Western Québec.

Free gold is found in various parts of the county of Abitibi, especially at the headwaters of the Harricana River, where a number of very promising prospects are now being developed.

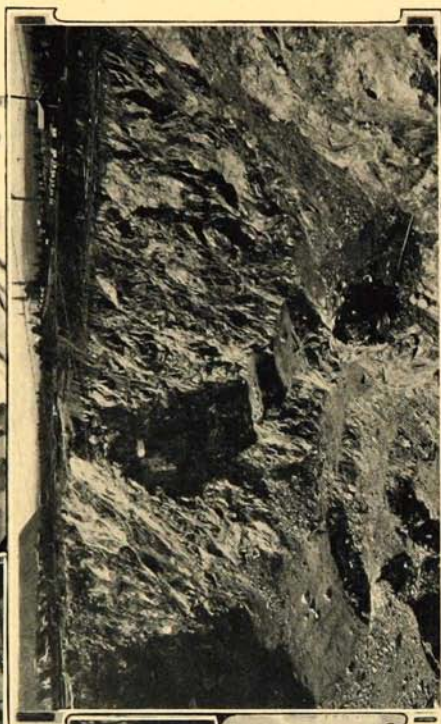
There are not yet any producing mines in Western Québec. But the discoveries and the development work now being carried on, the construction into Rouyn of a 50-mile branch line of the Canadian National Railways, and the erection of a copper smelter, to be completed before the end of 1926, mark the district of Abitibi as one of the most interesting mining regions in America.

To the south of the St. Lawrence River are belts of stratified Paleozoic

A SECTION OF
THETFORD MINES



AN OPEN-CAST PIT IN
ASBESTOS ROCK
(Asbestos & Mineral Corporation)



MINERAL RESOURCES

rocks. The folded and faulted strata, with evidences of igneous activity, form a mountainous belt, the continuation into Canada of the Appalachian mountain system of the Eastern United States.

This region is characterized by valuable mineral deposits, and occurrences of useful building and ornamental stone. The chief ones are the asbestos mines, the largest in the world, of Danville, near Richmond, and of the Thetford area, the chrome deposits of Coleraine township, the copper occurrences of the Sherbrooke district, and the newly developed zinc and lead deposits of Gaspé.

Of the various mineral products of the Eastern Townships, asbestos deserves a special mention. Located in the midst of a rich and well settled agricultural section is a group of towns, the entire population of which is engaged in mining. Tourists, along the Provincial highway between Sherbrooke and Québec city, are greatly astonished at the magnitude of the deep open pits from which asbestos fibre is obtained. The most important asbestos mining center is Thetford Mines, a town of 8000 inhabitants, located on the Québec Central Railway, 80 miles south of Québec city. Here are the most productive asbestos mines in the world. The strong, white, silky mineral fibre, which is textile and incombustible, is extracted from a green serpentine rock. To this unique combination of valuable qualities, asbestos owes its increasing demand in industry. It is very much in demand by the manufacture of packing, brake-lining, heat and electric insulation, and in fire-proof fabrics and building material.

Asbestos occurs in veins in a massive green rock, called serpentine. The fibre, as a rule, runs at right angle to the vein wall; and is seldom more than $2\frac{1}{2}$ inches long. The asbestos rock is mined by open pit methods. The best grades of long fibre material, known as "crude", are hand-cobbed to separate it from the rock. The smaller fibres, 99% of the production, are recovered by elaborate mechanical processes. Most modern mining and milling methods are in use at the Québec asbestos mines.

The hoisting capacity of some of the mines is 200 tons of rock per hour. The total asbestos production of Canada, in 1924, was 225,224 tons of fibre, valued at \$6,571,594. Québec supplies over 82 per cent of the world's consumption of this mineral, and 97 per cent of the demand in the United States.

The shipments of asbestos from Québec, in 1924, amounted to 208,762 tons valued at \$6,561,569.00.

The total value of production of mines and quarries in Québec, for the year 1924, reached \$18,952,896. These mines and quarries employed 8,300 men during the same period.

For further information concerning mineral resources, apply to the Department of Mines, Québec.



Hull, Ottawa's sister-city

COLONIZATION

THE colonization of a new country or of a new region may be either agricultural, industrial, or both combined.

In the Province of Québec, agriculture and industry are both employed for facilitating the development and the peopling of colonization regions.

The lands given to settlers are generally wooded. It is therefore necessary to cut the wood before cultivating them. This wood brings a revenue to the settler and furnishes employment for the neighboring mills, thus serving a double purpose. On the other hand, the settler more easily finds employment in his spare time, either in the lumber camps or in the new mill.

The Province of Québec possesses several colonization regions, the most important undoubtedly being those of Témiscamingue and Abitibi. The former is served by the C.P.R. and the latter by the C.N.R. The gold mines of the famous Townships of Rouyn, Dufresnoy, Boischatel and others are situated about half-way between these two regions. Hence, their development is bound to affect Témiscamingue and Abitibi by securing a good market for farm produce.

Elsewhere, the land is of the best quality and easily cleared. A plucky settler is assured of success after a few years of effort. Cases may be cited of several settlers who, after arriving on the scene of their labors without a cent, now own farms of considerable value, comparing favorably with those in the older settlements.

Abitibi was opened to cultivation about the year 1912. Up to that time, there were only Indians there who devoted themselves exclusively to hunting and fishing. To-day, Abitibi is a county represented by a member of the Provincial Legislature, and possessing a Court House, a Registry Office, two land agencies, a mining bureau and several branches of banks. There are a number of industries. Twenty parishes are developing rapidly, and the population exceeds 20,000 souls.

There is no doubt a splendid future in store for this fertile district. Twenty parishes and 20,000 souls is only a beginning. The day will come when we shall be able to count 100 or more parishes with a population of from 200,000 to 300,000 souls.

The Government of the Province strongly encourages this work of colonization, which it considers essential to the progress of the country. Not only does it concede lands upon especially favorable conditions, but it has expended, during the last five years, more than ten million dollars in extending necessary aid to colonists, by building and improving roads representing in length twice the distance from Halifax to Vancouver. During late years, the Colonization Department has opened and improved 5,000 miles of roads. Practically all colonization districts have been connected with the centres of the Province.

Amongst the principal means of communication which have been developed are the following ones: the Brassard Road, which extends over a length of about 50 miles through the Laurentide Mountains, and

COLONIZATION

which gives the Mattavinie settlers an outlet at St. Gabriel de Brandon; the Abitibi National Highway which connects Senneterre with La Reine over a distance of 150 miles; the Gaspé Road which is 150 miles long and which, though built for the fishermen, farmers and settlers, will



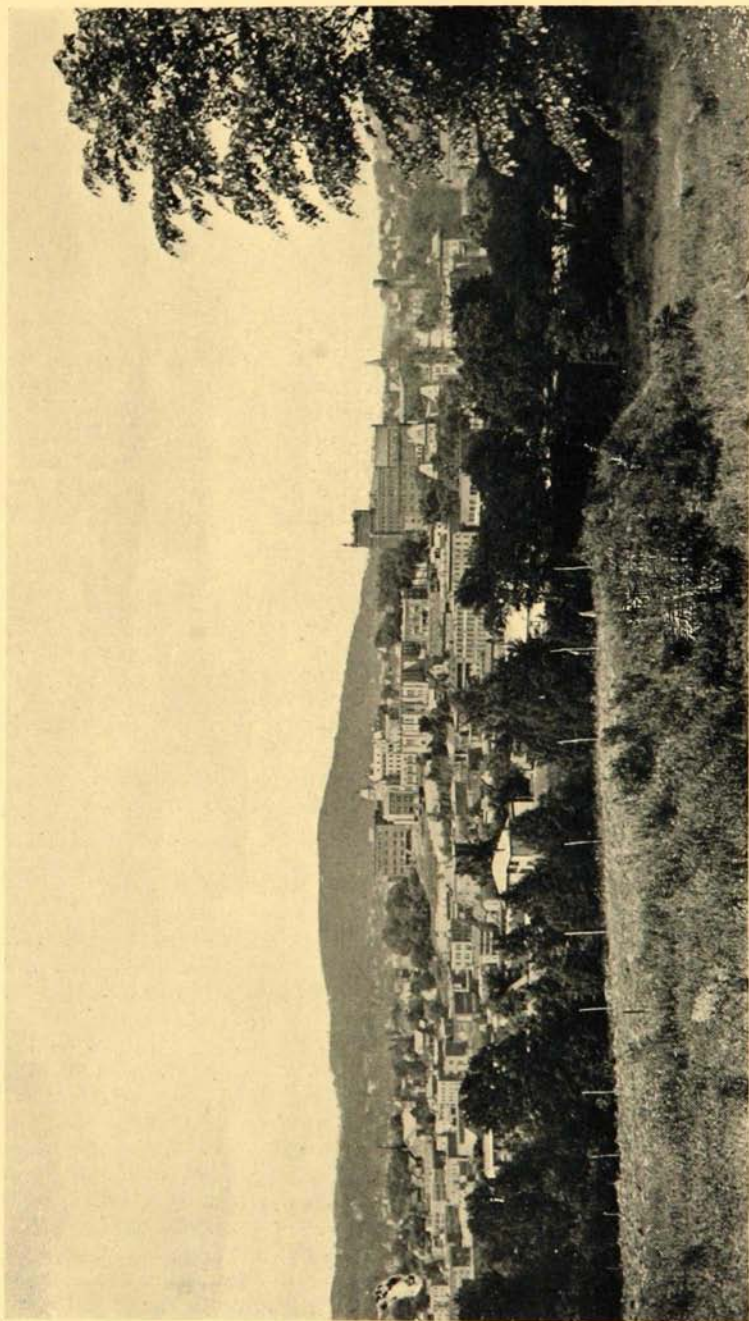
The Rimouski-Matapédia Highway in the Matapédia Valley

none the less open to tourists, one of the most picturesque regions of the Province; the St. Maurice Highway, which gives the La Tuque region an outlet to Mékinac and St. Tite, and which is 60 miles long; the road which will connect Témiscamingue to the Abitibi, passing through the mines, and which will contribute to the industrial and agricultural development of that region, whose soil and mines are exceptionally rich: this road shall be at least 120 miles long; the road from Petit Saguenay to St. Félix d'Otis, in the County of Chicoutimi, 50 miles long; the road leading from Ste. Florence to Cross Point, in the region of Matapédia, 45 miles long; the road leading from St. Donat to Chertsey, in Montcalm County.

Once the colonization roads have been opened, those of first importance are taken over by the Roads Department which, in some instances, surfaces them with gravel, and either directly controls or supervises their subsequent maintenance.

This happened for the section of the Rimouski-Matapédia Highway running through the Matapédia Valley, with sections of the Rimouski-Ste. Anne des Monts Highway and with many other arteries in the Province.

The Department of Colonization, Mines and Fisheries contributes very liberally towards the construction of schools and school-chapels in all new centers. Finally, it pays a premium of eight dollars per acre for clearing the land and gives free seed to the less fortunate settlers. This assistance has borne good fruit and nearly fifty new parishes have sprung into existence in the last few years, furnishing prosperous homes for an industrious and well satisfied population.



Sherbrooke, the Queen of the Eastern Townships

AGRICULTURE

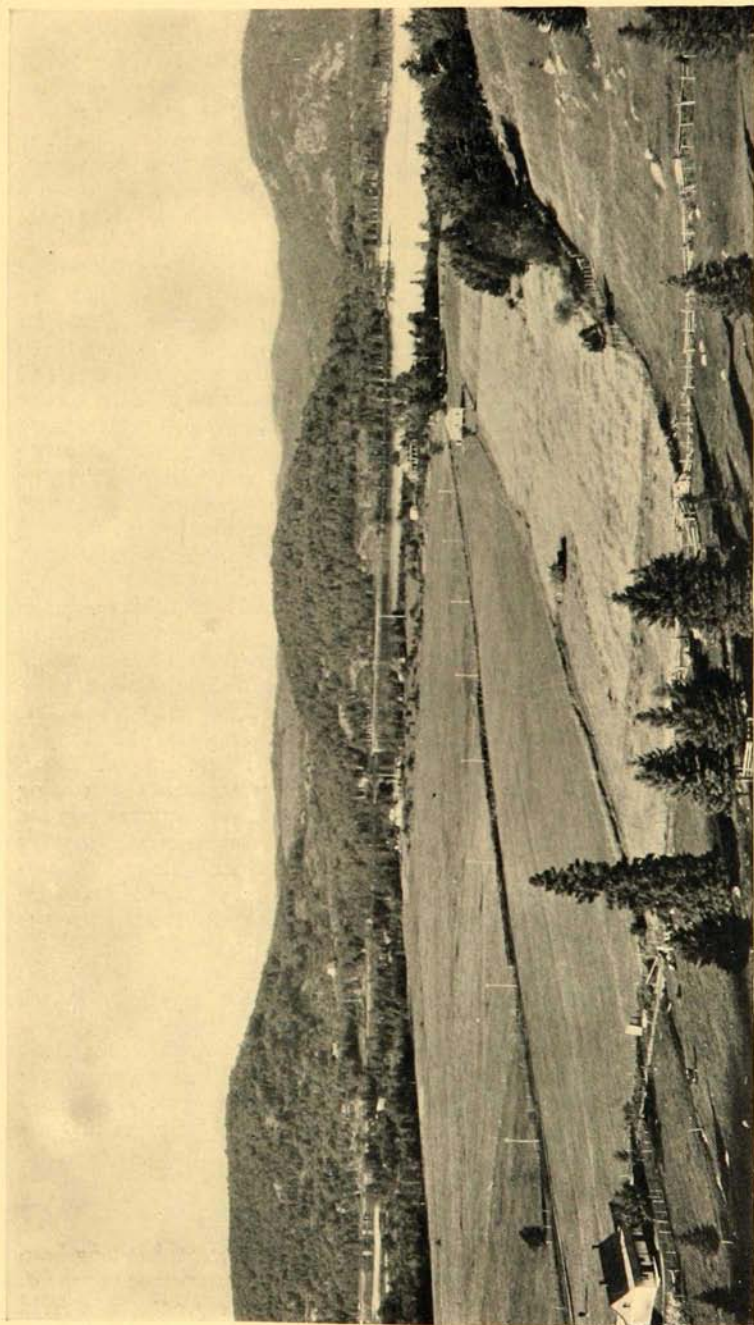
QUÉBEC is a quaint, new-old Province. Its modern cities, metropolitan in character and bustling with the energy of commerce, are in striking contrast to the quiet, thrifty existence of the habitant on his ancestral acres; and the new pioneer agricultural areas of the north and west stand out in relief against the older rural districts adjacent to the St. Lawrence, settled and tilled since the time of the early French explorers. With its immense wealth in natural resources, its thrifty law-and-order-loving people and its laws respectful of individual liberty and initiative, it appeals to the capitalist and the business man, as well as to the agriculturist and artisan of other countries, faring forth into new and more prolific fields of endeavour. Let us repeat that it is the oldest and the largest of the nine provinces composing the Canadian Confederation and that it is the cradle of European civilization in America. All the religious, commercial, industrial and agricultural activities of the country, so remarkably developed to-day, had their origin here.

First among the primery industries of the Province is agriculture. The chief agricultural areas are found in the western portion of the province, mainly in the valleys of the St. Lawrence and the Ottawa Rivers, and in the Eastern Townships. Promising new agricultural areas are, however, being opened up along the line of the National Transcontinental Railway (now part of the Canadian National System), in the Témiscamingue and Gaspé and Lake St. Jean districts, and elsewhere. According to the latest available returns, approximately 25,000,000 acres are occupied in the Province, of which about half is cultivated. The farm acreage in 1925 was 6,828,700 and the value of all farm property \$1,308,435,000.

FARMING SYSTEMS

Generally speaking, there are three farming systems practised. In the counties along the St. Lawrence from Montréal to Québec and from Montréal to the Ontario Boundary, the main revenue of most farmers is derived from hay and grain, although dairying is gradually superseding these. In the greater part of the Eastern Townships, together with the counties bordering the State of Maine, in the St. Lawrence Valley from Québec down to and including the Lake St. Jean district, and in the Labelle, Gatineau and Mattavanie districts, dairying is the main source of revenue. Sheep and swine are generally kept as side lines. Beef production is still practised with success in the Ottawa and Gatineau valleys and in a few sections of the Eastern Townships. It is principally on the farms of the Eastern Townships, too, where the most numerous flocks of sheep are to be found.

Québec holds a good place among the Provinces of Canada in the value of its agricultural production. The field crops surpass all other



The Kingdom of the French Canadian Habitant

AGRICULTURE

branches of agriculture in value. Of these, oats stand supreme with a production in 1923 valued at \$28,026,000. The value of potatoes grown was \$19,177,000, but slightly less than that of oats. The most valuable of all the field crops, however, are the fodder crops, and of these hay and clover stand first. Of the total value of field crops produced in 1923 of \$133,137,400, hay and clover with \$63,297,000 constituted 46 per cent. Fodder corn and alfalfa were valued at \$4,062,000, and root crops at \$5,425,000.

The adaptability of the soil and climate to the production of fodder crops is not unrelated to the prominent position the dairy industry has attained. Since the development of grain-growing on a large scale in the Prairie Provinces, Eastern Canadian agriculture has had to concentrate its attention more and more on the dairy industry, and this has proved very profitable. Québec, especially the Eastern Townships, is noted for its splendid herds of Ayrshire cows, and for its dairy school at St. Hyacinthe. In 1924, there were 1563 cheese and butter factories in the Province, most of them run co-operatively by the farmers, producing butter and cheese to the value of \$26,527,647. It is estimated that the value of the milk and cream sent to the two cities of Québec and Montréal alone amounted in that year to over \$14,000,000.

Other branches of live-stock raising flourish in Québec. The Province is famous for its beef cattle, and as a by-product of the dairy industry, large numbers of hogs are profitably raised. Poultry raising is in a prosperous condition. Chanteclerc breed, produced to withstand the severe climate of Québec, was originated by the monks at Oka.

The Province produces large quantities of apples of the hardier varieties, of which the Fameuse is perhaps the best known. Small fruits do well, although the cold of the winters prevents the growing of many varieties that flourish in southern Ontario. Strawberries are grown in large quantities and the famous musk melons of the Island of Montréal are in demand at high prices in the United States.

Tobacco has been grown for scores of years and a tobacco manufacturing industry of considerable proportions has developed. In the manufacture of maple sugar, Québec stands first among the Provinces. Beekeeping is growing in importance, favourable conditions for this industry being available throughout the Province, especially in the southern Laurentian Plateau.

A large proportion of the farms have groves of sugar maple trees, and considerable quantities of maple sugar and maple syrups are produced for export. This industry has recently received special attention, and a cooperative society has been formed for protecting the producer and for the latter's instruction.

THE "HABITANT"

The rural French Canadian, known as the habitant, has long been famed in song and story, sharing honours with the picturesque voyageur. But under modern conditions, they have both undergone such a rapid

change that they have now almost vanished. An influence that has contributed much to modernize the younger generation is the accessibility of the cities by automobile, one effect of which is seen in the prevalence of city fashions among the women-folk of the country. The spinning-wheel has been removed to the attic and the "étoffe du pays" is no longer seen except to be sold to unsophisticated tourists. Still, a steady, industrious, thrifty home-loving individual, strongly attached to his church and fond of political discussion just as much as formerly, the habitant has, in the meantime, evolved into a practical farmer. He reads the city and agricultural papers, wants a rural mail and good roads. Although much of the boisterous enthusiasm of the old-time "Rouges et Bleus" has disappeared, the habitant has remained a keen politician and there is yet a weak spot in his heart for a good orator. Strongly attached to the soil, he generally places his sons on the land round him, but aims at sending some of his daughters to convent and some of his sons to college; for his pride is to have a priest, a lawyer or a doctor in the family. Talks at the church door after service and occasional soirées fill up his social programme, but the folk dances and songs are disappearing before phonographs, pianos and modern dances, especially in the vicinity of cities and towns.

Not given to any excess, he is averse to social legislation that would interfere with his personal liberties, and arbitrary prohibitions in any domain have never found favour with him. Temperate, law-abiding, traditionally prudent in social matters and having never tasted the hard life of European workers, he is not a ready listener to the labour agitator or socialistic propagandist. Strong, willing and resourceful, he makes a valuable employee in mills. He is sought after for his unequalled ability as a woodman and has figured largely in the lumbering and river driving operations for which Québec is prominent.





A section of Montréal, Canada's largest and most populous city. (Courtesy of Fairchild Aerial Surveys Co. Ltd, Grand'Mère, P.Q.)

ECONOMIC FACTS ON QUÉBEC

AREA OF THE PROVINCE: 706,834 square miles; 18% of the Dominion; Canada's largest Province.

POPULATION: 1901: 1,648,898; 1911: 2,005,776; 1921: 2,361,199; 1924: 2,673,993. The population of Québec was 26.87% of the Dominion in 1921; 85.5% Catholic; 80% French.

Number of municipalities in 1924: 1,358, including cities, towns, villages and rural municipalities.

PRODUCTION

AGRICULTURE: Cultivated area in 1925: 6,828,700 acres; value of field crops in 1925: \$150,253,000; agricultural wealth in 1924: \$1,308,435,000., including lands, buildings, implements, crops, live stock and poultry.

DAIRYING: Number of dairy factories in 1924: 1,563; butter production: 59,722,826 pounds, valued at \$20,201,055.; production of cheese: 39,695,467 pounds, valued at \$6,326,592. Total value of butter and cheese production: \$26,527,647.

FORESTRY: Mills in operation during 1924: 49, including 19 pulp mills, 15 paper mills and 15 pulp and paper mills. Capital invested: \$250,000,000. Value of forestry products in 1924: \$59,980,248. Value of pulp produced in 1924: \$44,090,213, or one half of the total production in the Dominion.

FISHERIES: The fisheries of Québec are among the most extensive in the world. Industrial establishments for preparing fish: 122. Value of fish caught in 1924: \$2,283,314.

MINES: Value of production of mines and quarries in 1924: \$18,952,896. The asbestos products come first with 208,762 tons, valued at \$6,561,569. The most important mining industries after asbestos are cement, lime stone and brick industries.

MANUFACTURES: Capital invested in industries of all kinds in 1923: \$1,009,898,982. Number of industrial establishments: 7,142. Gross value of products: \$811,103,396. The pulp and paper industry

ECONOMIC FACTS ON QUÉBEC

is the premier industry. The operation of water powers holds the second place.

ELECTRIC STATIONS: Number of plants operated in 1923: 102, or 19.7% of the Dominion. Capital invested: \$162,161,163.

FURS: Number of breeding ranches in 1923: 295, of which 277 were used exclusively for raising foxes. Value of pelts produced: \$2,075,801.

TOTAL GROSS VALUE OF PRODUCTION IN 1923: \$1,239,158,801.

TRANSPORTATION: Mileage of railways in 1924: 5,248 miles (steam, 4,851 miles; electric, 397 miles). Mileage of permanently improved roads: 6,700 miles; motor vehicles registered in 1925: 97,418; tourist traffic in 1925: over 1,000,000 persons entered Québec in 300,000 automobiles.

COMMERCE:
imports for
in 1924-25
\$222,536,180;
of exports:
total value
\$577,651,643,
the Dominion.

BANKS:
banks and
business in
out of a total
the whole



Total value of
consumption
(March 31):
total value
\$355,115,463;
of trade:
or 30.7% of

Number of
branches doing
1923: 1,193
of 4,227 for
Dominion.

Loading lumber at Matane



MONTREAL IS THE COMMERCIAL
METROPOLIS OF CANADA



THE FINANCIAL STANDING OF QUÉBEC

THE Province of Québec has well maintained the reputation gained many years past, of this being a Province that lives within its means. Surpluses have been shown in the Public Accounts annually since 1898.

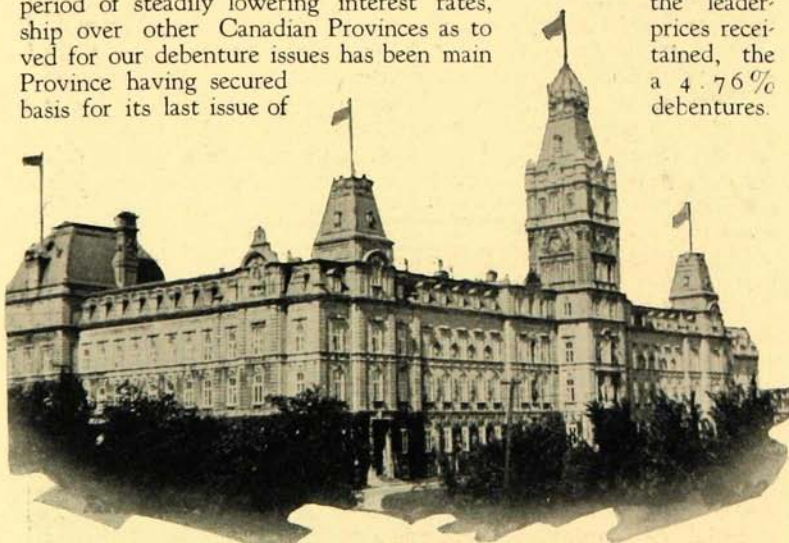
In spite of heavy capital expenditures in recent years, which, classified, show approximately \$40,000,000 on roads, \$8,500,000 on hydraulic power development, storage dams, etc., \$6,000,000 on special colonization development, \$10,000,000 on public buildings and bridges, or a total of approximately \$64,500,000, the net public debt increased less than \$40,000,000 during this period.

The yearly surpluses have gone largely into the payment of these capital expenditures.

The per capita debt of the Province is just over \$25.00, or the lowest of any Canadian province, except Prince Edward Island.

The per capita taxation is also lower than most of the other Canadian Provinces, in spite of ordinary revenues having almost tripled during the past ten years.

These facts are, no doubt, responsible for the Province's unique position with regard to borrowing. During the Great War, the extraordinary precedent of the bonds of a Provincial Government commanding a higher price than those of the Government of the Dominion of Canada, was established by the debentures of this Province; during the post-war period of steadily lowering interest rates, the leader-
ship over other Canadian Provinces as to prices received for our debenture issues has been maintained, the Province having secured a 4.76% basis for its last issue of debentures.



Parliament Buildings, Québec

GOOD ROADS

IN no field did the rural French-Canadian, and the Province of Québec as a whole, display a more progressive spirit and a more lasting enthusiasm than in the matter of good roads. The people of Québec are rather traditionalist and averse to sudden changes. Yet, once a change is found necessary and conducive to material and social progress, no difficulty is allowed to stand in their way. This explains why the tortuous, rough, muddy or dirty road of fifteen years ago has so rapidly disappeared before the modern highway of to-day.

With limited financial resources and a small population scattered over an immense territory, road improvement was a particularly difficult problem. Prior to 1912, the Province of Québec was absolutely without good roads. The need for better means of communication was badly felt, but the expenditure required to secure them seemed at that time an almost unbearable burden. In 1912, however, realizing the value of good roads, the Government did not hesitate to inaugurate a general move for road improvement and to plan an adequate financial system to carry it out.

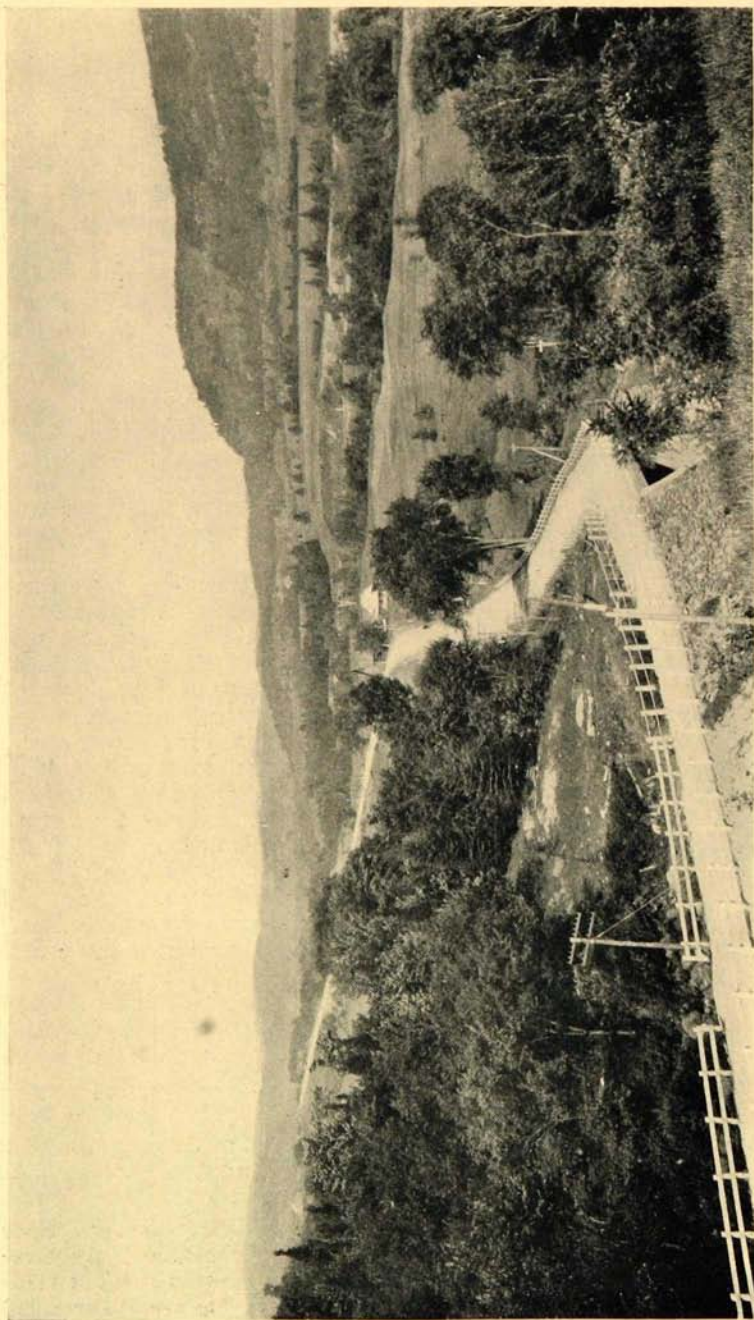
A publicity campaign was carried on by newspapers, and lectures were given in the various districts of the Province. The interest of the population was thus aroused and a favourable atmosphere was created for road building. A few months after, both the Government and the municipalities were actively engaged in improving the highways. The Good Roads Movement has now been going on for fourteen years. Not only did such a Movement renovate the highways, but its effects on agriculture, industry and commerce can hardly be overestimated.

From 1911 up to the present date, over \$75,000,000 have been spent by Québec for road improvement, not to mention \$13,000,000 for opening new roads. Such an expenditure is undoubtedly considerable for a population of 2,700,000 inhabitants. But such was the financial system adopted by the Government that this expenditure did not in the least affect the credit of the Province or of the municipalities; and Québec is still spending \$6,500,000 annually to maintain and extend its system of highways.

The Good Roads Movement has gradually evolved with years and has increased in magnitude. The Québec highway system is now considered one of the best and most complete in America. Enthusiasm for good roads still runs high among the population. And the greatest enthusiast of all is certainly the Minister of Highways, the Hon. J. L. Perron.

EXTENT OF ROAD MILEAGE

The total road mileage in rural Québec, excluding cities, populous towns and remote colonization districts, is 31,000 miles. All these roads fall into three classes, according to their importance. The roads of the first class (Main Trunk Highways) aggregate over 3,000 miles.



A section of the Laurentian Promenade at Piedmont (route No. 11)

GOOD ROADS

These roads link together all the centres of the Province and provide numerous connections between the latter, the neighboring Provinces and the United States. Roads of the second class, aggregating 10,000 miles, link the various municipalities or connect them with main highways and with cities and towns. Third class roads, of purely local interest, are 18,000 miles in length. During the last fourteen years, 6,700 miles of all the roads have been permanently improved with gravel, macadam (waterbound or bituminous) and concrete. About 16,000 miles of earth roads have been improved and graded.

THE MAIN TRUNK HIGHWAYS SYSTEM

For a clear and complete idea of the Main Highways System, please refer to the map inside of back cover. Particulars on each highway will also be found a few pages further. This system, one of the longest in Canada, is the one that has reached the most advanced state of completion. Its total length — 3,094 miles — includes forty-four distinct arteries. Main highways radiate throughout the inhabited territory of Québec, from Chapeau, on the Ottawa River, 100 miles west of Hull and Ottawa, to the Gaspé Peninsula, at the extreme eastern section of the Province; and from the border of the neighboring Provinces and States, at the south, to the remotest inhabited sections of the Laurentian district north of the St. Lawrence. Roughly speaking, main highways are distributed over an area of 16,000 square miles, excluding the Lake St. Jean district. The latter has its own system of good roads, but has not, up to present date, been connected with the rest of the Province. The matter is, however, under consideration.

Out of a total length of 3,094 miles, 2,700 miles have so far been completed. Only the highways in remote districts and a few sections on other arteries remain to improve. The whole system will practically be completed by the end of 1926. Early in 1926, thirty-five highways will be finished throughout. Most travelled arteries are paved with concrete, waterbound macadam or bituminous macadam. Others are excellent gravel roads maintained in first class condition and second to none of the hardest pavements for comfort and security.

INTERPROVINCIAL AND INTERNATIONAL CONNECTIONS

One of the features of the Main Trunk Highways System of Québec is the large number of connections provided between Ontario, the United States and the Maritime Provinces.

Five highways connect with the Province of Ontario, three being completed and two nearing completion. One of the latter, linking Hull with Chapeau, on the Ottawa River, connects at both ends with the cities of Ottawa and of Pembroke respectively, on the opposite shores of the river. Another artery runs north from Ottawa and Hull to Maniwaki and Mont Laurier, in the heart of the Laurentian district. A third provides communication between Ottawa and

GOOD ROADS

Montréal via Papineauville and Lachute, and runs north of the Ottawa River. An alternative road connecting these two cities has been built on the south shore of the Ottawa River, via Pointe Fortune and Vaudreuil. The Montréal-Toronto Highway, skirting the St. Lawrence, is the main entering route for most Ontario cars coming into the Province of Québec.

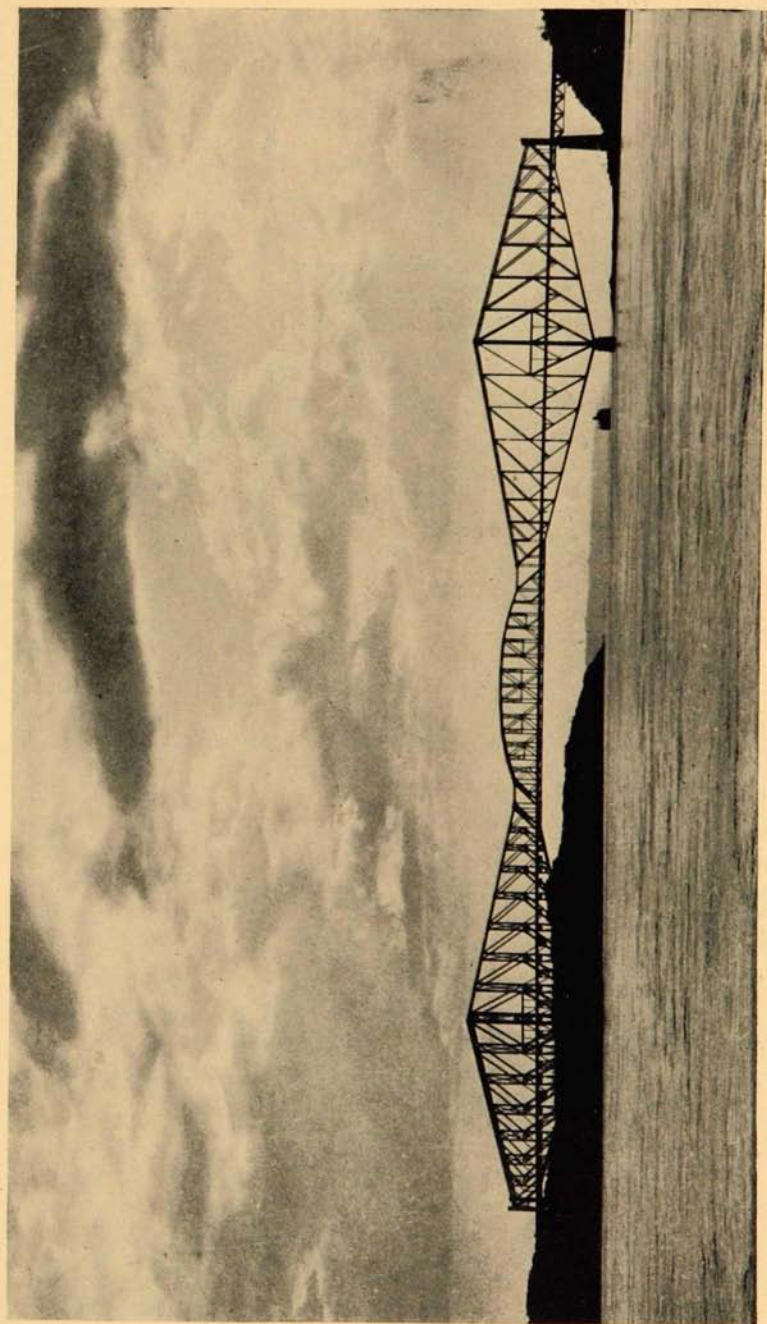
Ten direct highways have been built between the Province of Québec and the State of New York. All are improved throughout, mostly with macadam. Three of them are main trunk arteries, as shown on the map; the remaining seven are not included in the system of main highways, but are maintained under the same plan by the Government itself. Details regarding the Montréal-Malone, the King Edward and the Montreal-Rouse's Point via St. Jean Highways are given in the following chapter, including a description of each artery in the System. The other improved connections between the State of New York and Montréal include a road between Fort Covington, N.Y. and Valleyfield, P.Q. via Cazaville, St. Anicet, Port Lewis and Ste. Barbe; a road between Châteaugay, N.Y., and Huntingdon, P.Q., via Herdman, Franklin, St. Chrysostôme, St. Rémi and St. Constant; a road between Mooers, N.Y., and St. Chrysostôme, P.Q., via Covey Hill, connecting with the above highway; a road between Mooers, N.Y., Sherrington and Laprairie via Hemmingford; a road between Champlain, N.Y., and Napierville, via St. Bernard, P.Q.

Important connections on the Vermont border are the St. Albans-Iberville, Newport-Waterloo, Newport-Derby Line-Sherbrooke and Norton Mills-Sherbrooke Highways, all improved throughout and described in the following chapter. The State of Maine is provided with three connections, one via Woburn, Mégantic and Victoriaville, one via Jackman, Beauceville and Lévis, and a third one via Edmundston, N.B., and Rivière du Loup, P.Q.

Improved main arteries leading to the Maritime Provinces are the Rivière du Loup-Edmundston and Rimouski-Matapédia Highways, the latter being part of the proposed Trans-Canada Highway. Arteries established between neighboring Provinces and States give access to all districts of Québec through other main roads.

SECONDARY ROADS

The great majority of second class roads are completed in the most populous centres of the Province, especially in the Montréal, Québec and Sherbrooke districts. They offer ample facilities for reaching any desired point. Improved second class roads aggregate 3,200 miles in length and mostly form continuous highways. Roads of the third class, not generally used by tourists, are chiefly maintained for local traffic as earth roads. About 16,000 miles have been thoroughly graded and are in fair condition during summer, and 1,100 miles have been surfaced with macadam or with gravel.



A marvel of engineering: the Québec Bridge, the longest single span bridge in the world

GOOD ROADS

UP TO DATE MAINTENANCE LEGISLATION

Improved roads in Québec are reliable at all times and can always be depended on by the travelling public. The Québec Roads Department is proud of the highways it has built, ambitious to maintain them to the highest standard of excellence and is very exacting about their condition. Québec Legislation as regards the maintenance of improved highways is unique in Canada.

Under the existing law, main arteries are maintained directly by the Roads Department wholly at the expense of the Government. Once main trunk roads are built, municipal corporations are relieved of all responsibility and expense for subsequent up-keep and repair.



The St. Joseph Oratory, Montréal. Frère André, the Miracle Man, is known throughout America

In 1926, 2,500 miles of main highways will be cared for directly by the Government. A large mileage of county and market roads is also in direct charge of the Roads Department. A total length of 1,200 miles of secondary roads come under the latter category. One half of this mileage is situated in the Montréal district, where practically all improved roads are under Departmental control. Local roads are cared for by local corporations under constant supervision on the part of the Government's engineers and with its financial assistance.

POWERFUL MAINTENANCE ORGANIZATION

The organization in charge of maintenance includes four district engineers, twenty-three division engineers, a large number of assistants, over 300 sectionmen, and an army of laborers. Some of the highways are maintained by contractors with a similar organization. The methods used for preserving the roads are modern, and no work or expense is spared to meet the requirements of an ever-increasing traffic.

The roads are open to motorists immediately after the spring thaw, generally in April, and are used by autos until the next winter snow,

GOOD ROADS

in December. Sectionmen must spend ten hours a day during seven or eight months attending to the highways. Smooth and even surfaces at all times are the characteristic of Québec roads.

COMPLETE SYSTEM OF ROADS SIGNS

It is hard to get lost on the Québec highways; everyone feels at home when reaching this side of the border. All one is required to know is where one wants to go; and the goal is reached without having to investigate the way.

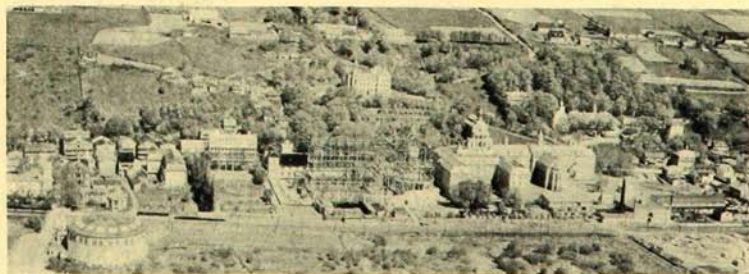
All telephone, telegraph and transmission posts have been white-washed along main roads, thus enabling the tourist to know at first sight whether or not he travels on a main thoroughfare. Starting and arriving points are clearly indicated, together with road intersections. Distances in either directions are also shown and mile-posts are set up everywhere. The names of the various towns, villages and parishes are plainly written on yellow posts at municipal limits; nothing is left for guess work on the part of the tourist.

SYMBOLIC SIGNS MAKE THE TRIP SAFE

A few years ago, the Province of Québec gave up the obsolete system of worded danger signs. The Roads Department devised instead a complete system of symbols showing the exact nature of the danger, or the direction to be followed.

Symbols, with their respective meaning, will be found on another page of this booklet. Observe how clear they are and how easily they can be understood by any automobilist, whatever his language, and even if he is illiterate. They are particularly valuable at night, being seen at a greater distance than any other sign.

All Canadian Provinces have followed the example of Québec in adopting symbolic signs. The same system is under study in the United States for general use.

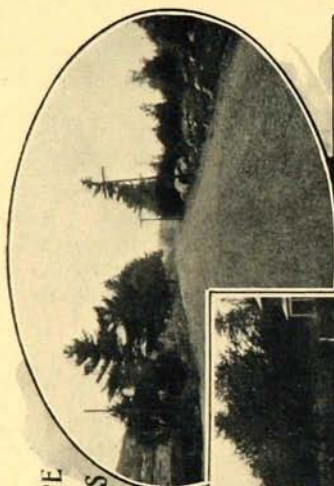


Ste. Anne de Beaupré, famous pilgrimage place

IMPROVED ROADS ARE
EXTENDING IN THE FAMOUS
GATINEAU DISTRICT



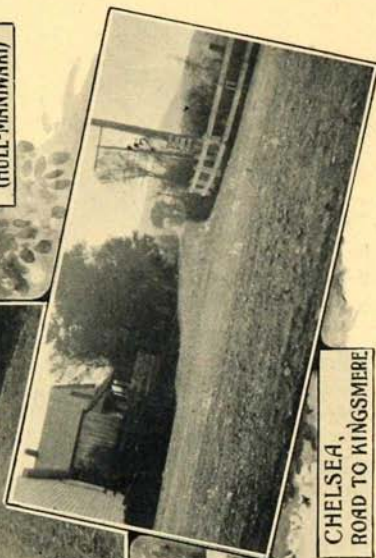
THE HORSE-SHOE AT HULL
WEST (HULL-MANIWAKI)



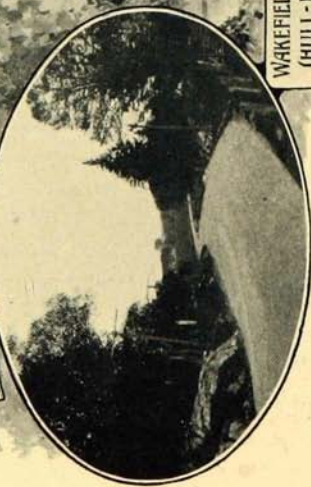
WAKEFIELD TOWNSHIP
(HULL-MANIWAKI)



FARM POINT
(HULL-MANIWAKI)



CHELSEA,
ROAD TO KINGSMERE



WAKEFIELD TOWNSHIP
(HULL-MANIWAKI)

GENEROUS SPEED LAWS

Speed limits are higher in Québec than in many other Canadian Provinces. Automobiles are allowed 30 miles an hour in open country and 20 miles an hour in cities, towns and villages. A 30-mile speed meets any reasonable desire for rapidity, and does not constitute a danger either for the automobilists or for inhabitants of the country traversed.

Traffic control and the enforcement of traffic regulations are in charge of motorcycle-officers. Regulations apply to all — to motorists of Québec as well as to those from the United States or from the Sister-Provinces. No discrimination whatever is made in this respect, and everyone is sure of a fair and courteous treatment.

While depending largely on motorcycle-officers to have the law complied with, the Québec Roads Department also depends on cooperation from automobilists. Every motorist has a right to be protected when travelling on the highways, and he must in turn feel it a duty not to endanger the life of others. The Government simply requests everybody to keep this in mind, thus reducing to a minimum possibilities of accidents. A little respect for the law will make motoring safe and pleasant.

ATTRACTIVE HIGHWAYS

When entering the Province of Québec, the tourist is impressed by the neat and attractive appearance of the highways. Not only do the latter run through a fascinating country, but they enhance the scenery and add an attractiveness of their own.

The pavement and road bed are constantly kept in good shape and in a perfect state of cleanliness. Whitewashed posts and painted signs are ornamental.

Tree planting alongside the highways has been conducted actively for some years past. In many districts of the Province, roads are naturally bordered by trees. In other districts, the Roads Department had to undertake tree planting. A campaign of ornamentation and embellishment is being carried on throughout the Province, and will add to the picturesqueness of the scene.

" FOLLOW THE CROWD "

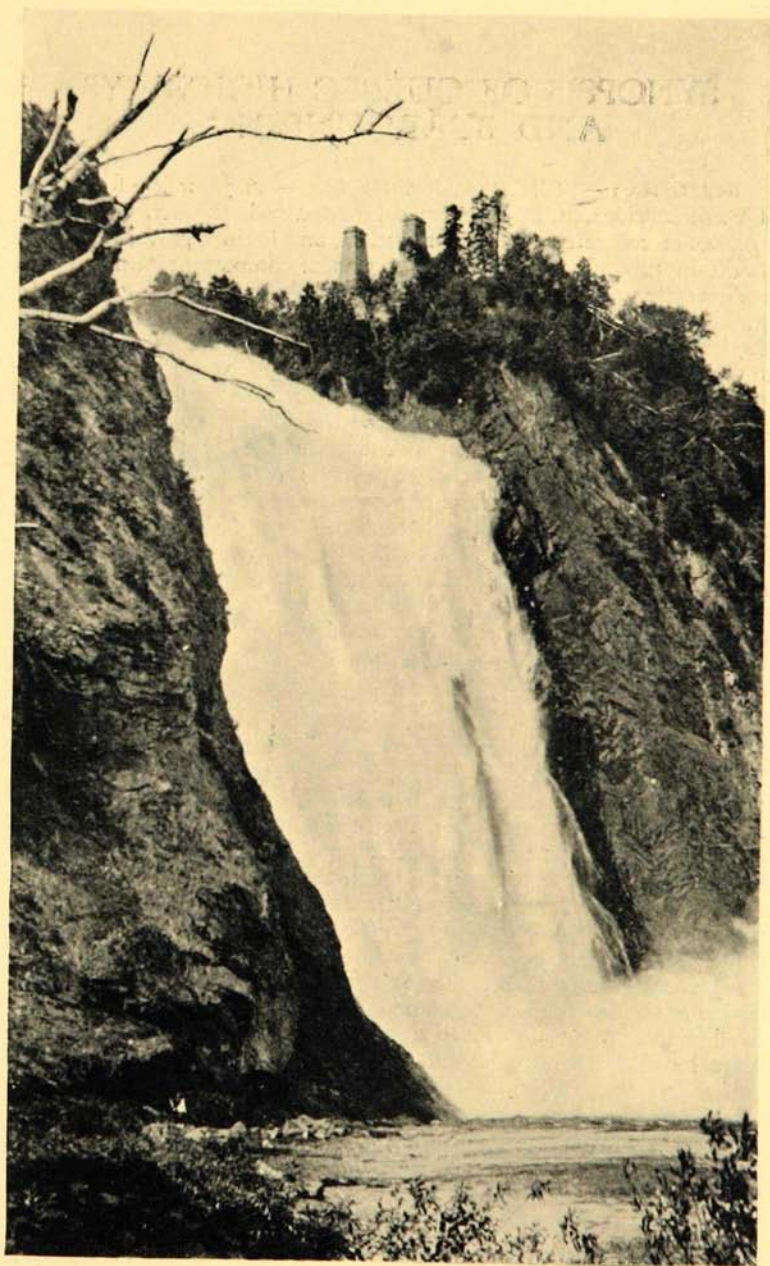
The Province of Québec now enjoys a real popularity with tourists from all parts of America. Only ten years ago, when most of the roads still remained to improve, tourists were seldom met in Québec territory. At present, the number of cars coming from the South is three times greater than those registered in the Province. In 1925, over 300,000 automobiles from the United States and Ontario visited the Province of Québec. Visitors came from all the States in the Union.

Magnificent scenery, opportunities for fishing and hunting, numberless historical sports, and a population renowned for its hospitality, are to be credited for such an influx of visitors. Good roads are however the most attractive way of reaching the Province of Québec.

MAIN HIGHWAYS SYSTEM OF THE PROVINCE OF QUÉBEC

No.	ROUTE	Length in miles
1.	Montréal-Sherbrooke	96.36
2.	Montréal-Québec	178.89
3.	Lévis-St. Lambert	184.67
4.	Montréal-Malone (border)	66.84
5.	Beauce Junction-Sherbrooke	98.94
6.	Lévis-Rimouski	188.01
7.	Beauceville-Sherbrooke	94.58
8.	Montréal-Ottawa, via Hull	122.58
9.	King Edward Boulevard	39.60
10.	Lévis-Sherbrooke	140.89
11.	Montréal-Mont Laurier	169.15
12.	St. Hyacinthe-Rougemont	15.90
13.	Sherbrooke-Derby Line	33.87
14.	Montréal-Rouse's Point, via St. Jean	43.88
15.	Québec-St. Siméon	110.10
16.	Richmond-Yamaska	50.78
17.	Hull-Aylmer	6.34
18.	Rivière du Loup-Edmundston (border)	66.90
19.	Trois Rivières-Grand'Mère	28.08
20.	Montréal-Valleyfield	43.77
21.	Joliette-St. Jacques	9.03
22.	Sherbrooke-Norton Mills	30.89
23.	Lévis-Jackman (border)	90.21
24.	St. Georges-Lac Frontière	60.40
25.	St. Valier-St. Camille	45.80
26.	Lacolle-Knowlton	51.66
27.	Montréal-Toronto (border)	55.11
28.	Iberville-St. Albans (border)	27.98
29.	Aylmer-Chapeau	93.67
30.	Hull-Maniwaki-Mont Laurier	120.14
31.	Rimouski-Matapédia	115.18
32.	St. Hyacinthe-Melbourne	49.44
33.	Rawdon-l'Assomption	28.42
34.	Victoriaville-Woburn	94.63
35.	Charlemagne-St. Eustache	24.97
36.	Beauharnois-St. Jean	50.47
37.	Drummondville-Annaville	27.33
38.	St. Hyacinthe-St. Germain	31.11
39.	Waterloo-Newport	32.42
40.	Marieville-Cowansville	28.69
41.	Victoriaville-St. Angèle	41.13
42.	Grande Baie-St. Bruno	45.42
43.	Lake St. Jean Belt	149.30
44.	Rimouski-St. Anne des Monts	115.84

Besides the above Main Trunk Highways, the Province of Québec has an extensive system of secondary roads, mostly improved and maintained under the direct control or under the supervision of the Roads Department.



Montmorency Falls
274 feet, highest in the world. Seven miles below Québec city

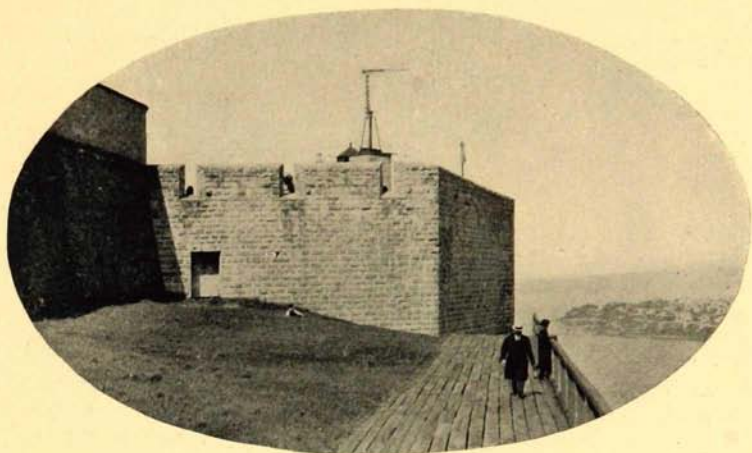
SYNOPSIS OF QUÉBEC HIGHWAYS AND SURROUNDINGS

ROUTE No. 1 — MONTRÉAL-SHERBROOKE — 96.36 miles from end of Victoria Bridge, St. Lambert, opposite Montréal, to Sherbrooke city. 27 miles of concrete, 3 miles of macadam, and balance gravel. In good condition throughout the motoring season. Important terminal and intermediate points: Montréal (1,000,000 inhabitants including suburbs), St. Lambert, Longueuil, Marieville, Granby, Waterloo, Magog and Sherbrooke (23,700 inhabitants). Rich and picturesque flat country up to Granby, and typical rolling landscapes of the Eastern Townships up to Sherbrooke. Many historical spots. Excellent hotel accomodation. All arteries from Ontario connect with this highway in Montréal; roads from the States of New York and western Vermont connect in St. Lambert. Other intersecting highways: Waterloo-Newport (route No. 39), Sherbrooke-Derby Line-Newport (route No. 13) and Sherbrooke-Norton Mills (route No. 22). Montréal, former Ville Marie, founded in 1662 by Maisonneuve, is the second French city in the world by its population, and the chief manufacturing, commercial and financial centre in Canada. Port, 1000 miles from the Atlantic, open 8 months of the year. Principal port in America after New York and chief port in the world for wheat export.

ROUTE No. 2 — MONTRÉAL-QUÉBEC — 178.89 miles from Montréal City Hall to Québec City Hall. Links the Metropolis of Canada, Montréal, to the Capital of the Province, Québec (117,000 inhabitants). Hard-paved throughout. Important intermediate points: L'Assomption, Berthierville, Louiseville, Trois Rivières (28,000 inhabitants), Cap de la Madeleine, Batican, La Pérade, Portneuf and Donnacona. One of the most important industrial and agricultural districts of Québec. This highway runs through typical French-Canadian villages, and skirts the St. Lawrence River most of the time. Unparalleled historic and scenic surroundings. Connecting highways: Charlemagne-St. Eustache (route No. 35), L'Assomption-Rawdon (route No. 33), L'Assomption-St. Jacques-Joliette (route No. 21), Trois Rivières-Shawinigan Falls-Grand'Mère (route No. 19), and Québec-St. Anne de Beaupré-La Malbaie-St. Siméon (route No. 15). Québec city, founded in 1608 by Samuel de Champlain, the cradle of America and the only walled city in North America, is one of the most picturesque spots in the world and is the Mecca for thousands and thousands of tourists. From Québec, good roads radiate in all directions. Splendid tours in the environs, especially around Orléans Island, four miles from Québec. For alternative routes between Montréal and Québec, see routes Nos. 3 and 12.

ROUTE No. 3 — LÉVIS-ST. LAMBERT — 184 67 miles. This highway skirts the south shore of the St. Lawrence River and is another connection between Québec and Montréal via Lévis (10,000 inhabi-

HIGHWAYS AND SURROUNDINGS



Québec is the only walled city in North America

tants, opposite Québec) and St. Lambert. A 90-mile trunk is hard-paved between Lévis and Ste. Angèle; 40 miles are under construction between Ste. Angèle and Sorel. The latter section is not advised pending completion. The section between Sorel and St. Lambert is either paved or gravelled. Important intermediate points: St. Romuald, Deschaillons, Nicolet and Sorel (10,000 inhabitants). Well developed farming country, with most of the parishes dating from the French Régime. The trip along the St. Lawrence affords many grand scenes. The Québec Bridge, largest in the world, 10 miles from Lévis, is seen and can be closely examined from the road. Numerous connections with the south. A highway from Sherbrooke to Trois Rivières intersects at Ste. Angèle (see route No. 16). Ferry between Ste. Angèle and Trois Rivières. A highway from Sherbrooke to Québec intersects at Ste. Croix (route No. 10).

ROUTE No. 4 — MONTRÉAL-MALONE — 81.5 miles from end of Victoria Bridge, St. Lambert, to the town of Malone, State of New York. 67 miles are situated in the Province of Québec and hard-paved throughout. This highway is the most direct route for tourists from Syracuse, Malone, the Adirondack section and points west in the United States. Also connected with New York via Albany, Utica and Watertown. The section in Québec runs through Huntingdon, Ormstown, Caughnawaga, Laprairie and St. Lambert, on the east shore of the St. Lawrence River. Another connection with Montréal is available by taking the ferry at Caughnawaga, then reaching Montréal via Lachine and Westmount, on the Montréal Island. The country traversed is a most interesting one, especially when reaching the St. Lawrence. Numerous connections with other highways east and west (routes Nos. 34, 20 and 9).

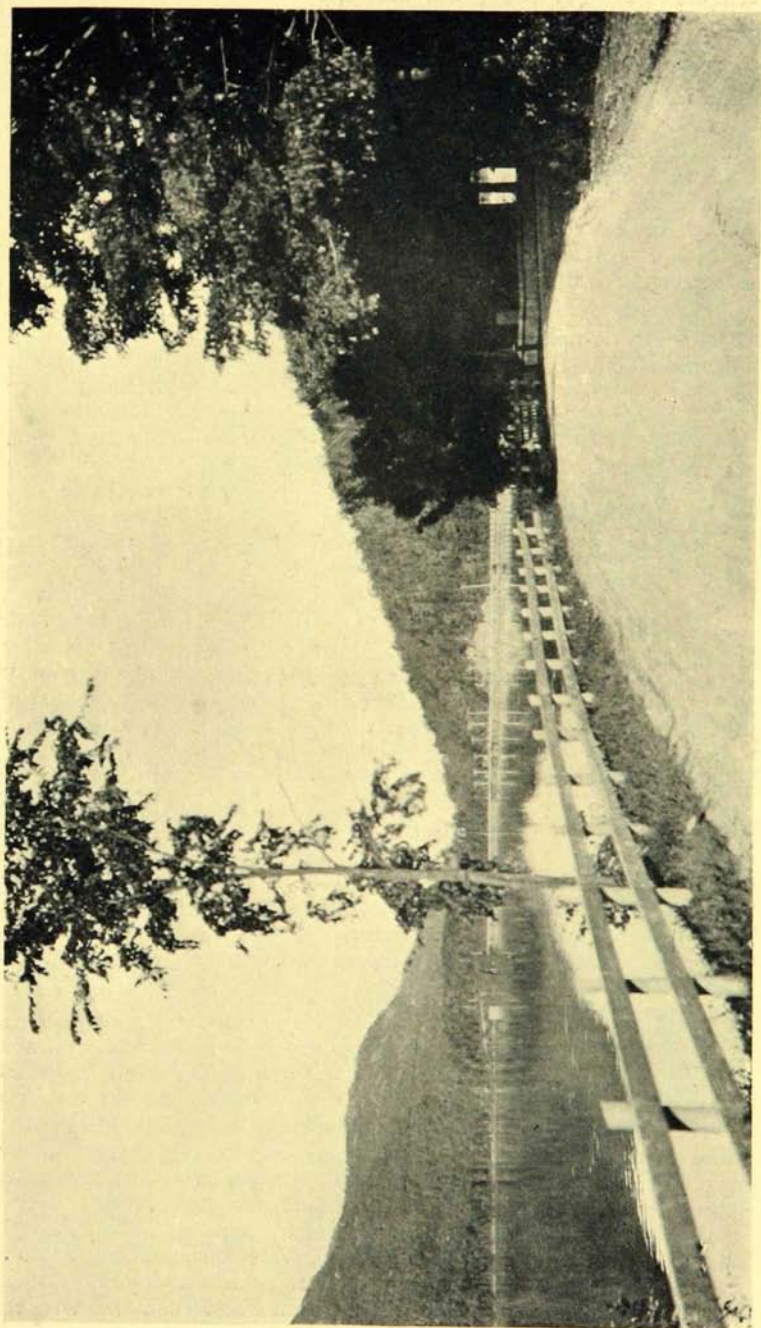
HIGHWAYS AND SURROUNDINGS

ROUTE No. 5 — SHERBROOKE-BEAUCE JUNCTION — 99 miles. Connects Sherbrooke with Québec via Cookshire, East Angus, Thetford Mines and Beauce Junction, then via the Lévis-Jackman Highway to Lévis. Excellent road throughout, mostly gravelled. Important industrial and farming country. Black Lake, Thetford Mines and environs are the site of the largest asbestos deposits in the world. Good hotels and camping grounds along the road. At Sherbrooke, highways radiate to all districts. Three routes are available for Québec: the above mentioned one, most often used by tourists, may be replaced either by the Sherbrooke-Lévis Highway, via Richmond, Arthabaska, Lyster and Ste. Croix, or by the Sherbrooke-Beauceville route, connecting with the Jackman-Lévis Highway. The three are excellent roads.

ROUTE No. 6 — LÉVIS-RIMOUSKI — 188 miles. Skirts the south shore of the St. Lawrence River and leads to the famous Lower St. Lawrence district. The road is improved throughout, save 18 miles of earth road between Rivière du Loup and Rimouski, to be completed in 1926. In good condition in all weather. Important points met: Lévis (10,000 inhabitants), Lauzon, (6,000), Montmagny (4,000), Rivière du Loup (8,000), Rimouski (4,000). One of the oldest settled district of Québec. Fascinating scenery. A favorite tour with tourists. All parishes along the highway are summer resorts, the most popular being Portage, Pointe de la Rivière du Loup, Trois Pistoles, Cacouna and Bic. Connecting main roads: the St. Valier-St. Camille Highway, 20 miles from Lévis (route No. 25); the Rivière du Loup-Edmundston Highway, 120 miles from Lévis (route No. 18); the Rimouski-Matapédia and Rimouski-St. Anne des Monts Highways (routes Nos. 31 and 44). The Lévis-Rimouski Highway commands the Lower St. Lawrence district, is part of the proposed Trans-Canada Highway, connects with the Maritime Provinces and leads to Gaspé Peninsula, one of the largest big-game ranges in Canada.

ROUTE No. 7 — BEAUCEVILLE-SHERBROOKE — 94.58 miles of first class gravel road situated between the intersection of the Lévis-Jackman Highway at Beauceville, and the city of Sherbrooke. Runs parallel to the Beauce Junction-Sherbrooke Highway at an average distance of 20 miles. Is the shortest route for American tourists entering the Province by Jackman and going to Montréal. One of the three alternative routes between Sherbrooke and Québec. The people along this road are mainly concerned with agriculture, and the highway runs mostly in open country. Good camping sites and hotels. Intersecting highways: Lévis-Jackman and Woburn-Victoriaville-Trois Rivières (routes Nos. 23 and 34). Connections with other main roads at Sherbrooke.

ROUTE No. 8 — MONTRÉAL-OTTAWA, VIA HULL — A 122-mile highway linking Canada's Metropolis and Capital. Completed on 108 miles and to be completed throughout for July 1, 1926. Macadam and gravel surface. Runs inland through the fine farming districts of Deux Montagnes and Argenteuil counties, as far as Grenville, and then follows the north shore of the Ottawa River up to Hull and Ottawa. Connects with Toronto and intermediate points via Ottawa, and with

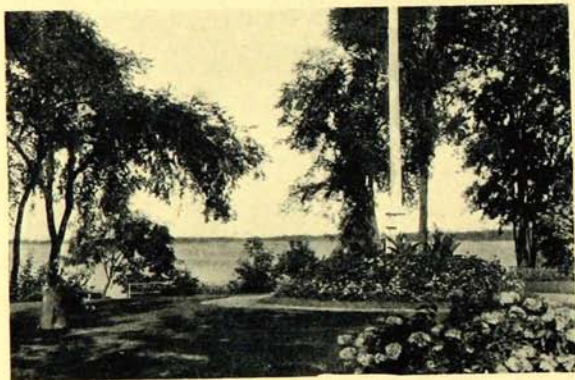


The Montreal-Sherbrooke Highway and the poetic Orford Lake, in the Eastern Townships

HIGHWAYS AND SURROUNDINGS

the Pontiac and Gatineau districts via the Hull-Chapeau and Hull-Mont Laurier Highways respectively (routes Nos. 29 and 30). The Montréal-Ottawa highway provides a fascinating trip, being for most of the time in view of the Ottawa River on one side and of the Laurentide Mountains on the other side. It is a trunk of the 400-mile Laurentian Promenade. Important intermediate points: St. Eustache, Lachute, Montebello, Papineauville and Pointe Gatineau. Good hotels. Numerous summer resorts. The neighboring district is famed as a hunting and fishing territory.

ROUTE No. 9 — KING EDWARD BOULEVARD (MONTRÉAL-ROUSE'S POINT) — 39.60 miles. Situated between the United States boundary at Rouse's Point and the city of Montréal. Hard-paved throughout.



A beautiful spot on the Richelieu River (Chambly Bassin)

Main intermediate points: St. Lambert, Laprairie, Napierville and Lacolle. Most direct route between New York, Albany and Montréal. One of the most heavily travelled arteries in Québec. An alternative highway has been built from Rouse's Point to Montréal

via St. Paul de l'Île aux Noix and St. Jean, on the Richelieu River (see Route No. 14). The latter highway connects with the King Edward Boulevard at Laprairie. Other connecting main roads: the Montréal-Valleyfield and the Beauharnois-St. Jean Highways (routes Nos. 20 and 36).

ROUTE No. 10 — LÉVIS-SHERBROOKE — 140.89 miles, including a section of the Lévis-St. Lambert Highway between St. Nicolas and Lévis. Completed on 126 miles. Pending completion, an improved connection has been provided with the Lévis-St. Lambert Highway via Dosquet and Ste. Croix, the additional distance covered being 14 miles. Surface: mostly gravel. In excellent condition. Important intermediate points: Plessisville, Victoriaville, Arthabaska, Richmond, Windsor and Bromptonville. Prosperous industrial and farming district. Good hotels. Intersecting main roads: Lévis-St. Lambert (route No. 3) Victoriaville-St. Angèle (route No. 41), Victoriaville-Woburn (route No. 34), Richmond-Yamaska (route No. 16), Richmond-St. Hyacinthe (route No. 32). Alternative routes between Sherbrooke and Québec:

HIGHWAYS AND SURROUNDINGS

the Sherbrooke-Beauce Junction and the Sherbrooke Beauceville Highways (routes Nos. 5 and 7).

ROUTE No. 11 — MONTRÉAL-MONT LAURIER — 169.15 miles of improved road from the city of Montréal, across Montréal Island and Jésus Island, and then northward across Terrebonne and Labelle counties. Situated in the heart of the Laurentide Mountains. Surfaces: macadam and gravel. Important intermediate points: Ste. Rose, Ste. Thérèse, St. Jérôme, Shawbridge, Ste. Agathe, St. Jovite, Labelle and Nominigüe. Also called the Laurentian Highway, this road gives access to one of the most famous sections of Québec and affords an unsurpassed scenic promenade. The whole district is dotted with innumerable lakes, crossed by rivers, and adorned with pretty villages and towns. Famed for fishing and hunting, this district is the ideal vacation land and a paradise for lovers of beautiful nature. Numerous summer resorts, excellent hotel accomodation and convenient places for camping near the road. Main connecting arteries: Montréal-Ottawa at Pont Viau (route No. 8) and Hull-Maniwaki-Mont Laurier at Mont Laurier (route No. 30). Mont Laurier is the site of a bishopric.

ROUTE No. 12 — ST. HYACINTHE-ROUEMONT — 15.90 miles of gravel road connecting the city of St. Hyacinthe (11,500 inhabitants) with the Montréal-Sherbrooke Highway at Rougemont. Is part of an alternative road between Montréal and Québec via St. Lambert, Longueuil, Chambly, Rougemont, St. Hyacinthe, Acton Vale, Richmond, Victoriaville, Ste. Croix and Lévis, a total distance of 218 miles. St. Hyacinthe is a very modern commercial and industrial city situated in the centre of a prosperous farming country. Bishopric, Cathedral,



La Malbaie and Pointe au Pic, Charlevoix county

HIGHWAYS AND SURROUNDINGS

Seminary, City Hall, large commercial and public buildings. Summer resorts on the Yamaska River.

ROUTE No. 13 — SHERBROOKE-DERBY LINE — 33.87 miles. Bituminous macadam and gravel. One of the finest motoring roads in Québec, and the main entering highway for American tourists reaching the border via Newport, 42 miles from Sherbrooke. Admirable scenic sites along the road, especially near Lake Massawippi. Sherbrooke, 24,000 inhabitants, the "Queen of the Eastern Townships", is the centre of an active industrial, commercial and farming district, and is one of the finest cities in Québec. A few days stay is necessary to visit its numerous interesting buildings and its environs. From Sherbrooke, highways radiate in all directions.

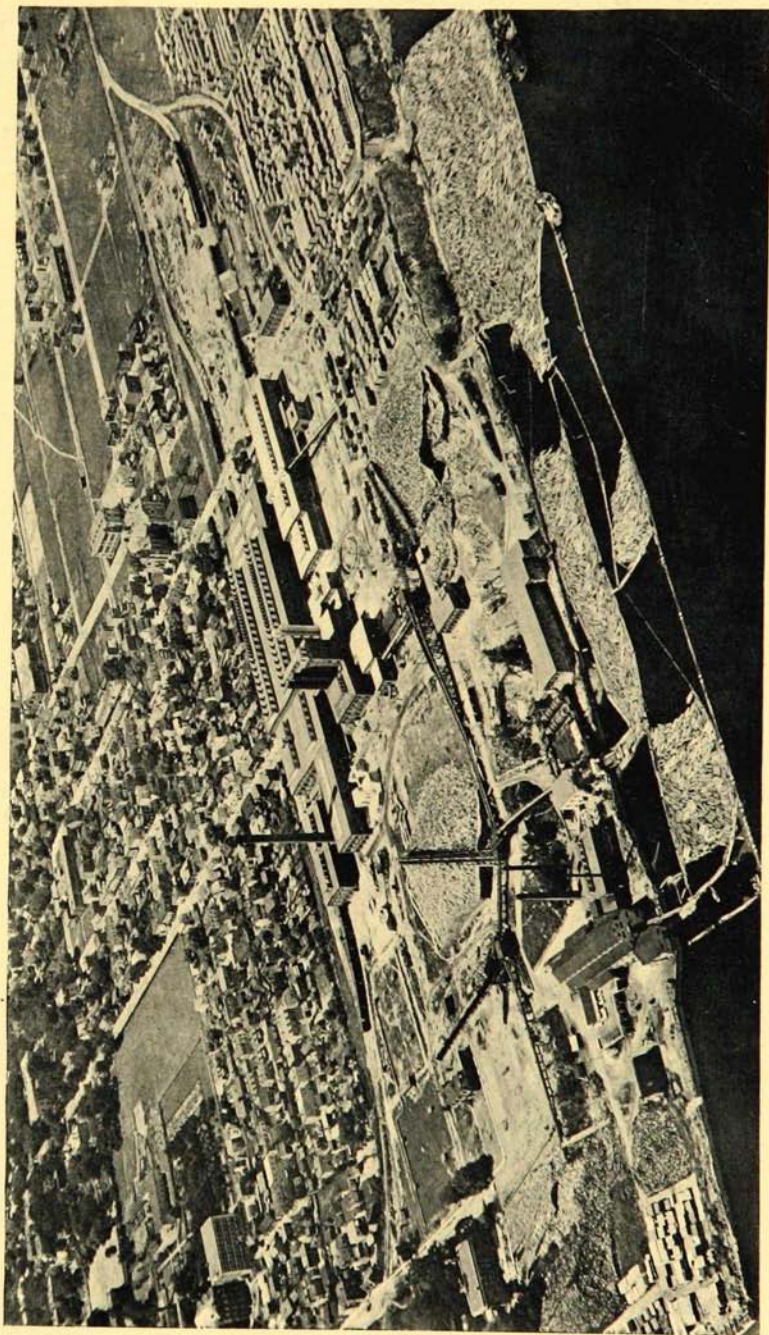
ROUTE No. 14 — MONTRÉAL-ROUSE'S POINT, VIA ST. JEAN — 43.88 miles from end of Victoria Bridge, St. Lambert, to the boundary of New York State.



A familiar scene on the lower St. Lawrence

Follows the King Edward Boulevard from St. Lambert to Laprairie, then proceeds to St. Jean, and skirts the Richelieu River from St. Jean to the boundary. Hard pavement from St. Lambert to St. Jean; good gravel from St. Jean to the boundary. Like the King Edward Boulevard, this road is a direct connection between New York and Montréal. American tourists entering and leaving Québec by Rouse's Point should use it for return trip. The city of St. Jean (9,000 inhabitants) and the sister-city of Iberville, on the opposite shore of the Richelieu River, will afford a pleasant visit. Memories of the past alternate with beautiful scenery all along "Historic Richelieu". Connecting highways: Lacolle-Knowlton (route No. 26) Beauharnois-St. Jean (route No. 36) and Iberville-St. Albans (route No. 28).

ROUTE No. 15 — QUÉBEC-ST. SIMÉON — 110.10 miles. Improved on 92.5 miles (Québec-La Malbaie), the balance to be completed early in 1926. Macadam from Québec to St. Joachim, and gravel on most of the remaining sections. This highway, giving access to Charlevoix county, appeals to lovers of the unusual, as it runs partly through a broken and almost virgin country where motoring was practically impossible up to 1925. Picturesqueness, grandeur of nature and typical



A section of Trois Rivières, showing one of the largest paper mills of the district.
(Courtesy of Fairchild Aerial Surveys Co., Grand'Mère, P.Q.)

HIGHWAYS AND SURROUNDINGS

French-Canadian life are a feature of the whole district. Besides the city of Québec, three world-famous places are met along the road: Montmorency Falls, 274 feet, highest in the world, Ste. Anne de Beaupré Shrine, visited by pilgrims and tourists from the remotest places in America; Pointe au Pic (La Malbaie), famous summer resort.

ROUTE No. 16 — RICHMOND-YAMASKA — 50.78 miles. Gravelled on 36 miles. Located between the town of Richmond, on the Lévis-Sherbrooke Highway, and the parish of St. Michel d'Yamaska, on the Lévis-St. Lambert Highway. The section of this road between Richmond and Drummondville is part of the direct route between Sherbrooke and Trois Rivières via Richmond, Drummondville, Anna-ville and Ste. Angèle (89.5 miles). Ferry in operation between Ste. Angèle and Trois Rivières. The section from Drummondville to Yamaska is not advised pending completion.

ROUTE No. 17 — HULL-AYLMER — 6.34 miles. Macadam. Runs from Hull (35,000 inhabitants), opposite Ottawa, to Aylmer (4,000 inhabitants). A favorite tour for motorists from Ottawa and environs. Connecting highways: Aylmer-Chapeau (route No. 29), Hull-Maniwaki-Mont Laurier (route No. 30), and Montréal-Ottawa (route No. 8).

ROUTE No. 18 — RIVIÈRE DU LOUP-EDMUNDSTON — 66.90 miles from the intersection of the Lévis-Rimouski Highway, at Rivière du Loup, to the boundary of New Brunswick. Gravel surface. The district traversed is mainly concerned with farming and lumbering. Fine landscapes along Lake Témiscouata, in view of the road for fifteen miles. Good camping sites. Abundant fishing and hunting. This highway is the direct connection with Edmundston, Fredericton and St. John, N.B., and with the eastern section of Maine. Tourists from Nova Scotia and Prince Edward Island may come to Québec either by the route via Moncton, St. John and Edmundston, or by the route via Moncton, Campbellton, Matapédia and Rimouski (route No. 31). The distance is practically the same.

ROUTE No. 19 — TROIS RIVIÈRES-GRAND'MÈRE — 28 miles of macadam and concrete. Located between the city of Trois Rivières (28,000 inhabitants), on the Montréal-Québec Highway, and the city of Grand'Mère (7,300 inhabitants). Follows the Montréal-Québec Highway as far as Cap de la Madeleine (7,000 inh.), then proceeds northward to Shawinigan Falls (12,000 inh.) and to Grand'Mère. Active industrial and commercial district and one of the largest and busiest lumbering regions in America. The cities above named deserve a visit. They are situated on the historic St. Maurice River, and are the centres of a famous hunting and fishing district extending to the north into the heart of the Laurentide Mountains. This district is popular with Canadian and American sportsmen alike, and is one of the finest throughout America. La Tuque (6,000 inh.), surrounded by virgin forests, lakes and rivers, at present reached by railroad only, will soon be connected with Grand'Mère by an improved highway.

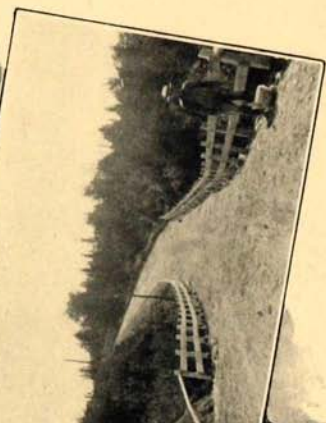
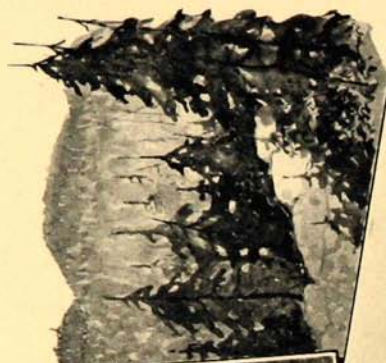
HIGHWAYS AND SURROUNDINGS



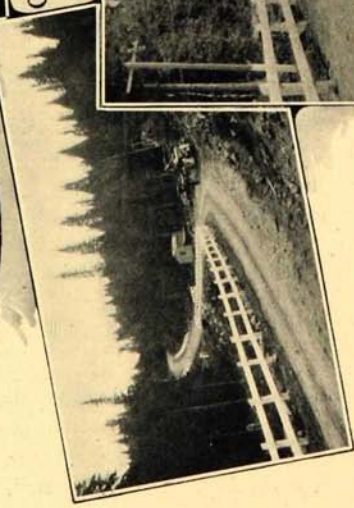
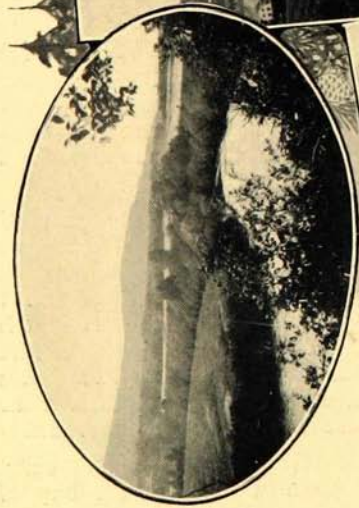
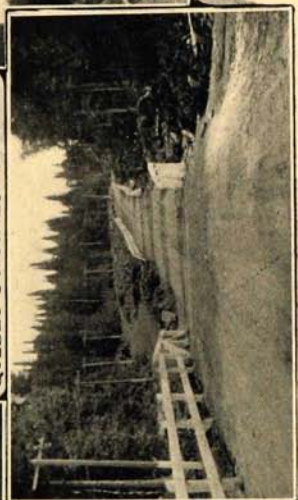
ROUTE No. 20 — MONTRÉAL-VALLEYFIELD — 43.77 miles. Follows the King Edward Boulevard from St. Lambert to Laprairie and then proceeds to Valleyfield, skirting the south shore of Lake St. Louis. Hard-paved road throughout. This highway intersects with the Montréal-Malone Highway at Ste. Philomène (route No. 4), and with the Beauharnois-St. Jean Highway at Beauharnois (route No. 36). Valleyfield is connected with Fort Covington, N.Y., by an improved road via Ste. Barbe, Port Lewis, St. Anicet and Cazaville. The latter road provides a direct connection between Montréal and points in the State of New York west of Malone. Other connecting roads: Ormstown-Valleyfield, Valleyfield-Toronto and Valleyfield-Ottawa via Coteau du Lac. Valleyfield is an industrial city of 10,000 inhabitants, 30 miles from the United States boundary. Good hotels, fine buildings and beautiful environs.

ROUTE No. 21 — JOLIETTE-ST. JACQUES — 9.03 miles of good gravel. Connected with the Montréal-Québec Highway via St. Jacques and L'Assomption (route No. 33). Joliette, 10,500 inhabitants, is an active and prosperous city including factories for a large variety of products, and is the site of the largest lime factory in the world. It is the centre of a fine farming country, the largest tobacco growing district in Canada. Many educational institutions, among which a Seminary; bishopric; fine public buildings. Joliette is the gate to a section of the Laurentide Mountains where fishing and hunting are very abundant.

ROUTE No. 22 — SHERBROOKE-NORTON MILLS — 30.89 miles. Improved throughout with gravel. Located between the city of



— THE BROKEN
CHARLEVOIX DISTRICT, NOW ACCESS-
SIBLE BY GOOD ROADS: — THE
QUEBEC-ST. SIMEON HIGHWAY



HIGHWAYS AND SURROUNDINGS

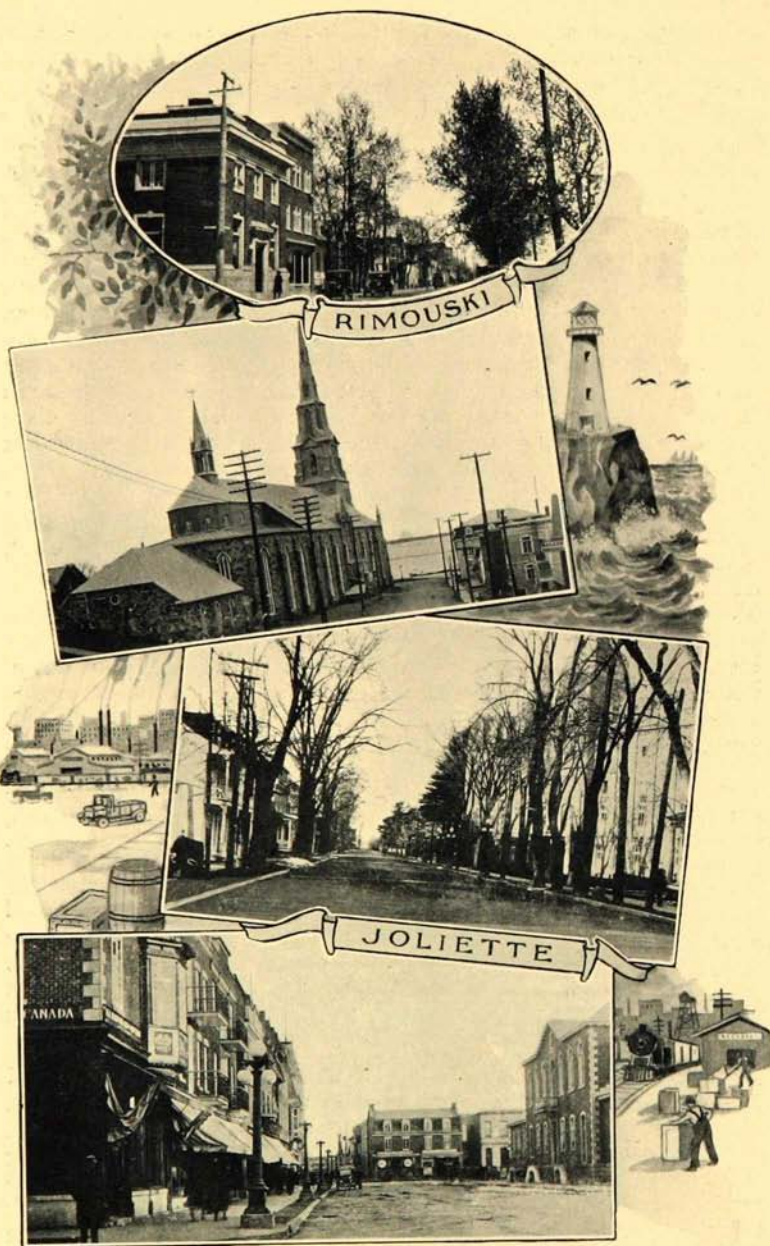
Sherbrooke and the Vermont border. Important intermediate points: Lennoxville, Coaticook and Dixville. An improved road connects Norton Mills to Island Pond, Vt.; another connection is provided via Canaan, Colebrook, Dixville Notch, Berlin and Concord, N.H. The road via Norton Mills will be found advantageous for tourists from New Hampshire and Maine entering or leaving Québec by Sherbrooke.

ROUTE No. 23 — LÉVIS-JACKMAN — 107.6 miles. The portion of this highway within the limits of Québec is 90 miles long and improved throughout. Surface: macadam and gravel. One of the oldest and best known routes in the Province. Important intermediate points: Beauce Junction, Ste. Marie, St. Joseph, Beauceville and St. Georges. Farming and lumbering country. Good hotels and convenient places for camping. For half its length, the road skirts the historic Chaudière River, and provides numerous beauty spots. The Lévis-Jackman Highway is the route for all tourists from Maine and New Hampshire beginning their visit of the Province by Québec city. It is a direct connection between Lévis, Skowhegan, Augusta and Portland. It is also part of the scenic route Québec (P.Q.) — Jackman-Augusta-Calais (Me) — St. Stephens-Fredericton (N.B.) — Rivière du Loup-Québec. Intersecting main highways: St. Georges-Lac Frontière (route No. 24), Beauceville-Sherbrooke (route No. 7) and Beauce Junction-Sherbrooke (route No. 5).

ROUTE No. 24 — ST. GEORGES-LAC FRONTIÈRE — 60.40 miles. Located between the intersection of the Lévis-Jackman Highway at St. Georges, county of Beauce, and Lac Frontière, county of Montmagny. 37 miles have been gravelled on this highway, the balance being under construction. It is advised only in fair weather pending completion. The district traversed is chiefly concerned with farming and lumbering. When completed, the St. Georges-Lac Frontière Highway will provide a splendid tour into a picturesque country popular with hunters. Connection with the St. Valier-St. Camille Highway at St. Camille (route No. 25).

ROUTE No. 25 — ST. VALIER-ST. CAMILLE — 45.80 miles. Good gravel throughout. Located between the intersection of the Lévis-Rimouski Highway at St. Valier, 20 miles from Lévis (route No. 6) and the intersection of the St. Georges-Lac Frontière Highway at St. Camille (route No. 24). Farming and lumbering country. Also excellent hunting district. A very interesting and restful trip.

ROUTE No. 26 — LACOLLE-KNOWLTON — 51.66 miles. Improved throughout, mostly with gravel, and one of the finest highways in Québec. Important intermediate points: Clarenceville, Pike River, Bedford, Stanbridge, Cowansville and Sweetsburg. Important farming and industrial country. Numerous beauty spots along the road. Intersecting arteries: the King Edward Boulevard and the Montréal-Rouse's Point via St. Jean Highways at Lacolle (routes Nos. 9 and 14), the Iberville-St. Albans Highway at Pike River (route No. 28), a road from East Franklin, Vt., at Stanbridge, the Marieville-Cowansville Highway



HIGHWAYS AND SURROUNDINGS

at Cowansville (route No. 40), and the Waterloo-Newport Highway at Knowlton (route No. 39). The Lacolle-Knowlton Highway is the direct route to Sherbrooke for tourists entering Québec by Rouse's Point, St. Albans and East Franklin.

ROUTE No. 27 — MONTRÉAL-TORONTO — The portion of this highway in the Province of Québec is 55.11 miles long. Surface: concrete, macadam and gravel. Skirts Lake St. Louis on Montréal Island, runs across Perrot Island via the new Perreault and Taschereau Bridges, then follows the north bank of the Soulanges Canal and the north shore of the St. Francois Lake up to the Ontario boundary. Important intermediate points: Lachine (15,600 inh.), Dorval, Pointe Claire, Beaconsfield, Ste. Anne de Bellevue, Vaudreuil and Coteau du Lac. An extremely picturesque route and the main entering highway for tourists from Ontario. Intersecting arteries: a road at Coteau du Lac for Rigaud and Ottawa, and for Rigaud, Pointe Fortune, Carillon and Lachute; a road at Coteau du Lac for Valleyfield and the eastern section of the Province; the Vaudreuil-Pointe Fortune Highway at Vaudreuil.

ROUTE No. 28 — IBERVILLE-ST. ALBANS — 40 miles. The portion of this highway within the limits of Québec is 28 miles long and improved throughout with macadam and gravel. Provides a connection between Montréal and the States of Vermont, Massachusetts and Connecticut via Ierville, P.Q. and St. Albans, Vt. Connecting main roads: the Lacolle-Knowlton Highway at Pike River (route No. 26); the Montréal-Rouse's Point and the Beauharnois-St. Jean Highways at St. Jean, opposite Ierville (routes Nos. 14 and 36). Rich farming district and very picturesque country, especially when reaching the Richelieu River.

ROUTE No. 29 — AYLME-CHAPEAU — 93.67 miles. Improved with gravel on 48 miles, the balance being under construction. Located between the town of Aylmer (4,000 inh.), 6.5 miles from Hull and 7 miles from Ottawa, and the village of Chapeau, county of Pontiac. Runs north of the Ottawa River. Main intermediate points: Quyon, Shawville, Campbell's Bay and Fort Coulonge. The district along and north of this highway is famous with hunters and fishermen, being covered by innumerable lakes, rivers and forests. Connecting main roads: the Montréal-Ottawa, the Hull-Aylmer and the Hull-Maniwaki-Mont Laurier Highways (routes Nos. 8, 17 and 30); the Ottawa-Pembroke Highway at both ends. The Aylmer-Chapeau Highway is part of a future highway to the Témiscamingue, and it connects the Province of Québec with Pembroke, Mattawa, North Bay, Sudbury and Sault Ste. Marie in Ontario.

ROUTE No. 30 — HULL-MANIWAKI-MONT LAURIER — 120.14 miles. Runs through the famous Gatineau district, a paradise for hunters, fishermen and sportsmen. At present improved on 40 miles and under construction on the balance. Pending its completion, this highway is not advised farther north than Wakefield, 18 miles from

HIGHWAYS AND SURROUNDINGS

Hull. When completed, it will be a trunk of the incomparable Ottawa-Mont Laurier-Montréal-Ottawa scenic tour, also called the Laurentian Promenade, a 400-mile round trip through a country lavishly provided with every sportsmen and lovers of nature can dream of. Connecting highways: the Ottawa-Pembroke, Ottawa-Kingston, Ottawa-Prescott and Ottawa-Morrisburg Highways via Ottawa; the Hull-Aylmer, Aylmer-Chapeau, Montréal-Mont Laurier and Ottawa-Montréal Highways (routes Nos. 17, 29, 11 and 8).

ROUTE No. 31 — RIMOUSKI-MATAPÉDIA — 115.18 miles gravelled throughout. Located between the town of Rimouski (4,000 inh.), on the Lévis-Rimouski Highway (route No. 6), and the border of New Brunswick at Matapédia. Farming and lumbering district. The Rimouski-Matapédia Highway, the picturesque surroundings of which are admirable, runs for 35 miles in the wild and broken Matapédia Valley. This highway leads to Baie des Chaleurs and connects with the road skirting South Gaspé Peninsula. The latter road, in fair travelling condition in summer, leads to the famous summer resorts of Carleton, Bonaventure, Maria, New Carlisle, Paspébiac, Percé and Gaspé. The Rimouski-Matapédia Highway is a trunk of the proposed Trans-Canada Highway and is the direct route to Québec for tourists from Campbellton, Moncton and Halifax, and for tourists from Prince Edward Island. Alternative route for Québec via Moncton, St. John, Fredericton, Edmundston and Rivière du Loup (see route No. 18).

ROUTE No. 32 — ST. HYACINTHE-MELBOURNE — 49.44 miles. Improved, save 12 miles near Melbourne. Located between the city of St. Hyacinthe and the village of Melbourne, opposite the town of Richmond. In good travelling condition. The district traversed is chiefly concerned with agriculture. Connecting highways: the St. Hyacinthe-Rougemont, St. Hyacinthe-St. Germain, Richmond-Yamaska and Lévis-Sherbrooke Highways (routes Nos. 12, 38, 16 and 10). The St. Hyacinthe-Melbourne Highway is a trunk of the alternative route between Montréal and Québec via Chambly, Rougemont-St. Hyacinthe, Richmond and Lévis.

ROUTE No. 33 — L'ASSOMPTION-RAWDON — 28.42 miles of excellent gravel road located between the town of l'Assomption, 22 miles from Montréal, and the village of Rawdon, county of Montcalm. Prosperous farming country and the most important tobacco-growing district in Canada. This highway has very interesting surroundings, and it is another connection with the Laurentide Mountains. Intersecting main roads: the Montréal-Québec Highway at l'Assomption (route No. 2) and the Joliette-St. Jacques Highway at St. Jacques (route No. 21).

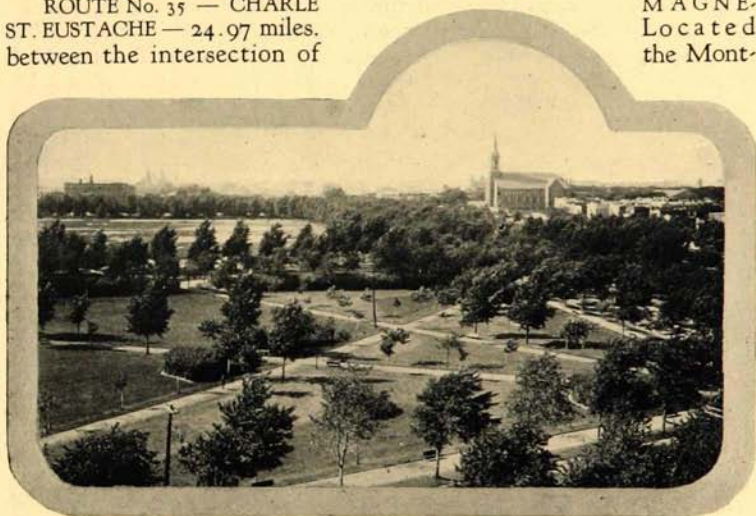
ROUTE No. 34 — VICTORIAVILLE-WOBURN — 94.63 miles. Improved on 65 miles and under construction on the balance. Located between the intersection of the Lévis-Sherbrooke Highway at Victoriaville, and the border of Maine at Woburn, P.Q. Important intermediate points:

HIGHWAYS AND SURROUNDINGS

Arthabaska, Garthby, St. Gérard and Mégantic. Farming and lumbering district. Intersecting main roads: the Victoriaville-St. Angèle and Lévis-Sherbrooke Highways at Victoriaville (routes Nos. 41 and 10), the Beauce Junction-Sherbrooke Highway at Garthby and St. Gérard (route No. 5) and the Beauceville-Sherbrooke Highway at South Winslow (route No. 7). When completed, and once a 25-mile connection between Eustis, Me. and the border, is opened in the United States, the Victoriaville-Woburn Highway will provide a direct connection between Trois Rivières, P.Q., and Portland, Maine.

ROUTE No. 35 — CHARLE
ST. EUSTACHE — 24.97 miles.
between the intersection of

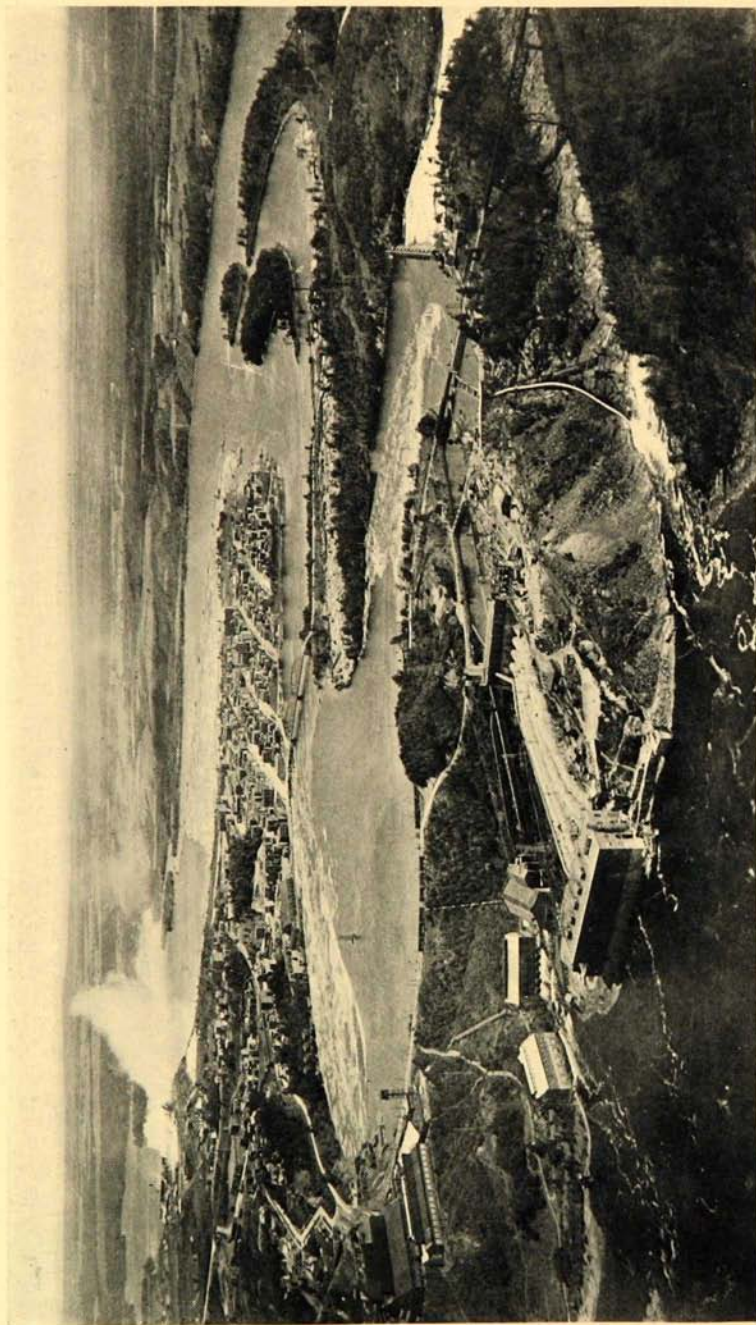
MAGNE-
Located
the Mont-



Lafontaine Park, Montréal, one of the playgrounds of the Metropolis

réal-Québec Highway at Charlemagne (route No. 2) and the intersection of the Montréal-Ottawa Highway at St. Eustache (route No. 8). Runs through a very fine farming country, and skirts the north shore of the Mille Îles River, thus making a most attractive trip. This highway is hard-paved from the town of Terrebonne (18 miles from Montréal) to the village of St. Eustache — a length of 17.29 miles. From Terrebonne to Charlemagne, the road is passable in fair weather. This highway provides direct communication between Ottawa and Québec without passing by Montréal, reducing the distance by about 15 miles.

ROUTE No. 36 — BEAUHARNOIS-ST. JEAN — 50.47 miles. 40 miles are improved, and the balance is under construction. Runs eastward from the intersection of the Montréal-Valleyfield Highway at Beauharnois (route No. 20), intersects the Montréal-Malone Highway at Ste. Martine (route No. 4), the King Edward Boulevard at Douglas Corner (route No. 9), follows the latter highway for 2.75 miles as far



Shawinigan Falls, on the St. Maurice River, a typical industrial city of Québec
(Courtesy of Fairchild Aerial Surveys Co., Grand'Mère, P. Q.)

HIGHWAYS AND SURROUNDINGS

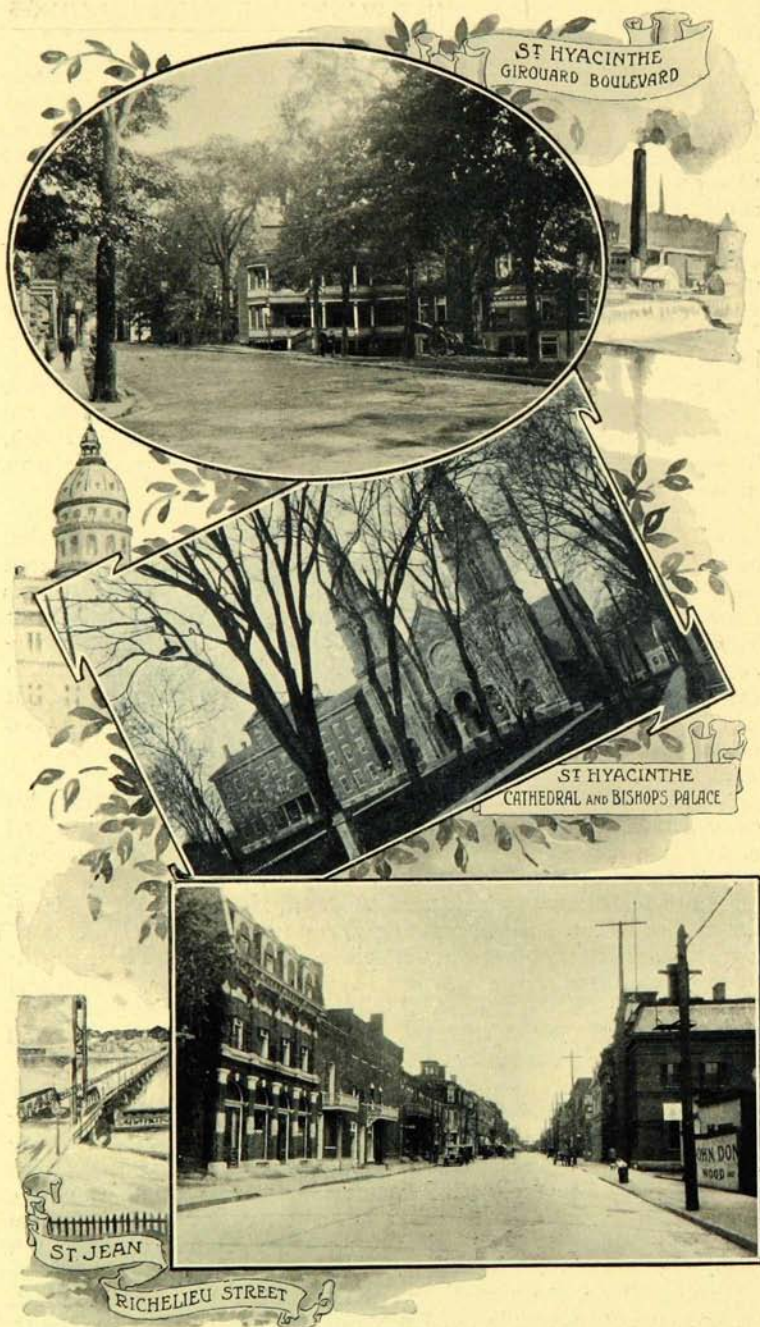
as Napierville, then proceeds northward to Ste. Marguerite de Blairfindie, and eastward to St. Jean, where it connects with the Montréal-Rouse's Point and the Iberville-St. Albans Highways (routes Nos. 14 and 28). This highway will be used with advantage by tourists entering Québec by Malone and desiring a short cut to the Eastern Townships and Sherbrooke.

ROUTE No. 37 — DRUMMONDVILLE-ANNAVILLE — 27.33 miles of gravel road located between the intersection of the Richmond-Yamaska Highway at Drummondville (route No. 16), and the intersection of the Victoriaville-St. Angèle Highway at Annville (route No. 41). This highway is a trunk of the direct route between Sherbrooke and Trois Rivières via Richmond, Drummondville, Annville and Ste. Angèle. Drummondville, 4,800 inh., on the St. Francois River, is an industrial and commercial town surrounded by a well developed farming country. The Drummondville-Annville Highway runs through one of the most interesting farming districts in Québec.

ROUTE No. 38 — ST. HYACINTHE-ST. GERMAIN — 31.11 miles, mostly unimproved. Intersects with the St. Hyacinthe-Rougemont and St. Hyacinthe-Melbourne Highways at St. Hyacinthe (routes Nos. 12 and 32), and with the Richmond-Yamaska Highway at St. Germain (route No. 16). Connects also with the Drummondville-Annville Highway (route No. 37). The St. Hyacinthe-St. Germain Highway is not advised pending its completion. When completed, it will provide a direct connection between St. Hyacinthe and Trois Rivières.

ROUTE No. 39 — WATERLOO-NEWPORT — The portion of this route within the limits of Québec is 32.42 miles long. Excellent gravel road linking the town of Waterloo, on the Montréal-Sherbrooke Highway (route No. 1), to the town of Newport, Vermont. The direct route to Montréal for tourists from Vermont, New Hampshire, Massachusetts and Rhode Island reaching Québec by Newport. Montréal is reached either via Newport, Knowlton, Cowansville and Marieville (routes Nos. 39, 26, 40 and 1), or via Newport, Waterloo, Granby and Marieville (routes Nos. 39 and 1). The Waterloo-Newport Highway has very picturesque surroundings, especially at Bolton Pass and around Brome Lake, and makes an extremely attractive trip.

ROUTE No. 40 — MARIEVILLE-COWANSVILLE — 28.69 miles. Macadam and gravel. Located between the intersection of the Montréal-Sherbrooke Highway at Marieville (route No. 1) and the intersection of the Lacolle-Knowlton Highway at Cowansville (route No. 26). Important intermediate point: the town of Farnham, an industrial centre. The district traversed is concerned with farming and with tobacco growing, and it provides very interesting sites. This highway is a trunk of the direct route between Newport, Vt., and Montréal, via Knowlton, Cowansville and Marieville (routes Nos. 39, 26, 40 and 1).



HIGHWAYS AND SURROUNDINGS

ROUTE No. 41 — VICTORIAVILLE-STE. ANGÈLE — 41.13 miles. Located between the intersection of the Lévis-Sherbrooke Highway at Victoriaville (route No. 10) and the intersection of the Lévis-St. Lambert Highway at Ste. Angèle, opposite Trois Rivières (route No. 3). Gravelled on 15 miles and under construction on the balance. The district traversed is entirely concerned with farming. This highway is a prolongation of the Victoriaville-Woburn Highway (route No. 34) and is a trunk of the future direct route between Trois Rivières and Portland, Me. The Victoriaville-Ste. Angèle Highway is also part of an alternative route between Sherbrooke and Trois Rivières via Richmond, Arthabaska, Victoriaville and Ste. Angèle (routes Nos. 10 and 41).

ROUTE No. 42 — GRANDE BAIE-STE. BRUNO — 45.42 miles improved throughout with gravel. Located between the village of Grande Baie, on the Ha! Ha! Bay, Chicoutimi county, and the village of St. Bruno, Lac St. Jean county, where it connects with the Lake St. Jean Belt Highway (route No. 43). Important intermediate points: Port Alfred, Chicoutimi, Arvida, Kénogami and Jonquière. Besides being one of the best farming regions in Québec, the district traversed is one of the most important ones in the world for lumbering and hydro-electric energy. This district, comparatively new, has undergone in a few years a progress unique in Québec. Port Alfred, on the Ha! Ha! Bay, at the head of the Saguenay River, is an oceanic port visited during summer by vessels bringing raw materials, sulphite, etc., and loading pulpwood or paper for the United States and Europe. Chicoutimi, 10,000 inhabitants, the "Queen" of the district, is a very modern industrial and commercial city, with a Bishopric, a Seminary, and fine commercial and public buildings. The twin-cities of Kénogami (2,300 inh.) and Jonquière (5,500 inh.) are both centres of pulpwood industry. Arvida, on the Saguenay River, is a new city being built on the most modern plans by the Aluminum Company of Canada. In a few years this city will have a population of over 30,000 inhabitants and will own the largest aluminum factories in the world. The harnessing of the waters of Lake St. Jean on Grande Décharge (Alma) and at Châte à Caron (Saguenay River, near Arvida) is responsible for the creation of the city of Arvida. 800,000 horse-power will be developed at Châte à Caron in the most powerful and most modern plants in the world. The Chicoutimi and Saguenay districts have not yet been connected with Québec by improved highways. The matter is under consideration. Pending the construction of a road, tourists can reach Grande Baie by taking the C.S.L. steamer at Québec or at Pointe au Pic and go up the Saguenay River, a world-famed trip with scenery of surpassing beauty. Once in Grande Baie, the tourist can visit the whole Chicoutimi and Lake St. Jean district by taking the Grande Baie-St. Bruno and the Lake St. Jean Belt Highways (routes Nos. 42 and 43), a round trip of 240 miles.

ROUTE No. 43 — LAKE ST. JEAN BELT — 149.30 miles. Improved on 120 miles with macadam and gravel, and under construction on the

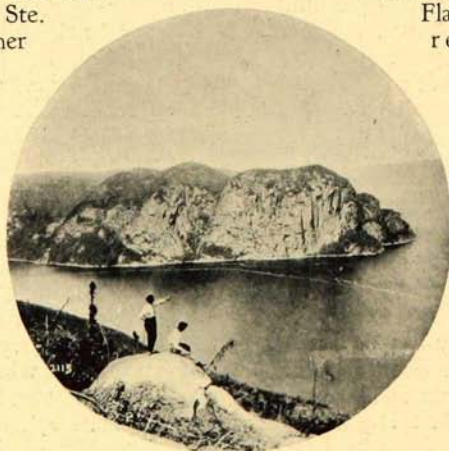
HIGHWAYS AND SURROUNDINGS

balance. This highway encircles Lake St. Jean and runs through one of the richest and best developed farming districts in Québec. Important intermediate points: Chambord, Hébertville, Alma, Péribonka, Normandin, St. Félicien, St. Prime and Roberval. Roberval, a very fine town, is the centre of the southern portion of the Lake St. Jean district. Alma, in the northern portion of this district, once a small village, is now a town and is rapidly expanding owing to the development of hydro-electric energy at Grande Décharge (Saguenay River) and to the construction of large pulpwood plants. The road around Lake St. Jean, connecting at St. Bruno with the Grande Baie-St. Bruno Highway (route No. 42), provides a delightful trip through 140 miles of grand and picturesque landscapes dotted at regular intervals with pretty and prosperous villages. At Péribonka, a monument recalls the memory of Louis Hémon, author of the celebrated novel "Maria Chapdelaine", read by millions of people in the world.

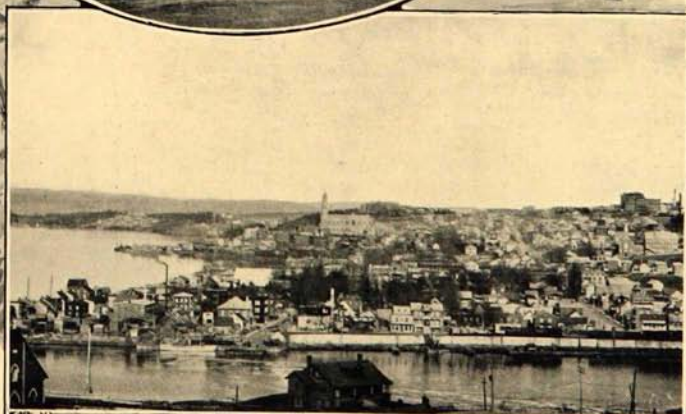
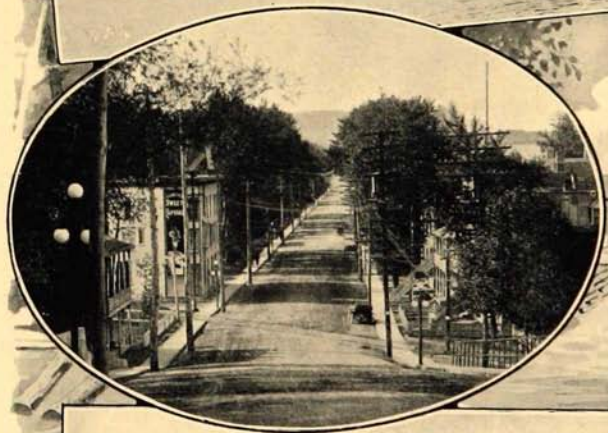
ROUTE No. 44 — RIMOUSKI-STE. ANNE DES MONTS — 115.84 miles. Gravelled on 81 miles and under construction on the balance. In fair condition throughout by any weather. This highway, a prolongation of the Lévis-Rimouski Highway (route No. 6), connecting with the Rimouski-Matapédia Highway at Ste. Flavie (route No. 31), skirts the south shore of the St. Lawrence River and leads to the northern portion of the Gaspé Peninsula. It provides a fascinating trip into the so-called Lower St. Lawrence District, renowned for its fine scenery, its beautiful summer resorts, and its opportunities for fishing and hunting. The Gaspé Peninsula is one of the largest big-game ranges in America. Excellent hotel accommodation for tourists and convenient places for camping near the road.

Matane and Ste.
popular summer
district

Métis Beach, Sandy Bay,
Flavie are the most
resorts of this



*Trinity and Eternity Capes,
on the Saguenay River*



CHICOUTIMI, THE QUEEN OF THE SAGUENAY

TRAFFIC RULES AND REGULATIONS

QUÉBEC SPEED LIMITS

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

Autobusses: 16 miles an hour everywhere.

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

Limit for all vehicles: 8 miles an hour in curves, on steep grades, at road crossings, on bridges, and within 300 feet from a railway crossing.

LIGHTS

Do not fail, when meeting another vehicle, to replace, direct, obstruct or dim the headlights, so as not to blind the driver of the other vehicle.

Don't use swivel search-light unless light of same can only converge to the right of your vehicle.

Don't leave your car without lights, when stationed on country roads or in unlighted sections of towns.

NOISE

Don't use the horn otherwise than as a signal of danger at a sufficient distance from the point of danger, or in such a way as to make a disagreeable or unreasonable noise.

Don't cut out the muffler of your machine.

RIGHT OF WAY

Don't drive to the left of the road.

Don't fail to give the right of way to the vehicle coming to your right at intersections, bifurcations or crossings of public roads.

Don't pass a street car which is stationary for the purpose of taking on or discharging passengers, until the street car has started and the passengers have reached the sidewalk, or until the traffic constable so orders.

Don't pass beyond the rearmost portion of a street car which is stationary, when overtaking same.

Don't drive so that a street car in motion be to your right, when meeting or overtaking same, but to your left.

Don't fail to stop, if signalled to do so by an authorized constable, or without signal when arriving at points where a sign or poster to that effect is displayed.

THEFT

Don't leave your car unattended unless it is locked or otherwise protected.

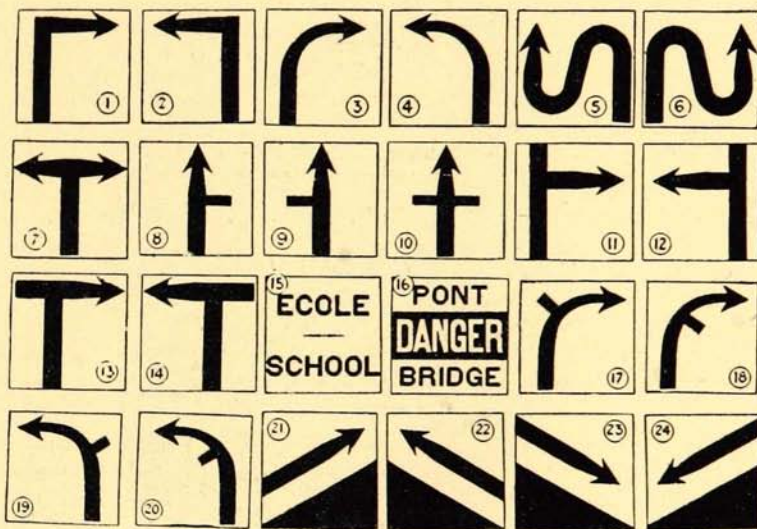
GARAGE

Don't fail to register your car when at the garage.

PLATES

Place your license plates in front between the two headlights, and in rear on the left mudguard, and keep them clean and visible at a distance.

QUÉBEC OFFICIAL DANGER AND DIRECTION SIGNS



MEANING

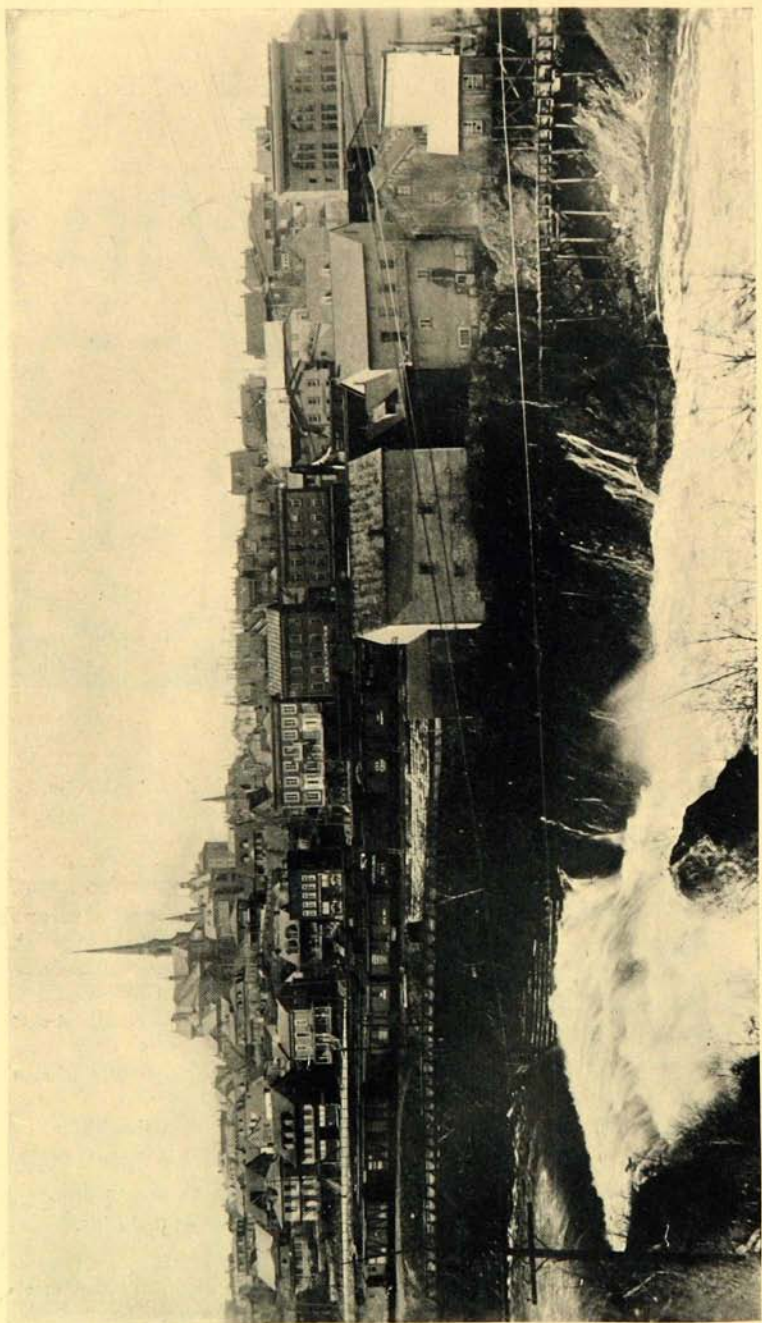
- 1—Sharp right angle.
- 2—Sharp left angle.
- 3—Right curve.
- 4—Left curve.
- 5—Double left curve.
- 6—Double right curve.
- 7—Intersection of two main highways.
- 8—Cross road to the right.
- 9—Cross road to the left.
- 10—Double cross road.
- 11—Right angle with local road ahead.
- 12—Left angle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



Québec road marker

- 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.

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



A section of Rivière du Loup, the most important city east of Québec.

HUNTING AND FISHING

THE Province of Québec, with its 700,000 square miles, its immense forests and forestry reserves and its numerous rivers and lakes, is famed for its hunting and fishing.

It has always been so.

When the French established a colony in America in the early part of the Seventeenth century, it was not by mere caprice that they decided upon the shores of the St. Lawrence when they might have colonized the warmer and more hospitable lands of the South.

The facility for transportation by water to the very heart of the country, the wealth of game, the forests, contributing so largely to the perpetuation of wild life, the long cold winters which give additional value to the skins of the fur bearers contributed not a little to their decision. And for a long time, even for a very long time, hunting was almost exclusively the only profitable occupation of the settlers and the only trade of the colony.

Undoubtedly things have very much changed: the Province of Québec has become both a great agricultural and a great industrial country.

Nevertheless, it has conserved its forests, its rivers and its lakes, and both hunting and fishing furnish splendid sport each year to thousands of sportsmen from all parts of North America.

FISHING AND HUNTING TERRITORIES

Québec is the only Province of the Dominion which for many years past has adopted the policy of leasing territories either to individuals or to clubs, together with the exclusive right of fishing and hunting thereon. Thus, last year, 525 lessees, clubs or individuals, held the exclusive fishing rights of 180 rivers and 2,350 lakes and the exclusive hunting rights over 10,000 square miles of territory. These clubs and individuals possess more than 2,500 camps, about 3,500 boats or canoes and 2,700 miles of portage roads. Their improvements are valued at \$2,300,000. They employ 545 guardians and 1,420 guides. These clubs and individuals pay annually to the Province a reasonable rental for their privileges. Provided that they observe the fishing and game laws, they are assured of the renewal of their leases. Last year, the members of clubs captured 150,000 pounds of trout, 115,000 pounds of salmon and 20,500 pounds of other fish, making a total weight of nearly 300,000 pounds. These same sportsmen killed several hundred moose, caribou, deer and bears.

The laws of the Province facilitate and encourage the formation of these clubs.

Québec possesses some of the most diversified hunting and fishing attractions on the North American Continent.

Apart from the Laurentide National Park, described below, a large number of districts are frequented by sportsmen, among which are these

HUNTING AND FISHING

sections of the Laurentide Mountains extending from the western extremity of the Province down to Québec City, many sections in the Eastern Townships, and the Lower St. Lawrence district.

The latter district and the Gaspé Peninsula are two of the finest big-game sections of Eastern Canada. They offer splendid opportunities for moose, deer, caribou and bear hunting, with game birds of all varieties and fish of any description.

THE LAURENTIDE NATIONAL PARK

A short distance North of Québec is the Laurentide National Park, a vast reserve of nearly 4,000 square miles, where the Government has constructed camps for the convenience of sportsmen.



Ste. Agathe, in the Laurentide district

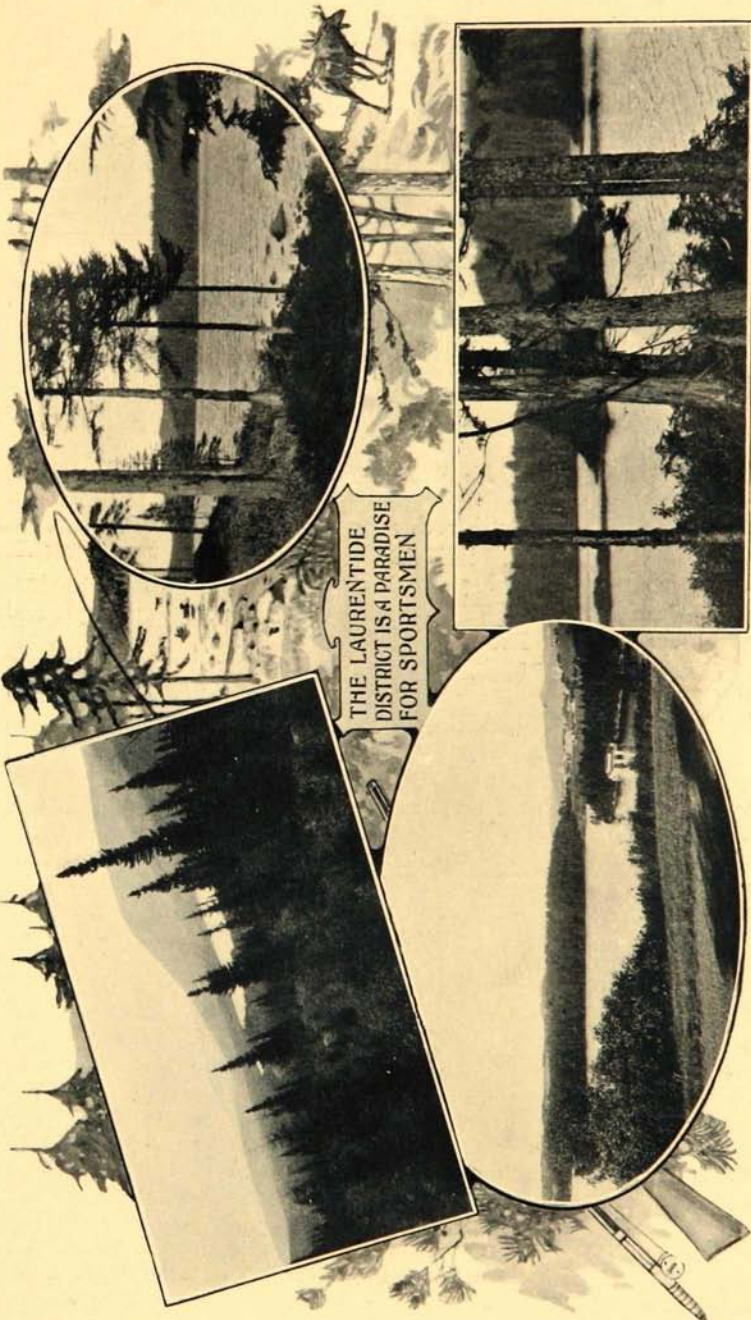
These camps, which are very comfortable, can be easily reached by automobile. Excellent board and experienced guides can be had at suitable prices. Trout fishing is excellent and hunting is also good.

In rear of Baie St. Paul and La Malbaie, the Government has another series of magnificent camps in a particularly picturesque part of the Park, which can also be reached by automobile. Board and guides are very reasonable, and the fishing and hunting are particularly good.

The Laurentide National Park contains a chain of deliciously wild mountains, in the ravines of which are not less than 1,500 lakes and the sources of hundreds of rivers. It is for this reason that it has been constituted a public reserve. Nobody, however, is permitted to enter it without a special permit.

The Department of Colonization, Mines and Fisheries, to which is confided the administration of the Park, organizes fishing and hunting excursions and is in a position to quote the exact cost of a trip of one or several days.

For all information concerning fishing and hunting in the Province of Québec or concerning excursions in the Laurentides National Park, apply to the Honorable J.-E. Perrault, Minister of Colonization, Mines and Fisheries, Québec.



HUNTING CALENDAR

MOOSE — In counties north of the St. Lawrence River: from September 10 to December 31; in counties south of the St. Lawrence River: from September 20 to December 31.

CARIBOU — From September 20 to December 31.

DEER — From September 1 to November 30.

COW MOOSE and the young up to the age of one year of MOOSE, DEER and CARIBOU — Prohibited at all times.

BEAR — From January 1 to June 30, and from August 20 to December 31.

HARE — From January 1 to January 31, and from October 15 to December 31.

FOX — From January 1 to February 28, and from November 1 to December 31.

MUSKRAT — From March 15 to April 30.

MARTEN, MINK, FISHER, SKUNK, RACCOON, LYNX — From January 1 to March 31, and from November 1 to December 31.

BEAVER AND OTTER — From January 1 to March 31, and from December 15 to December 31.

PLOVER, SNIPE, WOODCOCK, SPRUCE PARTRIDGE, GOOSE, COOT, AND ALL WILD DUCKS EXCEPT WOOD DUCK AND EIDER DUCK — From September 1 to December 15.

WILD SWAN, WOOD DUCK, EIDER DUCK, CURLEW, SANDPIPER, AUKS, AUKLETS, BITTERNS, LOONS, FULMARS, CREBES, GUILLEMOTS, GULLS, HERON, TERNS — Prohibited at all times.

All insectivorous and other birds beneficial to agriculture — Prohibited at all times.



CUSTOMS REGULATIONS

CANADIAN CUSTOMS REGULATIONS: For a period of one month 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 at the Customs Office on the order, in entering Canada, a form in which particulars are given respecting his car. This form is made out in duplicate: a copy is 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.

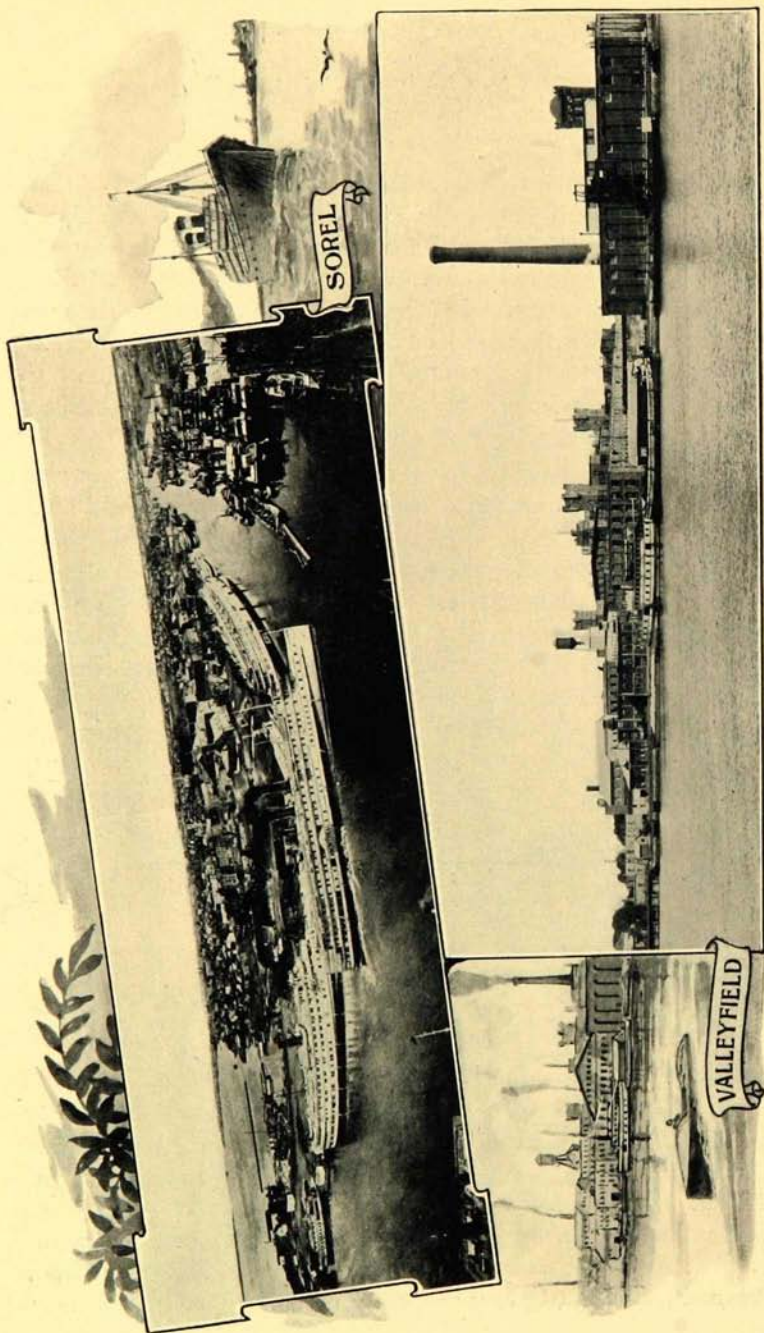
If the tourist intends to keep his car in Canada for longer than one month, it will be necessary for him to provide a bond. Under this bond, he may keep his car in Canada, and use it for touring purposes only, for a period up to six months in one year; but at the expiration of this time no extension or renewal will be permitted.

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 the exemption of \$100.00. Articles included within such exemption must be declared.

EXEMPTION FROM OBTAINING A QUÉBEC LICENSE

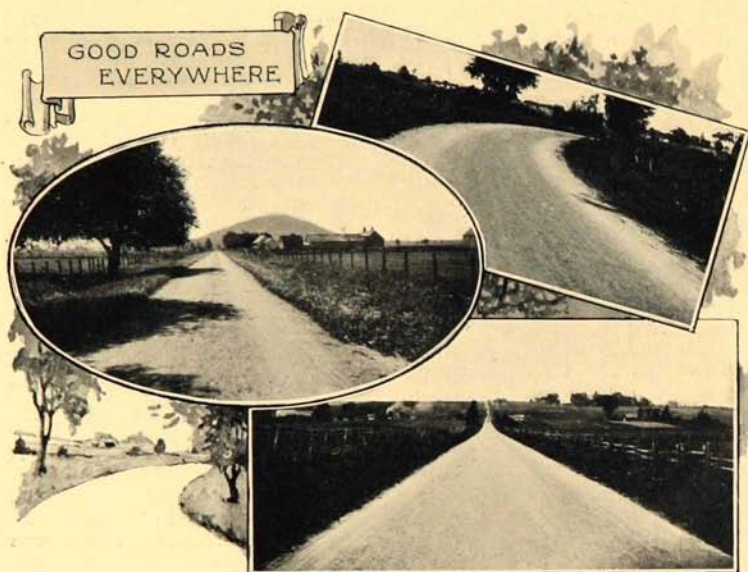
For Non-Resident Motorists

This exemption is valid during a period of three months for tourists having their residence at more than ten miles from the Province of Québec; and during the year if the tourist's residence is situated at a distance of ten miles or less from the Province. However, such exemptions are valid only with States or Provinces granting the same privilege to Québec motorists. In cases where the law of any State or Province grants less, Québec reciprocates the time allowance.



CITIES AND TOWNS OF QUÉBEC OF OVER 1000 INHABITANTS (1924)

Acton Vale.....	1,500	Louiseville.....	1,788
Arthabaska.....	1,395	Magog.....	4,975
Aylmer.....	4,000	Marieville.....	1,928
Bagotville.....	2,350	Mégantic.....	3,296
Beaconsfield.....	1,250	Montmagny.....	3,924
Beauceville.....	1,358	Montréal.....	864,527
Beauharnois.....	2,225	Montréal Est.....	2,826
Beauport.....	2,800	Montréal Nord.....	3,725
Bedford.....	1,346	Montréal Ouest.....	2,376
Belœil.....	1,570	Montréal Sud.....	1,240
Berthier.....	1,900	Mont Royal.....	1,385
Black Lake.....	2,593	Nicolet.....	3,300
Bromptonville.....	1,318	Outremont.....	18,874
Buckingham.....	4,037	Pointe aux Trembles.....	2,450
Cap de la Madeleine.....	6,679	Pointe Claire.....	4,860
Châteauguay.....	2,280	Port Alfred.....	1,305
Chicoutimi.....	10,058	Québec.....	117,000
Coaticook.....	3,682	Richmond.....	2,501
Courville.....	1,425	Rimouski.....	4,063
De Léry.....	1,380	Rivière du Loup.....	7,825
Donnacoona.....	2,050	Roberval.....	2,145
Dorion.....	1,100	Scotstown.....	1,143
Dorval.....	1,840	Shawinigan Falls.....	11,960
Drummondville.....	4,835	Sherbrooke.....	23,747
East Angus.....	4,706	Sorel.....	8,437
Farnham.....	3,727	Ste. Agathe des Monts.....	3,000
Granby.....	7,500	Ste. Anne de Bellevue.....	2,300
Grand'Mère.....	7,300	St. Hyacinthe.....	11,500
Greenfield Park.....	1,400	St. Jean.....	9,135
Hull.....	35,233	St. Jérôme.....	6,728
Huntingdon.....	1,436	St. Joseph d'Alma.....	3,000
Iberville.....	2,900	St. Lambert.....	6,000
Joliette.....	10,460	St. Laurent.....	4,746
Jonquière.....	5,500	St. Pierre.....	3,800
Kénogami.....	3,270	Ste. Rose.....	1,247
Lachine.....	15,600	Ste. Thérèse.....	3,200
Lachute.....	2,876	St. Tite.....	1,978
Laprairie.....	2,350	Terrebonne.....	1,814
La Salle.....	1,066	Thetford Mines.....	7,357
L'Assomption.....	1,200	Trois Pistoles.....	1,579
La Tuque.....	5,900	Trois Rivières.....	28,112
Laurentides.....	1,200	Valleyfield.....	9,766
Lauzon.....	6,141	Verdun.....	35,483
Laval des Rapides.....	2,314	Victoriaville.....	4,812
Lennoxville.....	1,476	Waterloo.....	1,935
Lévis.....	10,300	Westmount.....	19,000
Longueuil.....	5,637	Windsor.....	2,123



DISTANCES

Below will be found distances by auto between the main cities and towns of the Province of Québec and important centres of neighboring Provinces and States. The whole is so arranged as to enable a quick and easy calculation of almost any distance to be covered in the Province and can often replace more detailed tables. Distances between intermediate points on main highways are shown on the Québec Highway Map for 1926, a copy of same being supplied free on request.

From MONTREAL To			
L'Assomption, P.Q.	22.0	Drummondville (via St. Hyac.)	89.7
Rawdon	47.4	Richmond (via St. Hyacinthe)	96.0
Joliette (via St. Jacques)	41.7	Granby	48.1
Trois Rivières	95.9	Waterloo	60.4
Shawinigan Falls	115.1	Sherbrooke	97.5
Grand'Mère	123.5	Farnham	48.2
Québec	178.9	Cowansville	54.3
Sorel	52.0	Knowlton (via Cowansville)	66.7
Nicolet	85.5	Laprairie	8.9
Chambly	18.5	St. Jean	23.5
Marieville	25.3	Iberville	24.0
Rougemont	30.3	Bedford	47.8
St. Hyacinthe	46.2	Rouse's Point (via St. Jean)	44.0
		Huntingdon	59.9
		Valleyfield (via St. Lambert)	45.8
		Vaudreuil	26.1
		Lachute	48.0

DISTANCES

From MONTRÉAL To	
Hull.....	122.5
Ste. Agathe.....	64.0
Mont Laurier.....	169.2
Terrebonne.....	17.7

Cornwall, Ontario.....	77.2
Prescott, Ont.....	127.1
Gananoque, Ont.....	178.2
Kingston, Ont.....	189.5
Belleville, Ont.....	246.9
Port Hope, Ont.....	297.1
Peterboro, Ont.....	326.2
Oshawa, Ont.....	327.6
Toronto, Ont.....	360.0
Hamilton, Ont.....	402.6
St. Catharines, Ont.....	448.3
Welland, Ont.....	846.5
Niagara Falls, Ont.....	861.4
St. Thomas, Ont.....	730.9
Windsor, Ont.....	604.2
Woodstock, Ont.....	453.5
London, Ont.....	482.5
Sarnia, Ont.....	642.5
Kitchener, Ont.....	438.2
Stratford, Ont.....	735.4
Goderich, Ont.....	551.5
Brampton, Ont.....	386.0
Orangeville, Ont.....	409.0
Owen Sound, Ont.....	477.0
Hawkesbury, Ont.....	66.7
Perth, Ont.....	71.4
Ottawa (via Hull), Ont.....	123.0
Ottawa (via Pte Fortune), Ont.....	129.4
Smith's Falls, Ont.....	200.4
Renfrew, Ont.....	192.9
Pembroke, Ont.....	235.4
Mattawa, Ont.....	333.4
North Bay, Ont.....	382.0
Sudbury, Ont.....	464.0
Sault Ste. Marie Ont.....	657.0

Portland, Maine.....	279.5
Boston, Mass.....	332.0
Newport, Vt.....	103.1
St. Albans, Vt.....	63.0
Burlington, Vt.....	99.5
Hartford, Conn.....	347.5
New Haven, Conn.....	383.5
Rouse's Point, N.Y.....	44.0
Plattsburg, N.Y.....	69.6
Albany, N.Y.....	263.5
New York, N.Y.....	413.4
Malone, N.Y.....	81.5

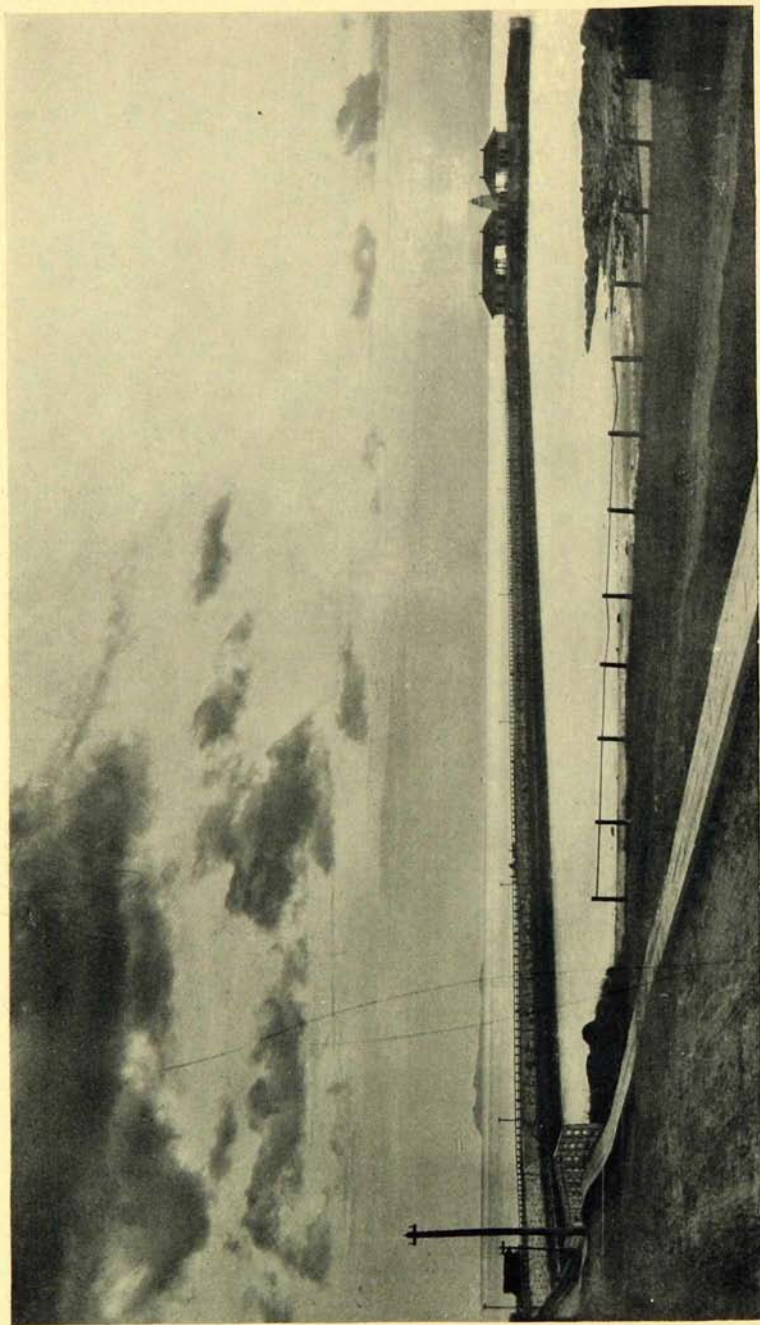
Syracuse, N.Y.....	271.5
Rochester, N.Y.....	334.5
Buffalo, N.Y.....	406.0
Cleveland, Ohio.....	597.5
Cincinnati, Ohio.....	894.0
Chicago, Ill.....	968.5
Minneapolis, Minn.....	1 333.5
Atlantic City, Penn.....	547.4
Washington, D.C.....	654.9
Richmond, Va.....	777.2
Miami, Flo.....	1,923.2
New Orleans, La.....	1,948.2

From QUÉBEC To

Shawinigan, P.Q.....	102.6
Grand'Mère.....	111.0
Trois Rivières.....	83.0
Montréal.....	178.9
Montmorency Falls.....	7.8
Ste. Anne de Beaupré.....	20.1
Baie St. Paul.....	62.6
La Malbaie.....	92.5
St. Siméon.....	110.0
Montmagny.....	35.7
Rivière du Loup.....	120.5
Rimouski.....	188.0
Matane.....	250.1
Ste. Anne des Monts.....	318.0
Matapédia.....	303.2
St. Camille (via St. Valier).....	66.2
Beauce Junction.....	36.3
Beauceville.....	51.9
Thetford Mines.....	67.7
Sherbrooke (via Bee Junction).....	144.7
Victoriaville.....	85.7
Richmond.....	122.0

Edmundston, N.B.....	199.6
Fredericton, N.B.....	374.5
St. John, N.B.....	442.5
Campbellton, N.B.....	310.1
Moncton, N.B.....	667.0
Halifax, N.S.....	758.0

Fort Kent, Maine.....	221.6
Jackman, Me.....	107.6
Augusta, Me.....	220.0
Bangor, Me.....	250.0
Portland, Me.....	279.6
Boston, Mass.....	392.0
Concord, N.H.....	333.8
New York.....	560.0



Pointe de la Rivière du Loup. Peace and repose awaits the traveller

DISTANCES

From SHERBROOKE To	
Magog, P.Q.....	15.9
Waterloo.....	37.1
Granby.....	49.4
St. Hyacinthe (via Rougemont)	78.1
Chambly.....	79.0
Montréal.....	97.5
Richmond.....	24.0
Drummondville.....	48.5
Trois Rivières (via Drummondville).....	89.5
Victoriaville.....	60.3
Québec (via Victoriaville).....	155.0
Cookshire.....	16.7
East Angus.....	22.7
Garthby.....	48.9
Thetford Mines.....	77.0
Beauce Junction.....	109.1
Québec (via Beauce Junction).....	144.7
Beauceville.....	94.6
Québec (via Beauceville).....	146.5
Coaticook.....	21.5
Norton Mills, Vt.....	30.9
Derby Line, Vt.....	33.9
Newport, Vt.....	40.3

From TROIS RIVIÈRES To	
Joliette, P.Q. (via Berthier).....	84.1
L'Assomption.....	76.5
Montréal.....	95.9
Shawinigan Falls.....	19.6
Grand'Mère.....	28.0
Québec.....	83.0
Nicolet.....	13.0
Sorel.....	49.5
St. Hyacinthe (via St. Germain)	102.4
Rougemont.....	122.3
Drummondville.....	41.0
Richmond.....	65.5
Sherbrooke.....	89.5

From JOLIETTE To	
St. Jacques, P.Q.....	8.7
Rawdon.....	19.8
L'Assomption.....	19.7
Montréal.....	41.7
Berthier.....	35.7
Trois Rivières.....	84.1
Shawinigan Falls.....	103.7
Grand'Mère.....	112.1
Québec.....	166.7

From HULL To	
Papineauville, P.Q.....	38.5
Lachute.....	74.5
Montréal.....	122.5
Québec.....	301.4
Chelsea.....	5.4
Wakefield.....	19.0
Maniwaki.....	84.7
Mont Laurier.....	119.7
Aylmer.....	7.2
Chapeau.....	100.8

From VALLEYFIELD To	
Laprairie, P.Q.....	34.9
Victoria Bridge.....	43.8
Montréal (via Victoria Bridge)	45.8
Fort Covington, N.Y.....	33.6
Orms town P.Q.....	11.3
Malone (via Orms town), N.Y.	42.6
St. Jean, P.Q.....	64.5
Toronto (via Coteau du Lac)...	317.5
Ottawa (via Coteau du Lac)...	83.1

From ST. JEAN To	
Montréal.....	23.5
Rouse's Point, N.Y.....	22.8
Napierville, P.Q.....	13.1
Ste. Martine.....	43.5
Valleyfield.....	64.5
Chambly.....	11.2
Sherbrooke (via Chambly).....	89.7
Iberville.....	1.0
Pike River.....	19.3
St. Albans, Vt.....	41.0
Bedford, P.Q.....	30.4
Cowansville.....	46.6
Knowlton.....	59.0

From ST. HYACINTHE To	
Rougemont.....	15.9
Chambly.....	28.9
Montréal (via Rougemont).....	46.2
Sherbrooke (via Rougemont)...	78.1
Sorel.....	35.5
Drummondville.....	43.5
Richmond.....	49.8

DISTANCES

From RIVIÈRE DU LOUP To	
Montmagny.....	84.8
Québec.....	120.5
Edmundston, N.B.....	79.1
Rimouski.....	67.5
Matapédia.....	182.7
Matane.....	129.5
Ste. Anne des Monts.....	183.3

From RIMOUSKI To	
Rivière du Loup.....	67.5
Québec.....	188.0
Matane.....	62.0
Ste. Anne des Monts.....	115.8
Mont Joli.....	20.1
Matapédia.....	115.2
Percé (via Matapédia).....	282.5
Gaspé (via Matapédia).....	340.5

From CHICOUTIMI To	
Grande Baie.....	15.3
Jonquière.....	10.1
St. Bruno.....	29.8
Alma.....	36.5
Roberval.....	68.3

From ROBERVAL To	
Chambord.....	11.2
St. Jérôme.....	31.7
St. Bruno.....	38.5
Alma.....	63.2
Ste. Monique de Honfleur.....	70.5
St. Félicien.....	14.8
Albanel.....	41.5
Chicoutimi.....	68.3

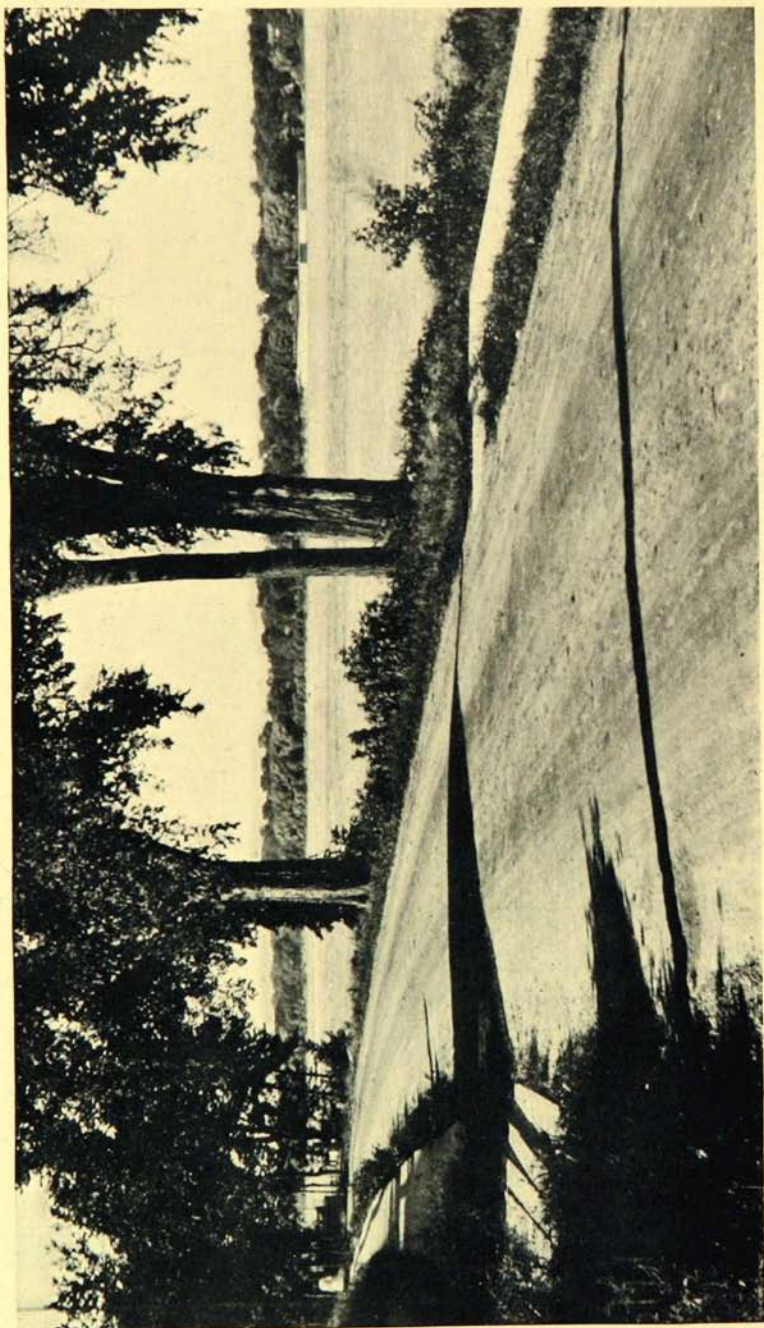


Pointe Lévy, seen from Québec

MAIN HOTELS IN THE PRINCIPAL DISTRICTS

The following list includes only the main hotels in each district. The Québec Roads Department will supply on request complete information as regards hotel accomodation, not only in cities and towns, but in any locality of the Province.

MONTRÉAL —			
Le Relais.....	82, Berri St.....	35 rooms	\$1.50 and up
Carré Viger.....	356, Craig St., East....	30 "	1.50 "
Place Viger.....	360, Craig St., East....	117 "	2.00 "
St. Lawrence.....	120, Craig St., West....	101 "	2.00 "
La Corona.....	463, Guy St.....	76 "	2.50 "
Roy.....	27, Pl. Jacques Cartier	50 "	2.00 "
Plaza.....	54, Pl. Jacques Cartier	53 "	2.00 "
Iroquois.....	60, Pl. Jacques Cartier	52 "	2.00 "
Roncari.....	243, St. Lawrence Blvd.	50 "	2.50 "
New Majestic....	132, St. Lawrence Blvd.	50 "	2.00 "
Prince of Wales..	17, McGill College Av	50 "	2.50 "
Wilhelminia.....	238, Mountain Ave....	26 "	2.00 "
Grand Union.....	348, Notre Dame St. W.	85 "	2.00 "
Papineau.....	942, Ontario St. East...	53 "	1.50 "
Windsor.....	100, Peel St.....	650 "	3.00 "
Mount Royal....	Peel Street.....	1008 "	3.00 "
Ritz Carlton....	Sherbrooke St. West...	194 "	3.00 "
Oxford.....	350, University St.....	19 "	2.00 "
Queen's.....	2, Windsor St.....	276 "	3.00 "
New Carlton....	107, Windsor St.....	52 "	2.00 "
Grand Central....	90, Windsor St.....	32 "	2.00 "
Arcade.....	119, Windsor St.....	35 "	2.00 "
Ryan.....	129, Windsor St.....	50 "	2.00 "
HULL —			
Montréal House		21 rooms	\$3.00 and up
Windsor.....		26 "	3.00 "
Central.....		33 "	3.00 "
Marcel Dagenais		20 "	3.00 to \$4.00
Wellington.....		10 "	3.00 "
Ottawa.....		11 "	3.00 "
Bank.....		16 "	2.50 "
VALLEYFIELD —			
Larocque.....		35 rooms	\$2.00 and up
Windsor.....		12 "	3.00 "
Market.....		12 "	2.50 "
Château Salaberry.....		22 "	3.00 "
New York Central.....		10 "	3.00 "
ST. HYACINTHE —			
Grand Central.....		25 rooms	3.00
Richelieu.....		12 "	2.25
Union.....		25 "	2.00
Ottawa.....		35 "	3.00
St. Hyacinthe Hall.....		10 "	3.00
G. T. Hotel.....		10 "	2.00
Canada.....		30 "	3.00 to \$4.00
ST. JEAN —			
St. James., 16 rooms	\$2.50	Windsor.. 49 rooms	3.00 and up
Canada.... 33 "	3.00	C. P. R... 19 "	2.50 "
Cité..... 12 "	3.00	St. Jean... 35 "	2.50 "
National... 47 "	3.00 and up	Richelieu. 30 "	3.00 "
SOREL —			
Minto.... 15 rooms	\$3.00	Québec... 30 rooms	4.00
City.... 15 "	2.50	Lorne... 11 "	2.50
Balmoral... 60 "	2.00 and up	La Traverse 11 "	2.50
Canada.... 30 "	3.50	Carleton.. 38 "	3.00



Along the Ottawa River at Pointe Fortune. A splendid road in a splendid scenery

HOTELS

QUÉBEC —		Blanchard.....	Carré Notre Dame.	75 rooms	\$3.00 and up
		St. Roch.....	234, St. Joseph St..	75 "	2.25 "
		Victoria.....	32, Côte du Palais	75 "	3.00 "
		Neptune Inn.....	115, Côte de la		
			Montagne.....	60 "	3.00 "
		Terminus.....	193, St. André St...	15 "	3.00 "
		Montcalm.....	161, St. Jean St...	50 "	3.00 "
		Eldorado.....	400, St. Joseph St..	25 "	2.00 "
		Clarendon.....	Ste. Anne St.....	50 "	3.00 "
		Ste. Ursule.....	St. Louis St.....	75 "	4.00 "
		Château Frontenac...	St. Louis St.....	900 "	3.00 "
		Mountain Hill.....	94, Côte de la		
			Montagne.....	60 "	2.00 "
		Palais.....	325, St. Paul St...	20 "	2.50 "
		Lorraine.....	Desjardins St.....	35 "	2.00 "
		Manoir Montmorency	410, St. Jean St...	60 "	3.00 "
LÉVIS —		Larochelle.....	37, St. Louis St...	40 rooms	\$3.00 and up
		Victoria.....		20 "	3.00 "
		Dumont.....		20 "	3.00 "
		Kénebec.....		25 "	3.00 and up
MONTMAGNY —		National.....		25 rooms	\$3.00
		Windsor.....		20 "	3.00
RIVIÈRE DU LOUP —		Ophir.....		15 rooms	\$2.50
		Château Grandville.....		20 "	3.00
		Rivière du Loup.....		15 "	3.00
		Victoria.....		35 "	2.00 and up
		Montcalm.....		10 "	2.00
		Maison Blanche.....		25 "	3.00
		Central.....		15 "	2.50
		Bellevue.....		60 "	2.00 to \$5.00
RIMOUSKI —		Ruest... 11 rooms	\$2.50 St. Laurent	40 rooms	3.00
		St. Louis... 15 "	2.50 Central...	11 "	2.50
		Lavoie... 15 "	2.50		
LA MALBAIE —		Murray Bay.....		15 rooms	\$3.00
		Lorne House.....		60 "	4.00
		Savard.....		20 "	3.00
POINTE AU PIC —		Manoir Richelieu.....		250 rooms	\$3.00 and up
		Laurentides.....		10 "	3.00
		Château Murray.....		60 "	3.00 and up
		Warren.....		40 "	3.00 "
		Savard.....		15 "	3.00
TROIS RIVIÈRES —		Continental.....		25 rooms	\$3.00
		Victoria.....		20 "	3.00
		Martin.....		30 "	2.00 and up
		Château De Blois.....		150 "	2.00 and up
		Régat.....		22 "	3.00
		St. Louis.....		90 "	2.00 and up
		Windsor.....		25 "	3.00
		Canada.....		70 "	2.00 and up
		Dufresne.....		60 "	1.50 and up
		Commercial.....		30 "	3.00
		D'Italie.....		30 "	3.50
		Beaver.....		35 "	4.00
		De France.....		30 "	4.00

HOTELS

SHAWINIGAN FALLS —

Shawinigan...	35 rooms	\$3.00	Vendôme.	25 rooms	3.00
River Side...	25 "	3.00	Windsor..	15 "	2.50
Cascade Inn.	50 "	2.00 and up	Royal....	15 "	2.50

GRAND'MERE —

Frontenac.....	12 rooms	\$3.00
Central.....	16 "	3.00
St. Maurice.....	30 "	4.00
Windsor.....	30 "	4.00
Bergeron.....	20 "	3.50
Laurentide Inn.....	65 "	2.00 and up

JOLIETTE —

Windsor.....	50 rooms	\$4.00
Joliette.....	60 "	3.00 and up
Grand Nord.....	30 "	3.00
Victoria.....	30 "	3.00
Commercial.....	20 "	3.00

SHERBROOKE —

East Sherbrooke.....	27 rooms	\$2.50 and up
Château Frontenac.....	41 "	3.00 "
Grand Union.....	45 "	2.50
Albion.....	35 "	3.00 and up
Queens.....	30 "	3.00
Royal.....	35 "	3.00 and up
New Windsor.....	40 "	3.00
American House.....	40 "	2.50 and up
King George House.....	40 "	3.00
Grand Central.....	52 "	3.00
Sinclair.....	33 "	2.50
New Sherbrooke House.....		2.00 and up
Magog House.....		2.00 "

THETFORD MINES —

Commercial.....	12 rooms	\$3.00
-----------------	----------	--------

CHICOUTIMI —

Bellevue.....	10 rooms	\$2.50
Chicoutimi.....	60 "	4.00
Saguenay.....	15 "	3.00

BAGOTVILLE —

Victoria.....	15 rooms	\$3.00
---------------	----------	--------

JONQUIÈRE —

Jonquière.....	15 rooms	\$3.00
----------------	----------	--------

KÉNOGAMI —

King George.....	25 rooms	\$2.00 and up
------------------	----------	---------------

ROBERVAL —

Brassard.....	9 rooms	\$2.50
Château Roberval.....	8 "	2.50
Dufour.....	6 "	2.00



In all districts, motor-boating is a favorite pastime

PUBLICATIONS OF THE QUÉBEC ROADS DEPARTMENT

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

OFFICIAL REPORT — Yearly. Bilingual.

THE ACT RESPECTING THE ROADS DEPARTMENT —
Separate French and English editions.

THE TREE AND THE ROAD — Separate French and English
editions.

QUÉBEC, THE FRENCH-CANADIAN PROVINCE — In English
only.

HIGHWAY FOLDER MAP — Bilingual. Includes a general map
of the Province of Québec, a large scale map of the Montréal
district, and various information regarding Québec Highways,
traffic regulations, distances, road signs, and other subjects inter-
esting for tourists.

SECTIONAL HIGHWAY MAP — 26 sections, 4 miles to an inch,
colored. Shows all roads in Québec. Supplied for office use only.

THE QUÉBEC MOTOR VEHICLE ACT — (distributed by the
Roads Department).

BIRD'S EYE VIEW OF THE PROVINCE OF QUÉBEC — (distrib-
uted by the Roads Department).

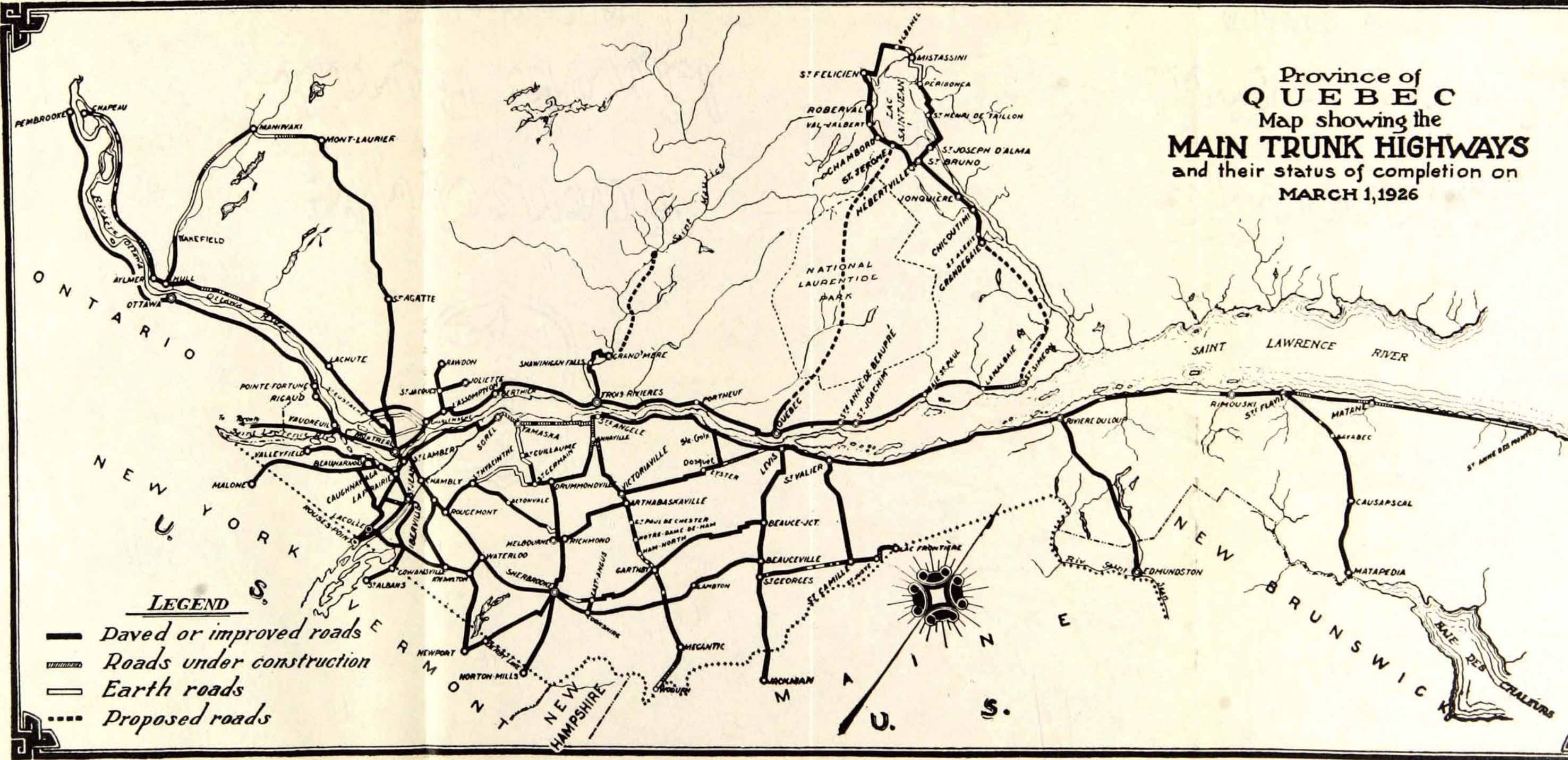
N. B. — The OFFICIAL BULLETIN is distributed at custom ports
along the border. All auto clubs, associations, tourist bureaus
or persons receiving the present booklet are on our mailing
list for the Bulletin and need not make a special request,
except for additional copies. The HIGHWAY FOLDER
MAP is sent free to auto clubs, associations and tourist
bureaus. Please ask for it, stating the number of copies
required.

THE ROADS DEPARTMENT WILL SUPPLY ON REQUEST DETAILED
INFORMATION ON ROUTES, DISTANCES & HOTELS IN ANY
DISTRICT OF THE PROVINCE.



BAIT-2URCE
BIBLIOTHEQUE

Province of
Q U E B E C
 Map showing the
MAIN TRUNK HIGHWAYS
 and their status of completion on
MARCH 1, 1926



LEGEND

- Daved or improved roads
- Roads under construction
- Earth roads
- Proposed roads

BNQ



000 162 108