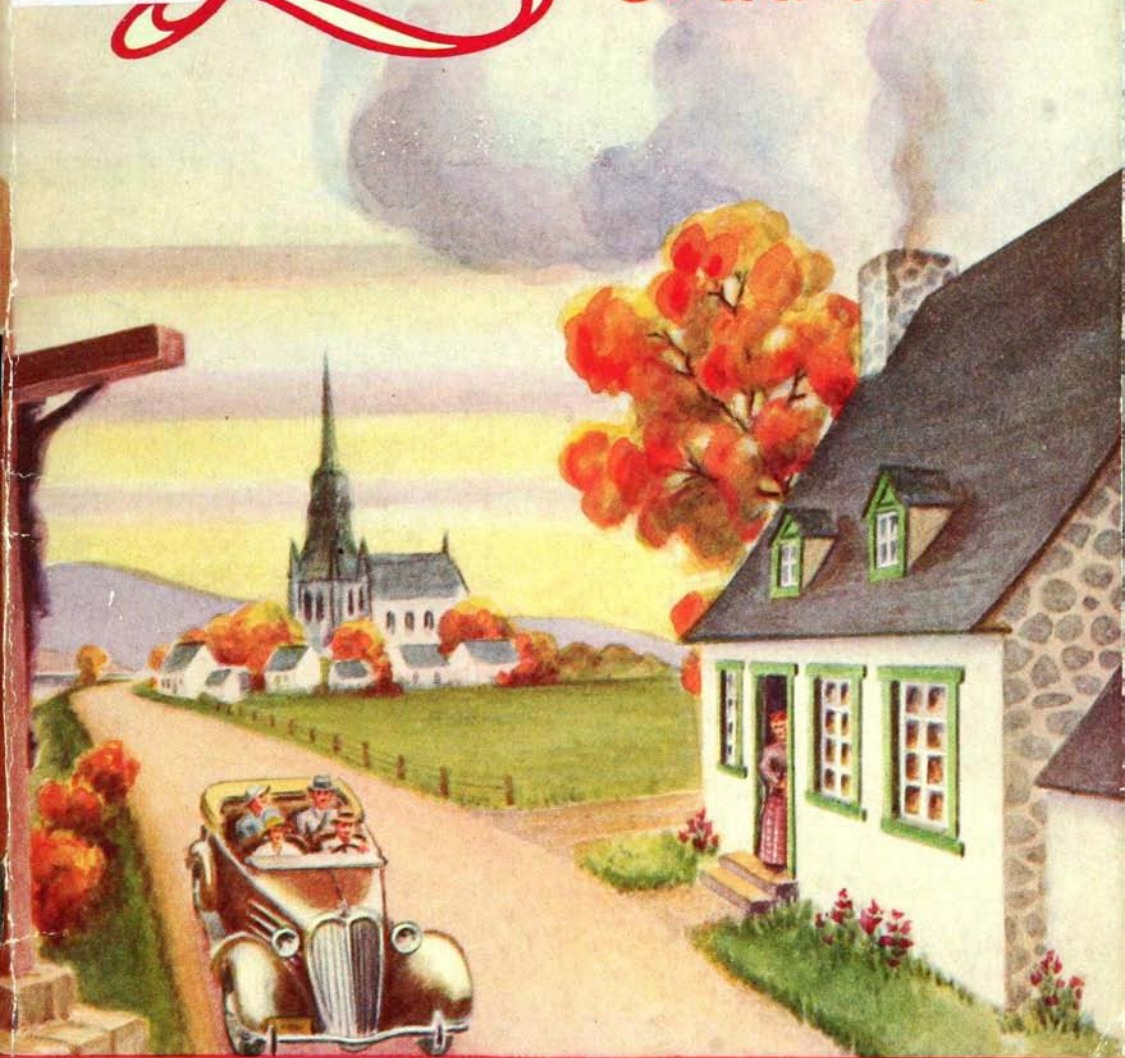
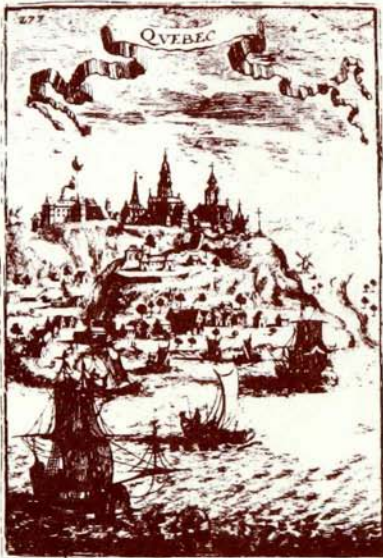


TOURS IN *Québec* CANADA

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Tours *in* Québec CANADA

PROVINCE OF QUÉBEC
TOURIST BUREAU

PARLIAMENT BUILDINGS
QUÉBEC
CANADA

HON. MAURICE L. DUPLESSIS
Prime Minister

GEORGES LÉVEILLÉ
Chief of Cabinet

F. DENIS BARIL
Director-General of Tourism

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Foreword

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

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

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

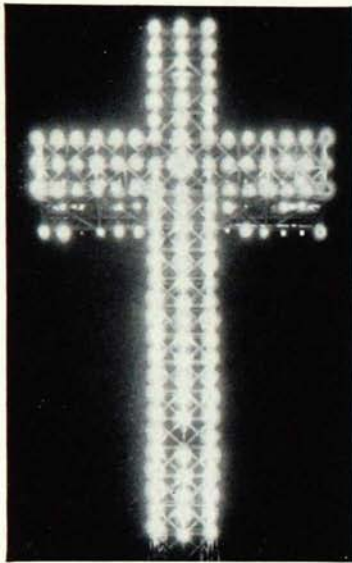
Descriptions of the various points to be visited are of necessity extremely brief; but once a selection has been made, all additional information required may be obtained by writing the Province of Québec Tourist Bureau, Parliament Buildings, Québec.

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

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

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

Montréal and Vicinity



Montréal's famous cross atop Mount Royal

"GATEWAY TO THE HISTORIC PROVINCE OF QUÉBEC"

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

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

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

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

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

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

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

Montréal

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

Montréal's grain elevators have a capacity of 12,000,000 bushels. Montréal has a floating dry-dock 600 feet long and 135 feet wide, accommodating vessels up to 25,000 tons. Its wharves are 8½ miles in length, and the harbor railways have a total length of 65 miles.

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

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

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

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

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

Numerous theatres present latest theatrical successes and hits and classical plays, contributing to the entertainment of residents and visitors.

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

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

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



A view of the central part of Montréal from the Harbour



Riders and skiers meet on Mount Royal, winter sports playground of Montréal.

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

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

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

WHAT TO SEE IN MONTRÉAL.—It would take a great deal more space than is available in a tourist guide to give even a mere list of the numerous sights that may interest the visitor in a city the size of Montréal: we are therefore restricted to the mention of only a few of the outstanding attractions.

There is "**Old Montréal**" in a square bounded by McGill Street, Fortification Lane, Berri Street, and the St. Lawrence River. Here will be found many old buildings and other monuments of the early days of the settlement: **Place d'Armes**, where in 1644, 200 Iroquois were defeated by Maisonneuve and 30 of his companions; **St. Paul Street**, the oldest street in Montréal; **Château de Ramesay**, built in 1705, and the scene of many historic events; the **House of the Patriots**, on St. Paul Street, over 100 years old; the old **Rosco's Hotel**, on St. Paul Street; **McTavish House**, built about 1790; the old **St. Sulpice Seminary**, the construction of which was begun in 1680; and many others.

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

Montréal has been called the "**City of Churches**" because of the many beautiful houses of worship it possesses. **Notre-Dame-du-Bon-Secours** church was built in 1657, and reconstructed in 1711 after being destroyed by fire; **Notre Dame** church is an impressive

example of the architectural style known as the perpendicular Gothic, and its towers are 227 feet high; **St. James** cathedral is a replica of the famous church of St. Peter's in Rome.

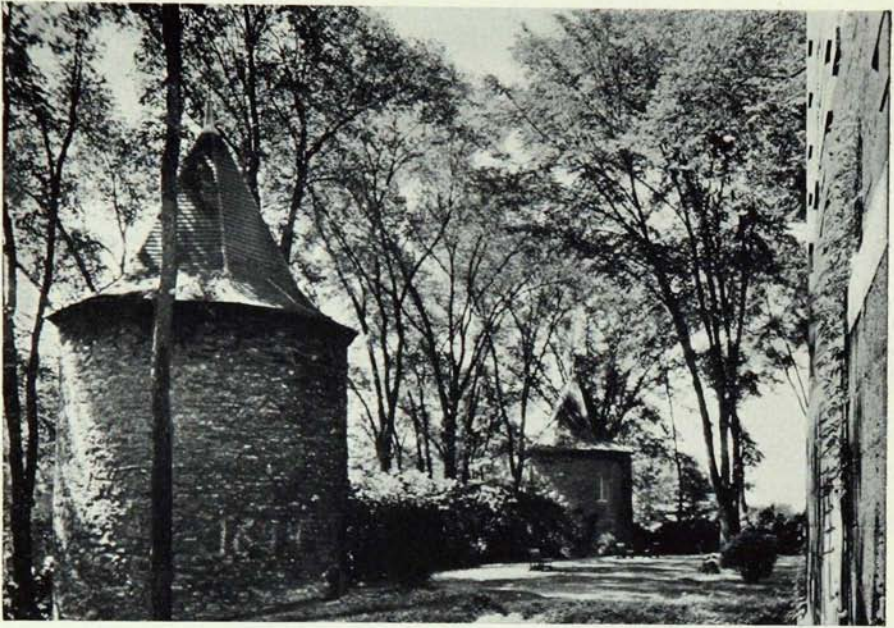
In listing the points of interest in Montréal special mention must be made of **St. Joseph's Oratory**, erected by the late Brother André, known as the "miracle man" of Montréal, which is visited by one million pilgrims yearly, and the remains of the **Fort des Messieurs**, built at the foot of Mount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

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

HOTELS.—The city offers the very best in hotel accommodation for tourists, the larger hotels being the following: Mount Royal, Windsor, Ritz Carlton, Queen's, La Corona,



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



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



Bonsecours Market and the Lord Nelson Monument, Montréal

Grand Union, Plaza, Iroquois, Papineau, New Carlton, Roy, Roncari, New Majestic, Prince of Wales, Ryan, Ford, Lasalle, etc.

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

Side-Trips

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

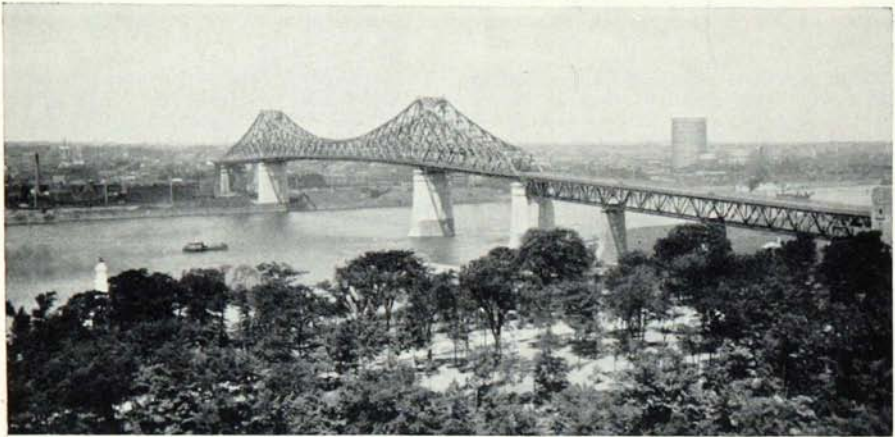
AROUND MONTRÉAL ISLAND.—One of these trips consists of the tour of the Island of Montréal, over Highway No. 37, distance 74.80 miles. It is an excursion of lively interest, remarkable for the variety and beauty of the scenery and the many historic souvenirs encountered en route. Many of the places visited are well-known country resorts where golf, tennis, bathing, canoeing and all other amusements peculiar to summer resorts enjoy a great vogue. Among these resorts are: Cartierville, Roxboro, Senneville, Ste. Anne-de-Bellevue, Beaconsfield, Pointe Claire, Dorval and Lachine.

AROUND ILE JÉSUS.—Another tour consists of the trip around Ile Jésus, length 44.70 miles from Montréal and return. All the municipalities encountered are well frequented summer resorts renowned for the excellence of the hotel service they provide. They are: St. Vincent-de-Paul, St. François-de-Sales (by way of Montée du Moulin), Ste. Rose, Laval-sur-le-Lac, Ste. Dorothee, L'Abord-à-Plouffe, and Laval-des-Rapides.

AN HISTORIC SPOT: FORT CHAMBLY.—There is in the historic valley of the Richelieu River, 19.63 miles from Montréal, still another attraction for the short time tourist. The old Fort Chambly dates back to 1665. It was restored in 1693 and partly burned down by the Iroquois in 1702. Originally only a wooden structure, it was reconstructed in stone in 1710. Captured by the British in 1760. Montgomery took it in 1776 during the War of Independence and set fire to it, leaving only the four walls standing. During the war of 1812-14, a number of American prisoners were held in the fort, and it was from there that the raid on Plattsburg was started. Fort Chambly was finally restored



The Château de Ramezay, historical museum, Montréal

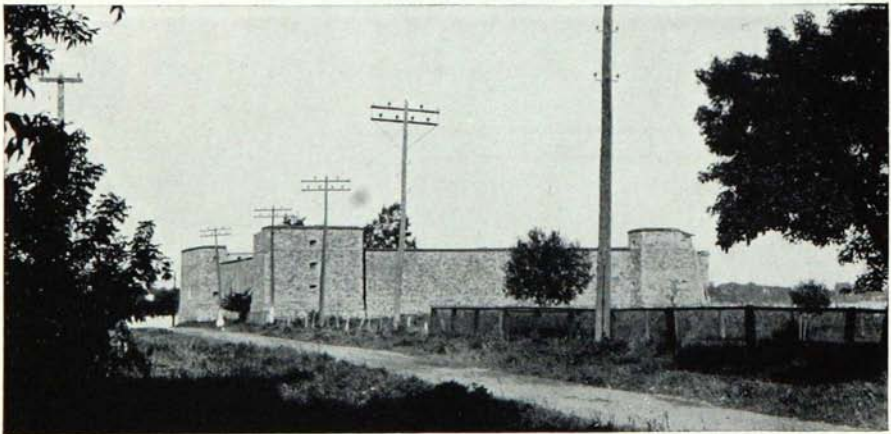


Main span of Jacques Cartier Bridge between Montréal and St. Helen's Island

by the Canadian Federal Government in 1880 and has since been maintained as an historic monument.

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

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



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

The Laurentians

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

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

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

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

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

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

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

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

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

Lachute has first class hotel accommodation and garage facilities.

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

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



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

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

Leaving Lachute the traveller soon enters the Laurentian country proper, and is delighted with the succession of summits, hillocks, slopes and valleys which come into view, and the swarms of lovely lakes scattered throughout the wild region. Pearls in a setting of green.

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

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

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

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

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

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

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

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

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

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

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

Montréal, Mont-Laurier, Hull

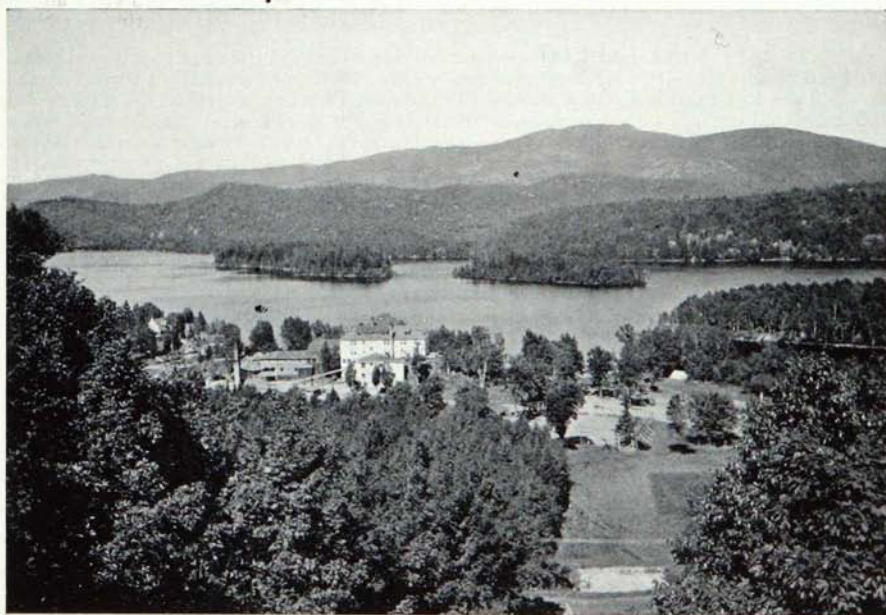
Our second suggestion for a tour in the Laurentian district is the trip from Montréal to Mont-Laurier, thence to Hull, over Highway No. 11, and return to Montréal via Highway No. 8. The total distance covered is 412.86 miles, made up as follows: Montréal to Mont-Laurier 169.15 miles, Mont-Laurier to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

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

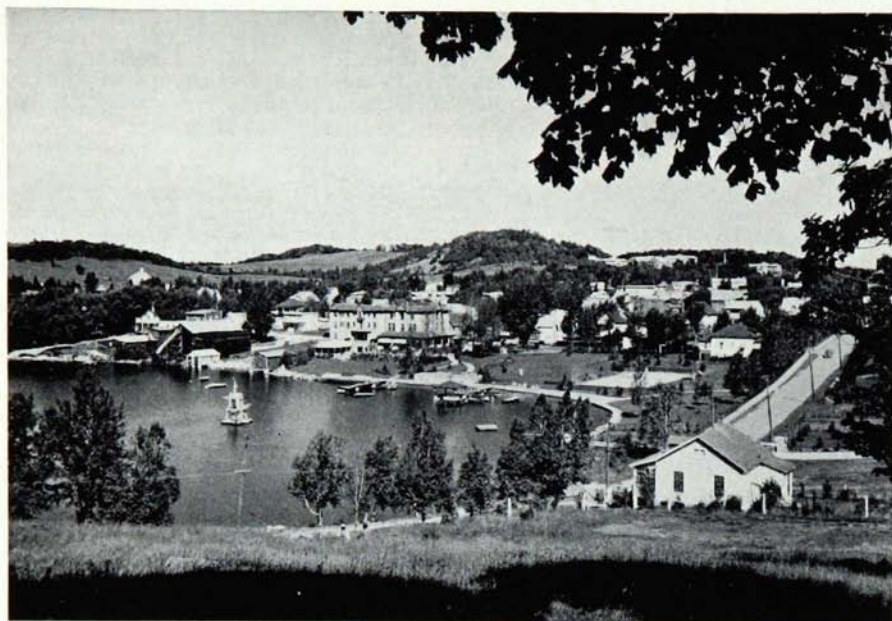
That portion of Highway No. 11 which leads from Mont-Laurier to Hull lies through the very picturesque Gatineau Valley.

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

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



Lac Ouimet in Québec's Northern playground



Ste. Agathe, popular Laurentian vacation spot and summer resort

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

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

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

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

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

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

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

Nomingue, on the shore of the Great Nomingue Lake, is most attractive to the lovers of beauty in nature. It is situated in the midst of a number of lakes teeming with fish, and the nearby forests all harbor a variety of game. Nomingue is an Indian name meaning "red paint." The Iroquois used a red ochre, of which there is a deposit in the neighborhood, as a war paint in times long past.

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

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

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

Down Through the Gatineau Valley

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

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

Maniwaki, the next settlement, has a population of over 1,500. It is inhabited chiefly by farmers, who make a good living from their productive lands. This locality includes an Indian Reserve. **Messines**, **Bouchette**, **Gracefield**, **Kazubazua**, **Low**, **Farrellton**, **Wakefield** and **Chelsea** are localities encountered on the highway before one reaches the city of Hull. They are all very pretty little villages, where general farming and lumbering are the chief occupations of the people. As they are located near rivers and lakes, they have in recent years become well frequented summer resorts. At Chelsea there is a vast hydro-electric plant which will, it is expected, develop in the very near future nearly 300,000 h.p. of energy.



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



Speckled trout abound in Laurentian streams and lakes

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

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

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

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

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

The Homeward Stretch

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

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

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

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

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

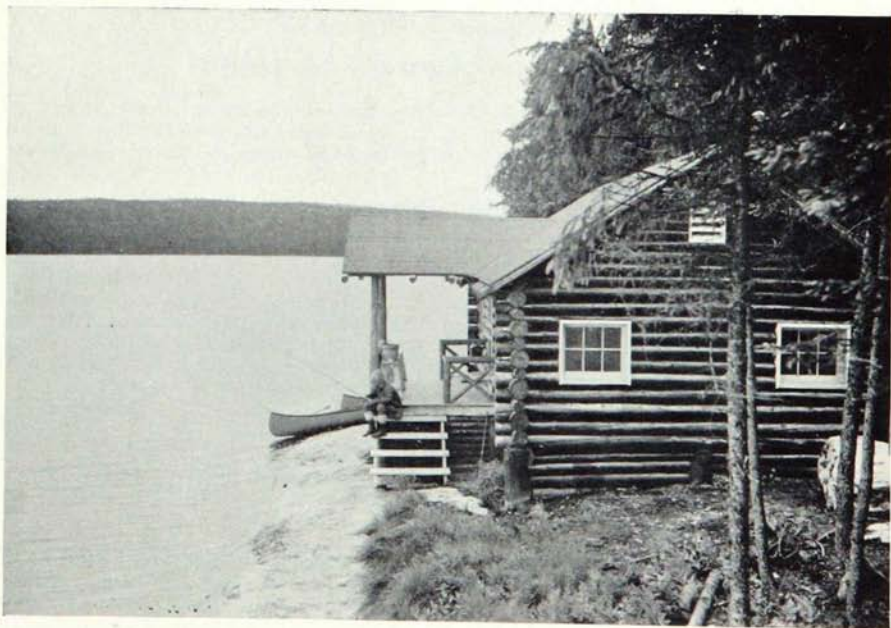
Angers, Masson, Thurso and Plaisance are all villages where agriculture and some lumbering provide occupation for an industrious population. Four miles north of Masson, on the Rivière-du-Lièvre, is situated the town of **Buckingham**, an important industrial centre where are established several large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

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

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

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

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



A typical Laurentian fishing-lodge



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

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

Montréal, Ste. Agathe, St. Donat

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

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

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

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

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

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

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

Montréal, L'Assomption, Rawdon, Terrebonne, Montréal

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

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

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

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

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

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



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



Moose and deer abound in the Laurentians

Montréal, Berthier, St. Michel-des-Saints

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

The total length of the tour is 117.73 miles one way, or 235.46 miles to St. Michel and back to Montréal. From Montréal to Berthier, over Highway No. 2, is 50.34 miles; and from Berthier to St. Michel-des-Saints, 67.39 miles, via Highway No. 43.

The route between Montréal and Berthier is described in the preceding chapter.

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

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

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

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

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

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

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

Other Short Trips

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

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

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

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

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

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

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



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

Montréal to Québec

THE tourist wishing to travel from the Metropolis to the Ancient Capital has a choice of two direct excellent motor highways, one skirting the North Shore of the St. Lawrence for practically its entire length, and the other following the river on the South Shore. There is but little difference between the two, either in distance or in scenic attraction, while the highways themselves are hard-paved throughout and offer ideal travelling conditions. There is also a slightly longer route described on page 28.

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

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

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

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

Along the North Shore

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

Pointe-aux-Trembles (pop. 5,000), the next town, is quite an industrial centre with a number of factories. It is the last locality east on the Island of Montréal.

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

L'Assomption, the next town (pop. 1,800), is an agricultural centre and summer resort. This locality dates back to 1724 and possesses several century-old houses.

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

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

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

Berthier, pop. 4,000, is an important industrial centre, the principal plants being a very large distillery and a match factory. Berthier is the site of the first Protestant church built

in Canada after the conquest. Erected in 1786, its historic ruins are still to be seen. Berthier is a convenient stop for a meal, or for the night, according to time of departure. The Manoir and the Canada Hotel afford excellent accommodation.

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

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

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

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

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

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

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

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

In Trois-Rivières is the world's largest newsprint mill, while there are two other large paper plants in the same locality. In addition there is a large thread mill, a foundry, fac-



Ursuline Convent in Trois-Rivières, built in 1699



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

ories producing gloves, shoes, caskets, iron wire, etc. The annual "Exposition de la Mauricie" attracts hundreds of thousands of visitors each year to its magnificent Exhibition Park.

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

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

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

Trois-Rivières has excellent accommodation. Principal hotels; Château de Blois, on Boulevard Lavolette; the St. Louis, on rue des Forges; the Saint-Maurice, on the Old Market Place; Hotel du Canada, on Champflour Street; other hotels and numerous restaurants.

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

The tourist then passes successively through **Champlain**, founded in 1664; **Batiscan**, dating back to 1684; **Ste. Anne-de-la-Pérade**, a parish established in 1693; **Les Grondines**, which can trace its history to 1680; **Deschambault**, founded in 1712, where he will find many old houses and other buildings dating back to the early French régime, and which

are all beautifully situated along river banks and amidst attractive scenery. **Portneuf, Cap-Santé, Donnacona, Les Ecureuils, Neuville** and **St. Augustin** are all pretty villages along the highway and in all of them the tourist can spend an hour or so "browsing" among the souvenirs of long ago.

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

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

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

Along the South Shore

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

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

St. Lambert and **Longueuil** are industrial centres with populations of nearly 12,000. Both have excellent camping grounds.

The next parish the tourist reaches is **Boucherville**, one of the oldest settlements in the Province, having been founded in 1668. It is a popular summer resort.

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

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



An old windmill of the type used by early settlers to grind grain. (Highway No. 3)



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

Contrecoeur is a pretty village very nicely situated on the bank of the St. Lawrence, and well known as the site of two summer camps for children.

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

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

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

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

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

From Sorel to Ste. Angèle-de-Laval the road curves inward from the St. Lawrence River, and the scenery encountered is therefore somewhat different. The tourist goes through some delightful little agricultural villages, including **Yamaska**, **St. François-du-Lac**, **Pierreville**, **St. Antoine-de-la-Baie-du-Febvre**, the town of Nicolet and **St. Grégoire**, to reach the river once more at **Ste. Angèle-de-Laval**, where a ferry operates regularly to and from Trois-Rivières.

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

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

Bécancour, **Gentilly**, **St. Pierre-les-Becquets**, **Deschailions**, **Leclercville**, **Lot-**

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

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

The bridge is particularly noted for its single central span of 640 feet, the longest and heaviest in the world. The distance between the piers is 1,800 feet.

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

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

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

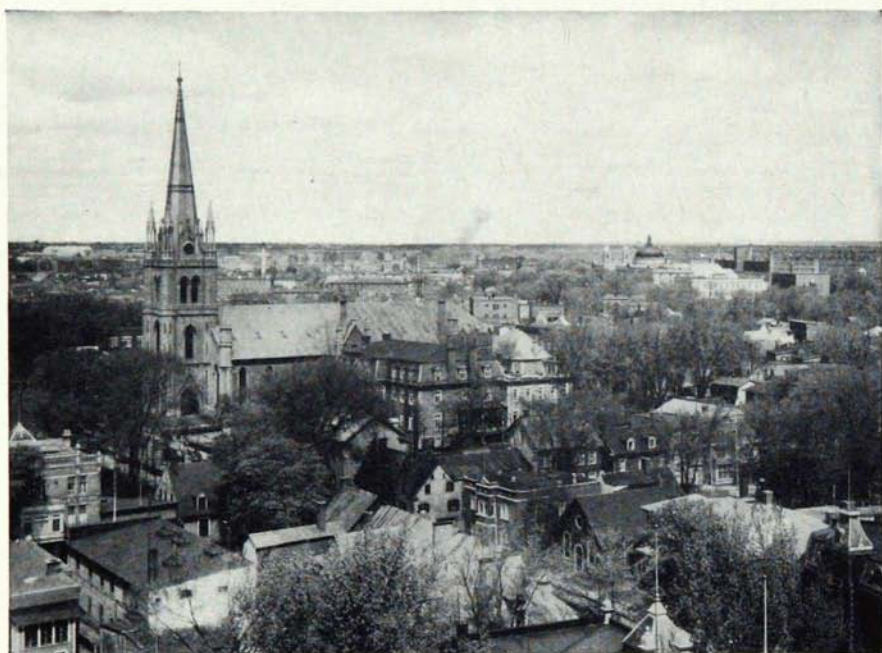
Lévis is an historic city. It was on its heights that General Wolfe, who captured Québec for the British in 1759, erected his batteries which set fire to Québec's cathedral and many of the old buildings in the city.

Nearby are several forts which at one time formed part of the defences of the city of Québec.

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



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



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

Montréal to Québec via St. Hyacinthe and Drummondville

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

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

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

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

The St. Maurice Valley

AN INTERESTING SIDE-TRIP.—Mention has been made of the picturesque St. Maurice Valley, north of Trois-Rivières, with its charming cities of Shawinigan Falls, Grand'Mère and La Tuque. The tourist is invited to turn on to Highway No. 19, also

known as the "Voyageur's Trail", and make the trip of 114.5 miles northward through prosperous and typically French "habitant" country.

After passing through **Cap-de-la-Madeleine**, a charming industrial centre, with a population of 10,000, and a famous national shrine, visited by over 300,000 pilgrims in 1937, the traveller reaches successively **St. Louis-de-France**, and **Almaville**, two pretty farming villages.

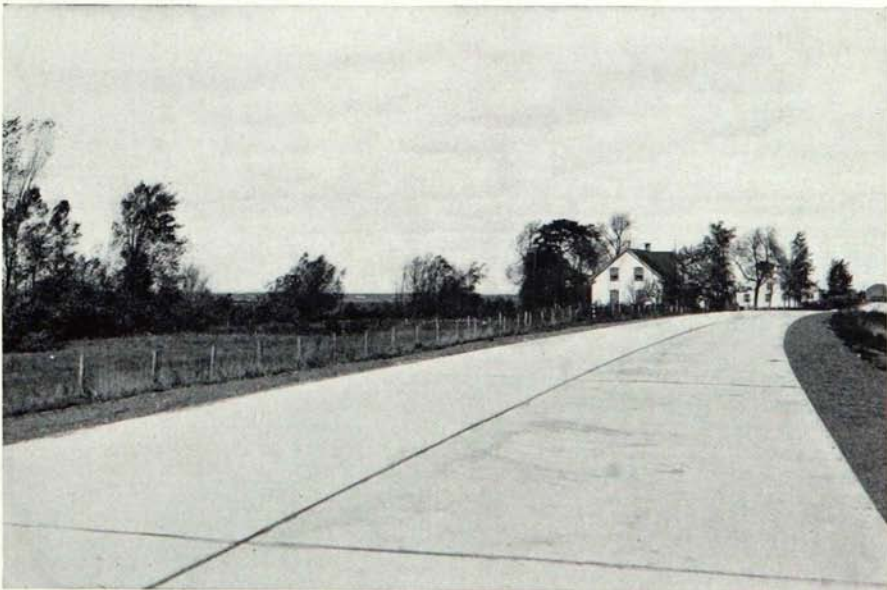
SHAWINIGAN FALLS, a town of over 20,000 population, and of quite recent founding, owes its rapid progress to the intensive development of hydraulic forces of the St. Maurice River. It has huge pulp and paper mills, chemical products factories, a cellophane plant, an aluminum company and other extensive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

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

From Grand'Mère the visitor passes through the village of **Les Piles** to **St. Roch de Mékinac**, the latter being an important hunting and fishing centre, and starting point for numerous sporting expeditions.

Leaving Les Piles one enters at once the mountainous district extending to **La Tuque**. The distance to the latter town is 72 miles, and there are small colonization posts at various places on the way. This 72-mile stretch is extremely broken, wild and unusually interesting. It is one of the most fascinating inland tours in the Province.

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

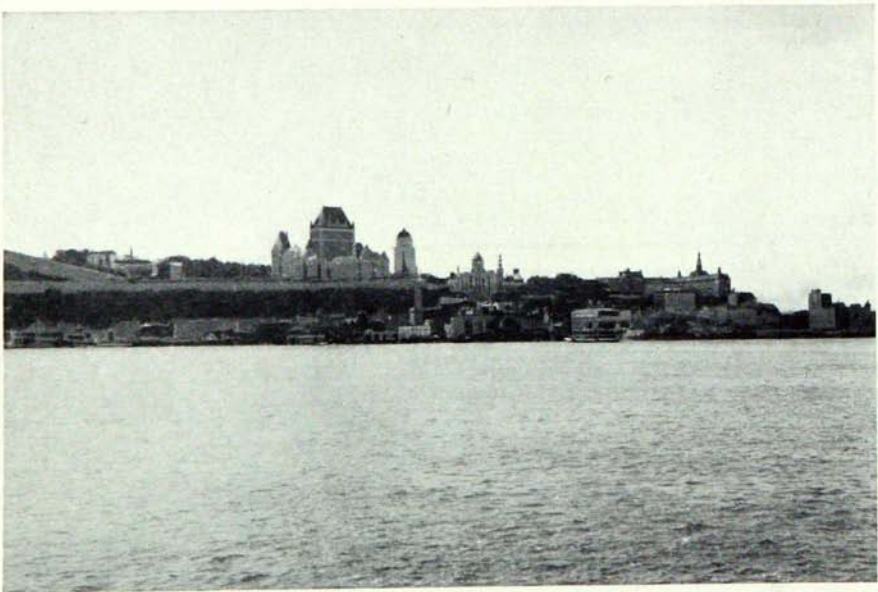


Typical modern road in the Province of Québec

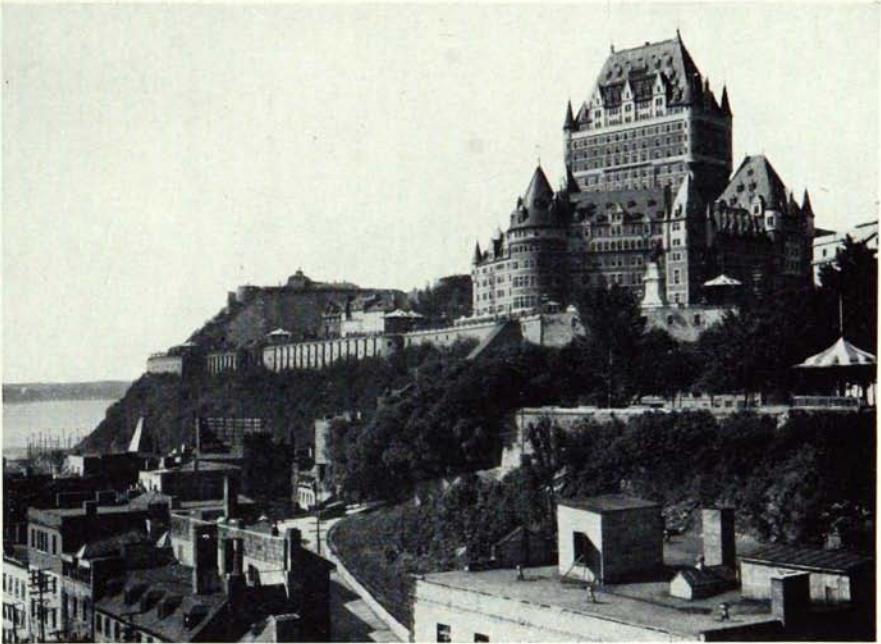
Québec and Vicinity

THE GIBRALTAR OF AMERICA

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



The skyline of historic Québec City from Lévis



Château Frontenac, Québec, world-famed hostelry

Québec

QUÉBEC FACTS.—The City of Québec has a population of 140,000. It is the oldest in America, after Annapolis Royal, N.S., and the second largest in the Province of Québec. Québec City is the seat of the Provincial Government and the heart of the political life of the Province. Québec is the only walled city in North America, and its old Citadel, on Cape Diamond, has been compared to that of Gibraltar, in Europe. Québec was once the capital of Canada.

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

Québec is an important educational centre and the seat of an archbishop. The present head of the See is His Eminence, Cardinal Villeneuve.

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

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

Québec has one English and four French dailies.

Laval University, oldest French University in America, was founded in 1852. A Seminary, a Technical School, a Normal School and numerous colleges give superior and secondary education. There are in Québec thirty hospitals and numerous other charitable institutions.

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



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



Ready for a fast run. Skiers in the Laurentian hills.



The Provincial Government Buildings, Québec

HISTORICAL SKETCH.—Indians roamed over Cape Diamond before it was visited by Europeans. Jacques Cartier first visited it in 1535. In 1608, Champlain selected it for the capital of New France. Québec witnessed the initial efforts of Frenchmen for the colonization of Canada. This city was afterwards linked with every phase of Canadian history.

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

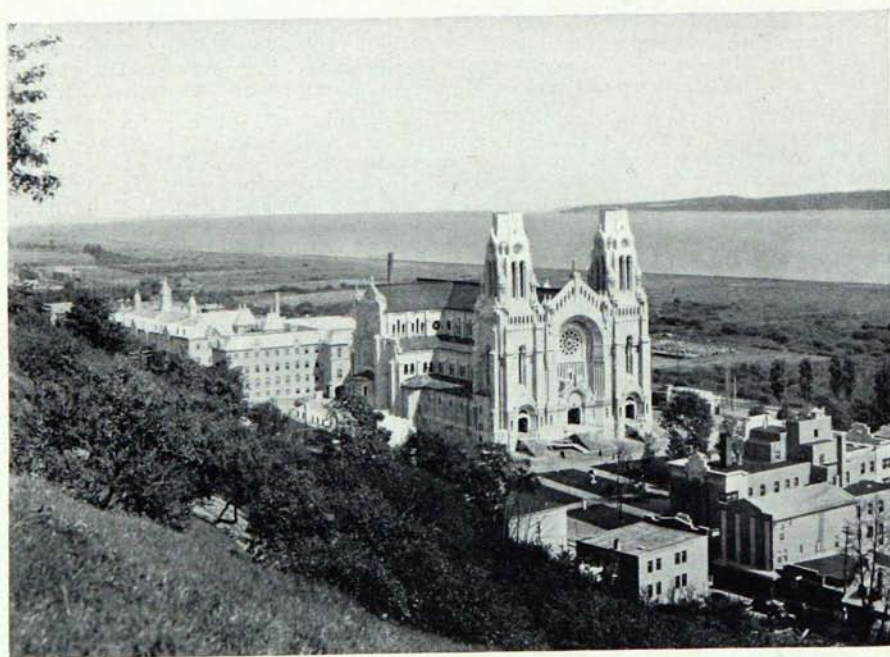
WHAT TO SEE IN QUÉBEC.—The tourist can spend several days "doing" Québec, since there are so many sites, monuments and churches that deserve to be visited. Among the historic sites are: the **Fortifications**, comprising the **Citadel**, on a promontory 350 feet high; the **Enclosing Wall**, two miles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

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

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



A magnificent Calvary scene at Sainte-Anne-de-Beaupré. (Highway No. 15)



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



Notre-Dame des Victoires Church, Québec City, containing many old paintings and souvenirs of Québec

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



An air-view of the Québec Bridge, a famous feat of bridge engineering

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

Side Trips

TO STE. ANNE-DE-BEAUPRÉ.—This is a pilgrimage place of world-wide repute, visited in 1937 by over 600,000 tourists and pilgrims. Nobody can afford to miss this trip. Ste. Anne-de-Beaupré is situated 22 miles east of Québec, on Highway No. 15, which is hard-paved throughout. Autobuses and tramways are operated by the Quebec Railway Co. Ample hotel accommodation is provided.

AROUND THE ISLAND OF ORLÉANS.—The Island of Orléans has been made famous by writers, poets, painters and photographers. Here is the real spirit of French Canada, little changed from the early days, little affected by modern ideas of progress. The trip to the island is a pilgrimage in itself. Old houses, windmills, ox-teams and the genuine type of old-time French Canadian will delight the tourist, and bring him into probably the closest touch with past ways of rural life he can accomplish anywhere on this continent.

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



Majestic Montmorency Falls, seven miles below Québec, 274 feet high. (Highway No. 15)

offer. There is hotel and garage service all over the Island, and a good autobus service from Québec.

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

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

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

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



An entry in the International Dog Derby, an annual Québec sporting event



The Church of St. François, on the Island of Orléans

Québec to Lake St. Jean

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

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



The Rivière Noire and rolling countryside above La Malbaie. (Highway No. 15)



The rugged coast-line of the Lower St. Lawrence

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

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

The return is made through the Laurentides National Park, a distance of 137 miles to Québec. The Park is four thousand square miles in area and constitutes one of the finest fish and game preserves on the continent. Accommodation at organized camps in the Park are obtainable only from the Department of Mines and Fisheries, and should be reserved in advance. Camping grounds and resting places along the road—at Lake Horatio Walker and Lake des Arpenteurs—provide accommodations for the tourist proper on the "first come, first served" basis.

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

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

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

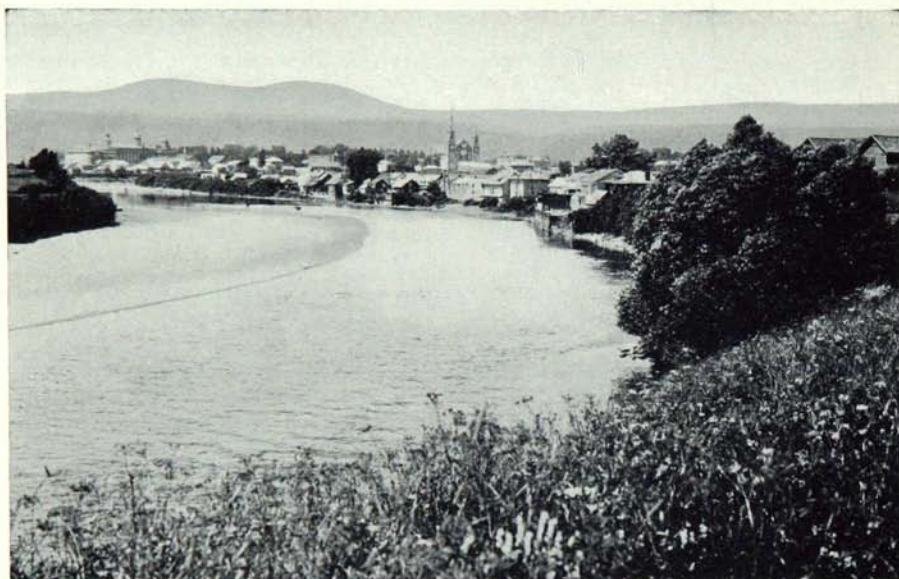
Québec to St. Siméon

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

Travelling from Québec the tourist first strikes **St. Pascal-Baylon** and **Giffard** and then comes to **Beauport**, one of the oldest municipalities in the Province. It was first settled in 1634 and has a number of very old buildings. It has a population of nearly 4,500 and is primarily a residential centre, but it also is the home of some very large religious institutions. Through **Courville** the traveller reaches **Montmorency** and its famous **Falls**, which have already been referred to in a previous description, and passing through **Boischatel**, **L'Ange-**



Capes Trinity and Eternity tower above the waters of the Saguenay



Baie St. Paul in picturesque vacation territory. (Highway No. 15)

Gardien and **Château-Richer**, he reaches **Ste. Anne-de-Beaupré**, the site of the world-famous shrine, where pilgrims gather in thousands every year.

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

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

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

Opposite Baie-St-Paul lies **Ile-aux-Coudres**, rich in historic souvenirs, since it was on this island that the first Mass on Canadian soil was celebrated by one of the monks who accompanied Jacques Cartier on one of his voyages of discovery. The event took place on September 7, 1535. There is on the Island a small hotel giving excellent accommodation to tourists.

Les Eboulements and **St. Irénée**, along the St. Lawrence, between Baie-St-Paul and **Pointe-au-Pic**, are summer resorts quite as popular as La Malbaie.

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

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

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

St. Siméon to Grande-Baie

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

Covered over almost its whole extent by dense forests abounding in game, and watered by numerous lakes and streams well stocked with fish, this district is frequented by numerous sportsmen in quest of big game and good-sized fish. Formerly a wilderness, construction of a modern highway has resulted in the opening up of the region, and now there are a number of houses and habitations all along the road, although the villages of **Petit Saguenay**, **L'Anse-St. Jean** (this latter on the shores of the Saguenay River, two miles from the highway) and **St. Félix d'Otis** are the only communities between St. Siméon and Grande-Baie.

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

Grande-Baie to Lake St. Jean

The first localities along the third lap of the trip (42 miles) are the twin-villages of **Grande-Baie** and **Port-Alfred**, the latter having a large pulp and paper mill with a capacity of four hundred tons a day. With a fine deep-water harbor capable of sheltering many vessels of large tonnage, Port-Alfred offers exceptional facilities for ocean transport. It has a population of over 2,600.

Bagotville is situated on the western shore of Ha! Ha! Bay, and like its neighbor Port-Alfred, this town owes its rapid progress to the lumber and pulpwood industries. It possesses



Typical Laurentian bluffs in the Chicoutimi district



Chicoutimi beyond the Saguenay River



Ski-enthusiasts enjoying Québec's major winter sport.



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

a mechanical pulp mill with a capacity of a hundred and fifty tons a day. It has the same deep water harbor facilities as Port-Alfred. Bagotville is a town of nearly 3,000 population and is the terminus for Canada Steamship Line cruises up the Saguenay.

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

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

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

Jonquière is the larger of the two, having a population of over 11,000. It is a modern town in every respect. Its municipal services are all of the highest type.

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

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

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

Around Lake St. Jean

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

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

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

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

Only the principal places are mentioned here.

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

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

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

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

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



Jacques Cartier Lake, in the Laurentides National Park. (Highway No. 54)



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

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

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

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

Chambord, Desbiens and St. Jérôme, other prosperous parishes, with a few well-developed industries, are situated in a rich farming district. St. Jérôme has a population of nearly 3,500 and commands a wonderful view of the lake.

Through the National Park

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

The road through the National Park, known as Highway No. 54, while not yet entirely completed, is passable throughout in dry weather from June 15 to October. Since it is still in an unfinished condition, the tourist is not advised to begin this last lap before obtaining up-to-the-minute road information. The highway will be completed and put into the same fine condition as all other first-class roads in the very near future.

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



Kenogami, an industrial town. (Highway No. 16)

The Park lies in the great Laurentian Plateau, and possesses an irresistible charm. It is dotted with 1,600 lakes, and impetuous streams, ideal habitats of the gamest kinds of fish, criss-cross it in every direction.

The scenery and the landscapes in the Park are beyond compare. The forests are dense and limitless in extent.

Impossible to conceive a place more ideal for the holiday maker seeking outdoor life and contact with nature in its wild state.

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

Trip to Tadoussac

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

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

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

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

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



The old Huron Church, Loretteville, Québec. (Highway No 2).

Southern Québec

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

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

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

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

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

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

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

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



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

Montréal, Valleyfield, Huntingdon, Lacolle, Montréal

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

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

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

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

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

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

Quitting Valleyfield the tourist will leave Highway No. 3 and turn left on Larocque Road, a road not numbered but having whitewashed posts and very easy to find. This road leads directly to **Ormstown**, a pretty village at the junction of Highway No. 4, and the latter



The countryside near Warwick, Arthabaska County. (Highway No. 5)

highway will be followed south to **Huntingdon**, a small industrial town of 1,800 population, where, among other products, Baumert cheese is exported to Montréal and the American markets.

In Huntingdon the tourist will turn left on Highway No. 52, which will take him to Lacolle through **Herdman, Rockburn, Franklin** and **Hemmingford**. These localities are very close to the American boundary, and at Franklin the tourist will meet the first hills of the Adirondack mountains, commanding from that place a wonderful view, to as far as the eye can reach, of the plain extending to Montréal and beyond.

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

Historic Richelieu

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

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

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

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

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

ST. JEAN.—Pop. 12,400. This city is situated on the west bank of the Richelieu and occupies an admirable site which has made of it an industrial centre of the first order. Its excellent communications by rail, water and highway facilitate the transport of raw material to feed its numerous industrial plants and the exportation of its manufactured products, the value of which amounts annually to millions of dollars. Six railways pass through St. Jean. Upwards of twenty factories provide employment to the population. The city is also rich in historic monuments, the happy issue of the battles fought on its soil having had a great effect on the history of the early days of the colony. There are, for instance, the remains of an old fort built in 1666. Many hotels provide accommodation.

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

Leaving the parish of Lacolle, the tourist turns left on Highway No. 52 and crosses the Richelieu on a bridge, continuing to **Pike River**, where he turns left again on Highway No. 7 to **St. Sébastien**, **Henryville**, **Sabrevois** and **Iberville**, following the east side of the river. Iberville, situated opposite St. Jean, is a very charming little town exceedingly popular with summer residents.

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



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

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

Montréal to Sherbrooke

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

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

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

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

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

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

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

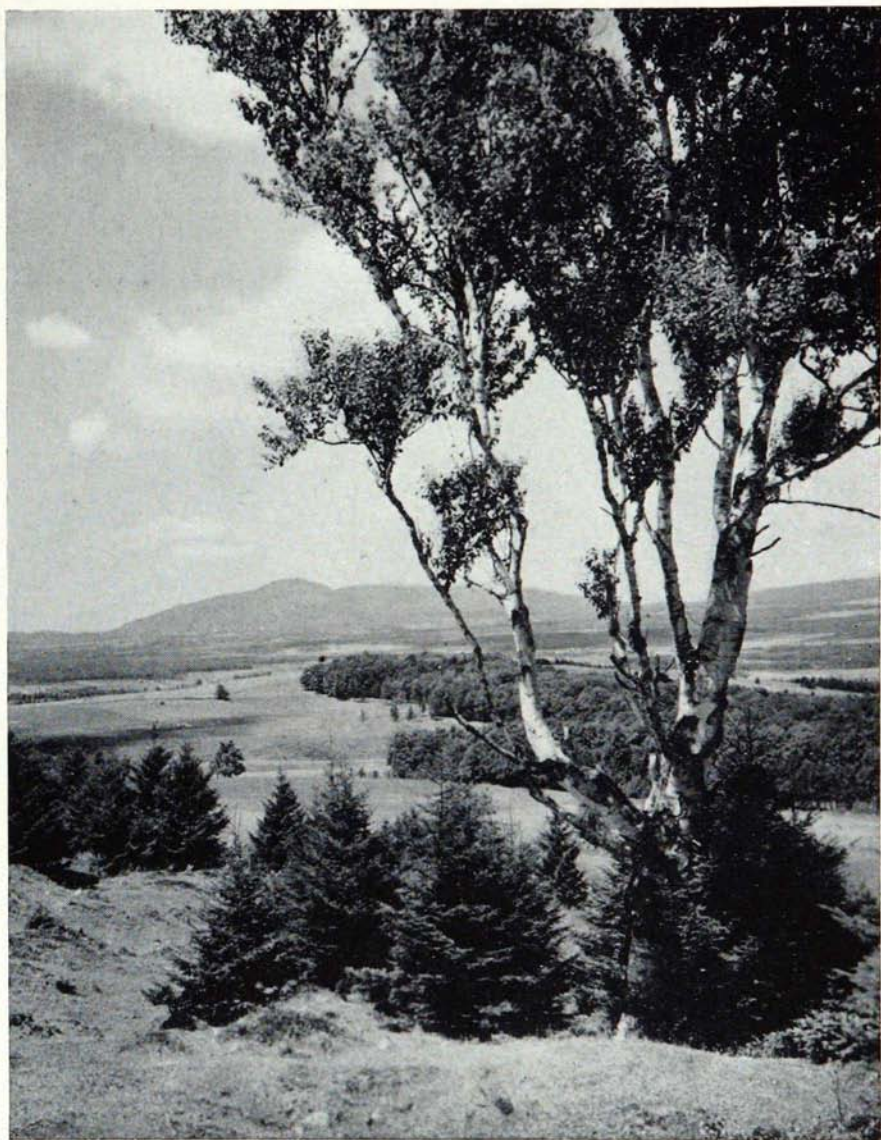
Waterloo, the next village, was founded in 1796 by a group of Loyalists. It is situated near Waterloo Lake, where there are good tourist camping grounds.

After passing through **South Stukely** and **Eastman**, the tourist reaches **MAGOG**, another town founded by the Loyalists who emigrated from the United States after the War of Independence. It is situated at the head of Lake Memphremagog, which is 30 miles long. In the vicinity are beautiful Orford Mountain and Orford Lake. The mountain rises 2,800 feet above sea level. Its attractive location makes this a most pleasant and enjoyable summer resort.

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

SHERBROOKE.—Pop. 30,000. Situated at the confluence of the Magog and St. François Rivers, the city occupies, from a geographical and industrial point of view, a most favored position, as attested by its remarkable development during the last few years. It is the centre of one of the best agricultural regions in the Dominion. Sherbrooke has more than 60 different industries and their growth is due to the wonderful hydro-electric facilities available in the immediate neighborhood. The area of the city, about 32,500 acres, is taken up partly by seven public parks and 6,000 buildings, including the Bishop's Palace, the City Hall, the Court House, 14 churches, 16 schools, 5 banks, 4 hospitals, 2 colleges, a Technical School, 3 theatres, 60 factories, 25 wholesale houses, 275 retail stores, and several hotels.

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



Mount Orford, 2,860 feet above sea level, in the Eastern Townships of Québec

Sherbrooke to Montréal

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



Winter brings beauty and pastoral loveliness to Québec countryside.

VIA FARNHAM.—Another route may be followed via Highway No. 1 back to $1\frac{1}{2}$ miles east of **Waterloo**, turning south on Highway 52 to **Knowlton**, a famous summer resort on the shores of Lake Brome. From Knowlton, Highway No. 52 leads to **Sweetsburg** and **Cowansville**, thence via Highway No. 40 to **FARNHAM**, an industrial town on the banks of the Yamaska River; to **St. Brigide**, and finally to Marieval, where the balance of the trip to Montréal is resumed over Highway No. 1. Distance from Sherbrooke to Montréal: 138.26 miles.

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

Other return routes are available, for instance, via **DRUMMONDVILLE** and **ST. HYACINTHE** (Highways No. 5 to Richmond, No. 22 to Drummondville, No. 20 to St. Hyacinthe and Nos. 20 or 12 to Montréal). Distance from Sherbrooke to Montréal: 134.27 miles.

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

Montréal, St. Hyacinthe, Drummondville, Victoriaville, Québec

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

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

ST. HYACINTHE.—48.04 miles from Montréal. Pop. 15,000. This city was "born" in 1748, when the seigniory of that name was granted to François de Rigaud by the Governor of New France. It was not, however, incorporated until 1857. The city is an important industrial and commercial centre, with about forty manufacturing plants producing goods of many varieties. The organ factory founded and operated by the Casavant Brothers, inventors of the electric organ, is renowned the world over.

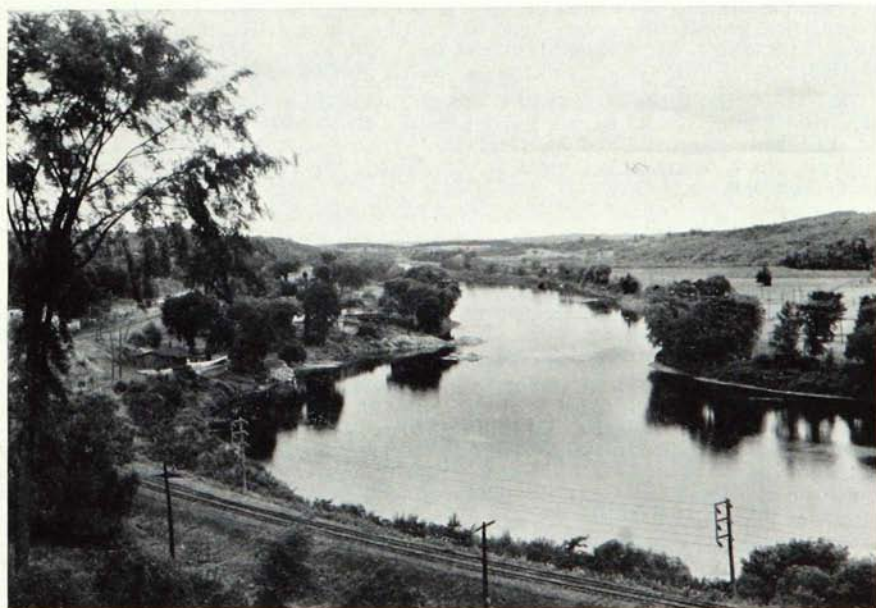
St. Hyacinthe has a considerable number of religious institutions, several banks, a school of dairying, municipal dispensaries, and is the seat of a bishopric. Established on the banks of the Yamaska River, the city itself has a charming appearance and merits a visit. Excellent accommodation is provided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

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

DRUMMONDVILLE.—86.00 miles from Montréal; 110 from Québec. Pop. 8,000. Many of Canada's leading industries, including the huge Canadian Celanese Company, have located there because of the large supply of power, high class labor and shipping advantages. There is in particular a huge artificial silk factory. Drummondville was founded April 14, 1815, by General Frédéric Hériot and a group of British soldiers. Situated on the St. François River, this thriving town is the centre of a rich agricultural area and has a brilliant future. First class accommodation is available at Manoir Drummond, a modern hostelry, American House and Grand Central Hotel.

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

VICTORIAVILLE.—119.49 miles from Montréal; 79.9 miles from Québec. Pop. 7, 000. This town, situated on the banks of River Nicolet, is the commercial and industrial centre



The winding St. François River near Sherbrooke, Eastern Townships



View of the Broad St. Lawrence, near Saint-Antoine-de-Tilly

of that section of Southern Québec called the Bois-Francs. Its principal establishments are two furniture factories, an agricultural machinery factory, a mattress factory and a men's clothing factory. The town was named after Queen Victoria. The Church at Victoriaville, renowned for the harmony and elegance of its exterior lines, is worth a visit. The interior is in pure Corinthian style and has many magnificent sculptures and decorations. Manoir Victoria and Grand Union Hotel afford first class accommodation.

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

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

Sherbrooke to Québec

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

VIA VICTORIAVILLE (Highway No. 5).—This is the shortest of the three routes, the distance being 140 miles from city to city. The tourist will visit on this highway a most interesting part of the Eastern Townships and cross entirely the region called **BOIS-FRANCS**, meaning literally "The Hard Woods." The name is very often applied, not only to the district itself, but also to the people who live in it; men, mighty in body and soul, "hearts of oak," scions of sturdy stock, whose forefathers cut their way through the "hard woods" of the primeval forest.

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

ARTHABASKA.—Pop. 2, 200. This charming little town is built on the slope of a pretty mountain called by the first settlers Monte-Cristo, a name which would seem to have motivated the choice of St. Christophe as patron of the parish. There are at Arthabaska

many edifices worthy of note. The old summer home of the late Sir Wilfrid Laurier, Prime Minister of Canada from 1896 to 1911 and one of the greatest Canadian statesmen, has been converted into a museum. The citizens of Arthabaska erected in June, 1929, a luminous cross to commemorate the arrival of the first missionaries and settlers in the "Bois-Francs." This cross is seen day and night from long distances. The district around the town is renowned for its fishing and hunting facilities.

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

THETFORD MINES.—Pop. 10,700. Thetford Mines (with Black Lake and surrounding villages) is the site of the largest asbestos deposits in the world. It owes its development to the exploitation of the enormous deposits found in the immediate vicinity. It might be mentioned that 55% of the asbestos used throughout the entire world comes from the district of which Thetford Mines is the centre. Owing to its unique situation in the field of industry, Thetford Mines will arrest the attention of the tourist, who will not fail to visit its large asbestos plants, a source of information not available elsewhere in America. The surroundings are very attractive, and the Hotel Commercial and the Manoir Hébert afford good accommodation.

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

VIA BEAUCEVILLE (Highway No. 28).—This is the least travelled but the most picturesque of the three highways to Québec. The distance is 147 miles from Sherbrooke to Québec, but the fact that the highway runs practically continuously in open country to Beauceville more than compensates for the additional distance as compared, for instance, with Highway No. 5. The district traversed to Beauceville is essentially a farming one, with no populous centres to delay the tourist. The road is exceptionally fine, and the scenic beauty is unsurpassed in the whole Eastern Townships. Panoramas seen from the highway extend generally some thirty miles on all sides and include many outlying villages on side-roads. The highway is a series of long ascents and descents and the villages are generally situated on top of the numerous hills met along the way.

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

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

Other Highways from Sherbrooke

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

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

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

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

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

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

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

The Chaudière Valley and South-Eastern Counties

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

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

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

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

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

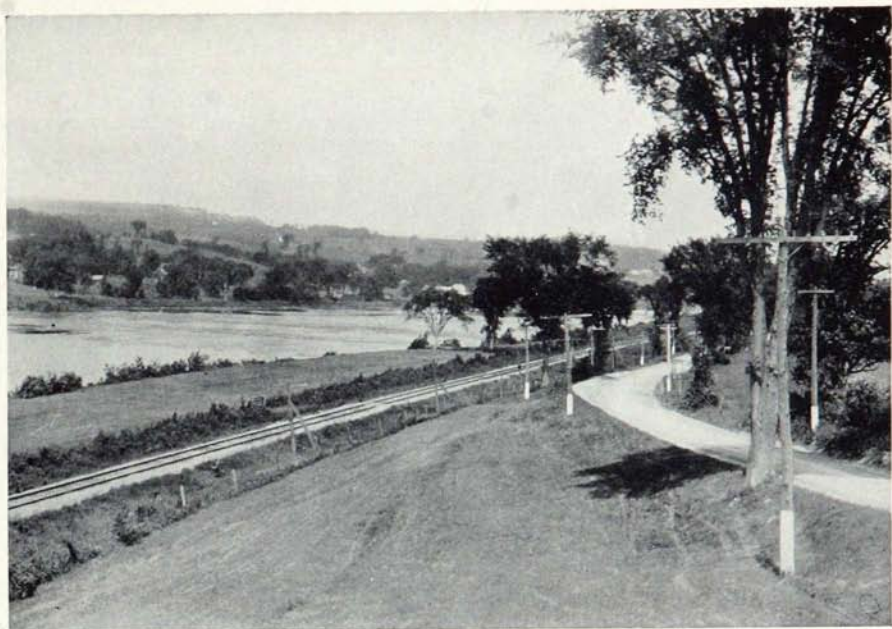
East of the Chaudière Valley lies a district which, although highly cultivated, has a wide variety of delightful scenery and constitutes a great hunting and fishing territory visited each year by numerous sportsmen from the United States and other parts of the Province.

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

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

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

Cross from Québec to Lévis by ferry.



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

LÉVIS.—Pop. 12,000. Owes its name to the Chevalier de Lévis, hero of the Battle of Ste. Foy. Lévis is a thriving industrial and commercial city and a railroad centre. It is also in proximity to military forts erected years ago for the purpose of protecting the City of Québec. The most modern is Fort de la Martinière, between Lauzon and Beaumont. Lévis boasts a classical and commercial college, an hospital, many churches and several religious institutions. There is 20-minute ferry service with Québec in summer and 30 minutes service in winter.

From Lévis, the tourist passes through **Pintendre**, **St. Henri**, a very pretty village on the banks of the Etchemin River, **St. Isidore**, one of the wealthiest agricultural parishes in the vicinity of Québec, and **Scott**, situated on the banks of the Chaudière River. Between Lévis and Scott, the height of land between the St. Lawrence and the Valley of the Chaudière is crossed.

From Scott to St. Georges, the road runs along in the bottom of the Valley, very close to the river. **Ste. Marie**, **Valley Junction**, **St. Joseph** and **Beauceville** are successively traversed. Ste. Marie is a very old village. Valley Junction is at the intersection with Highway No. 1 to Sherbrooke, and St. Joseph, the "chef-lieu" of the County of Beauce, is one of the most attractive centres in the region. **St. Georges**, at the junction of Highway No. 24, has a population of 5,000 and is the most populous town in the district. There is excellent accommodation in every village.

In the village of St. Georges, turn left on Highway No. 24 and proceed through a richly wooded region to St. Camille, passing through the pretty villages of **Ste. Rose** and **Ste. Justine**.

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

From St. Valier, turn back to Québec along the St. Lawrence, the scenery on this stretch being hardly surpassed in the Province. **St. Michel**, **Beaumont**, **Lauzon** and **Lévis** lie between St. Valier and Québec.

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



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

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

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

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

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

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

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

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

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

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

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

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

Québec to Mégantic

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

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

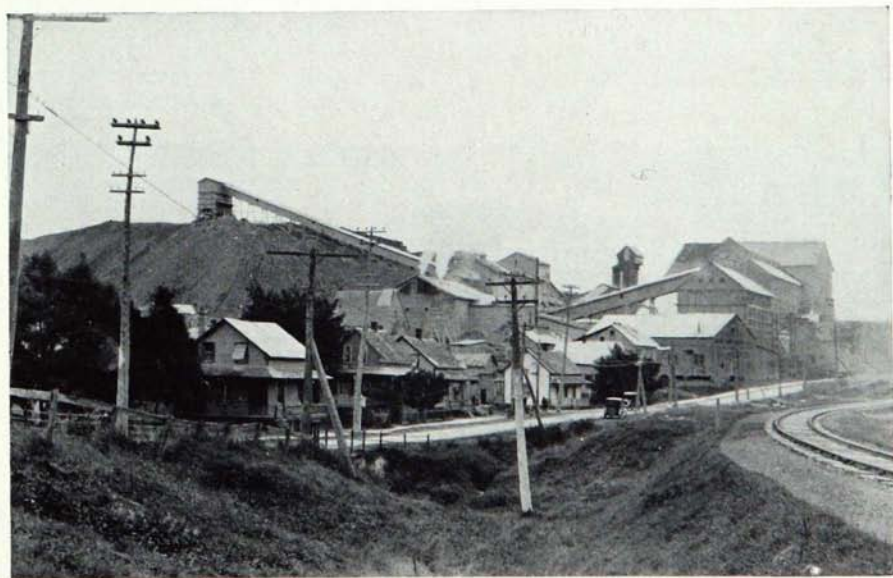
Several routes are available from Mégantic back to Québec, for instance:

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

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

Highway No. 34 to **Victoriaville** and Highway No. 1 to Québec. Total distance for the round trip: 269.45 miles.

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



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

Lower St. Lawrence and Temiscouata

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

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

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



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

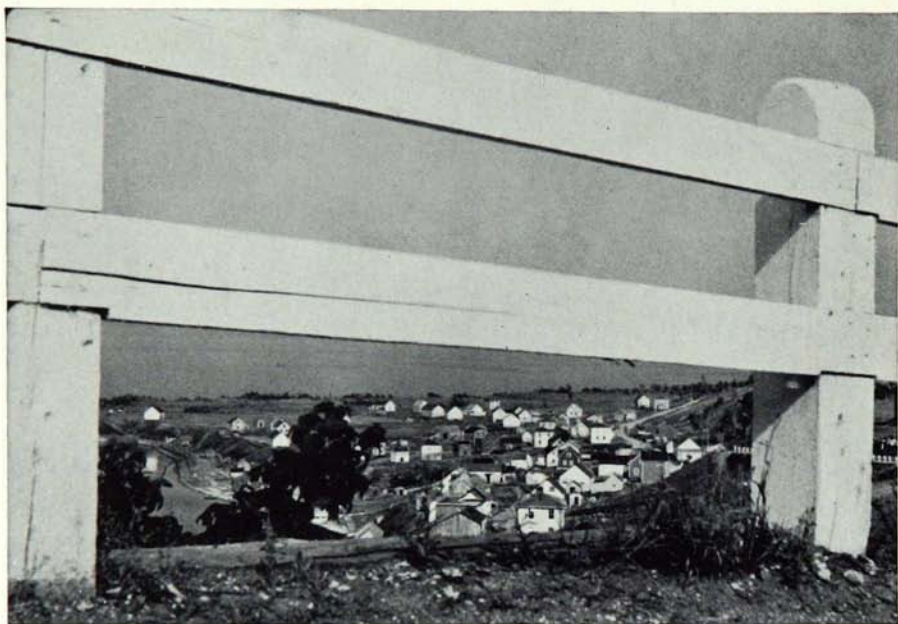


Bringing in a fishing boat, on the lower St. Lawrence

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

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

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



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

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

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

Québec to Rivière-du-Loup and Ste. Flavie

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

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

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

LAUZON, pop. 7,000, 1.40 miles from Lévis, is an industrial city, with large dockyards, shipbuilding and repairing yards, and sawmills.

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

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

Sixty-Six

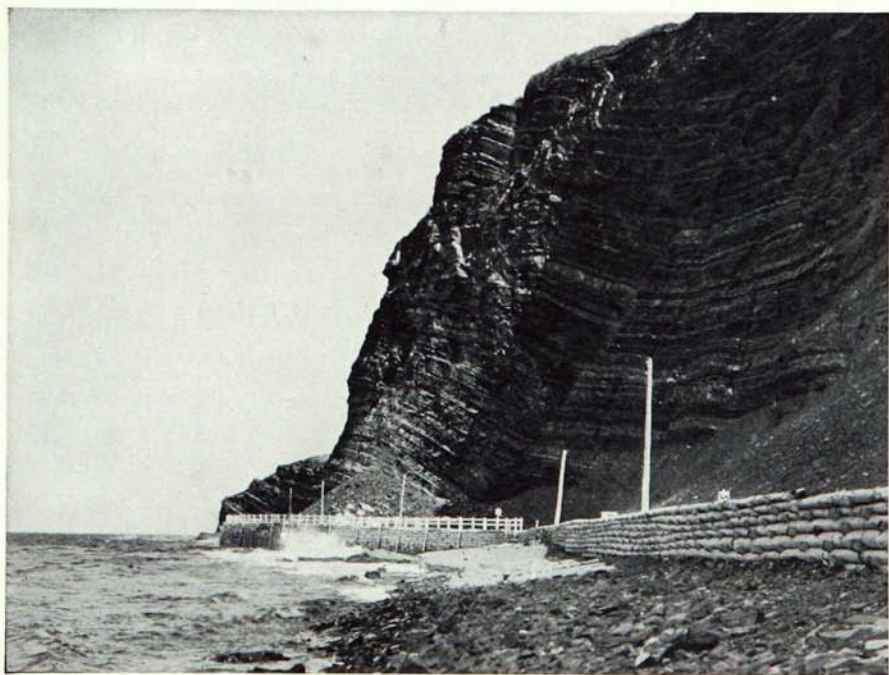
MONTMAGNY.—Pop. 6,500, 35 miles from Québec, is an industrial town, followed by **Cap-St. Ignace**, **L'Islet** and **St. Jean-Port-Joli**, all pretty villages and much frequented summer resorts. St. Jean-Port-Joli has some of the nicest country hotels of the Province, among them the **Castel des Falaises** and **Hôtel de Gaspé**. There is also an excellent tourist camp on the shore of **Lac Trois Saumons**, seven miles inland from St. Jean-Port-Joli. From St. Jean-Port-Joli the tourist passes **St. Roch-des-Aulnaies**, with some nice and very old French-Canadian houses, **Ste. Anne-de-la-Pocatière**, where a famous college gives commercial and classical education and where there is an agricultural school and experimental farm; **Rivière-Ouelle**, **St. Denis**, **Kamouraska**, **St. Germain**, **St. André** and **Notre-Dame-du-Portage**, all prosperous farming parishes and popular summer resorts.

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

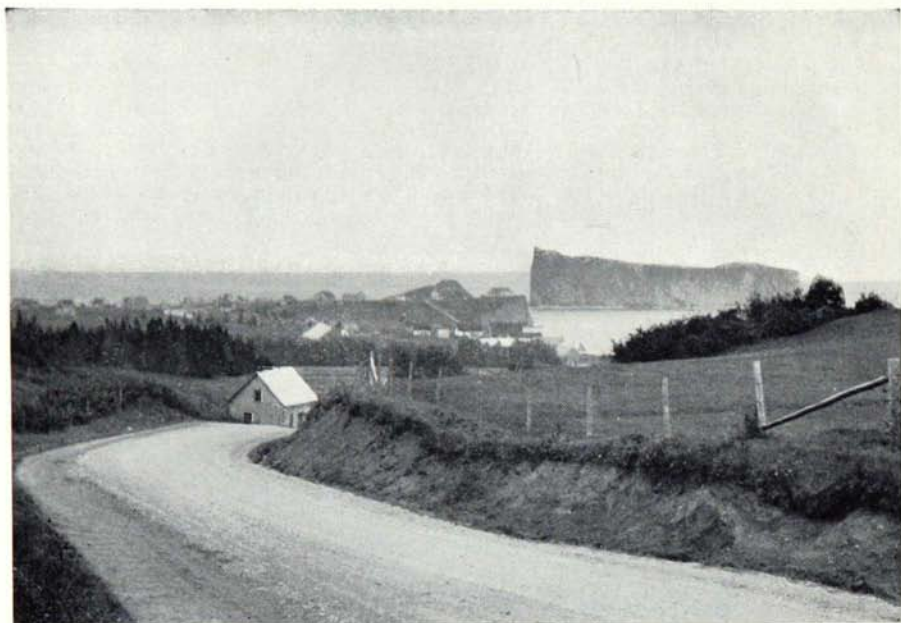
From **Notre-Dame-du-Portage** the tourist proceeds to the parish of **St. Patrice-de-la-Rivière-du-Loup**, where are located some of the finest summer residences, some of them owned by American millionaires, thence to the city of **Rivière-du-Loup**.

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

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



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



The Gaspé highway with Percé and the "Rocher Percé" in the distance

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

From Rimouski, the tourist continues on Highway No. 10 to **Pointe-au-Père**, where pilots leave, or take charge of, all vessels leaving or entering the St. Lawrence. The next village is **Ste. Luce**, beautifully situated on the Great River, there about 30 miles in width, and then **Ste. Flavie** is reached, where begins the Gaspé Highway, and the Matapédia Highway to N.B. and Halifax. Ste. Flavie is 205 miles from Québec.

Rivière-du-Loup to Edmundston

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

Ste. Flavie to Campbellton

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

The Gaspé Peninsula

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

Noted artists have transferred some of the most compelling scenes to canvas, while poets have composed scores of odes about the Peninsula;



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



Gulls and Cormorants haunt the sea-cliffs about Gaspé

celebrated writers have written book-length novels dealing with Gaspé, and hundreds of tyros have set down their experiences while journeying over the circular highway.

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

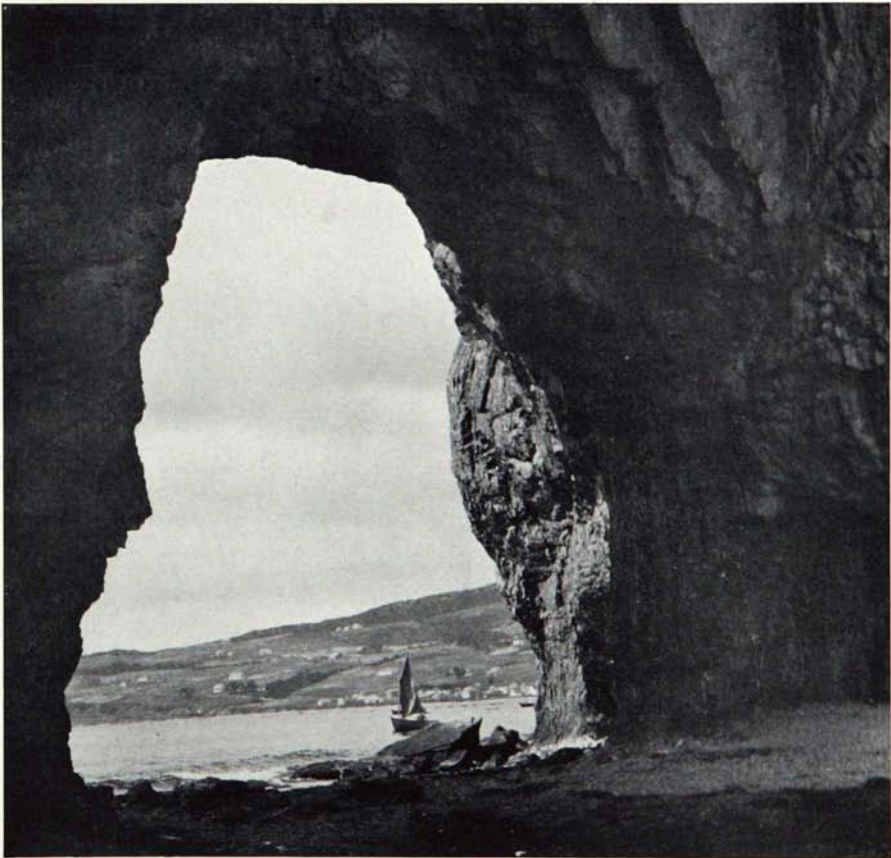
The Gaspé Peninsula is the northern end of the great Appalachian System of mountains, which extends south-west across the Continent as far as the Gulf of Mexico, 3,000 miles away. The local name for the mountains is "Shickshocks," and a height of over 4,000 feet is attained by some of the peaks in Gaspé.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

The Matapédia Valley, and its highway connecting the south and north shores of the Peninsula, via Matapédia and Ste. Flavie, enjoys a peculiar character, the road at times passing between mountains, in valley bottoms

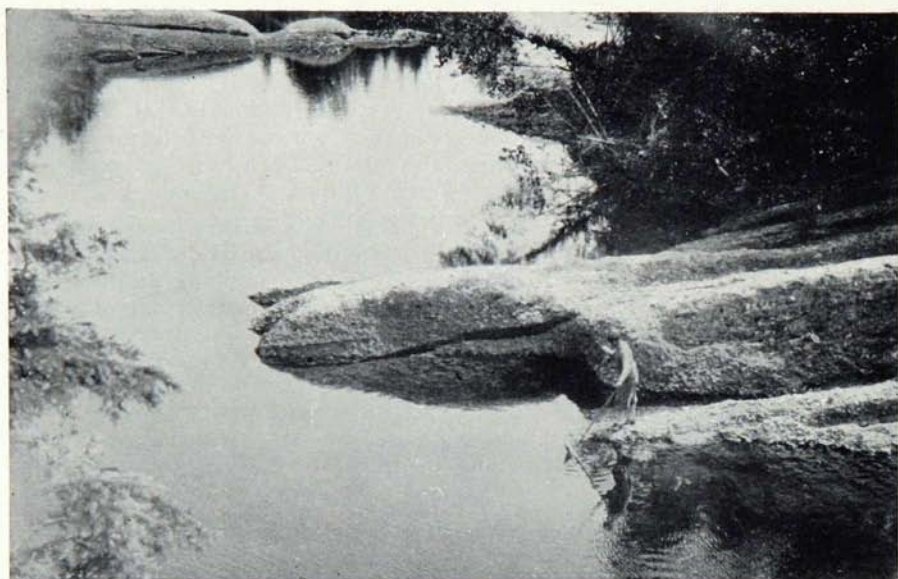
just wide enough for a river, the highway and the railway to pass side by side.

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

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



The "Rocher Percé"



Salmon fishing on the Barrachois River, Gaspé Peninsula

there being a special 32-page de luxe booklet which deals with the outstanding features of this wonder-filled drive. Only a few words will be given here in connection with each section of the trip.

Québec to Ste. Flavie

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

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

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

Ste. Flavie to Ste. Anne des Monts

The first lap of the thrilling Gaspé Peninsula drive takes the visitor through 96.4 miles of delightful scenery, dotted with ten parishes and settlements, among them beautiful watering places.

Four miles from the starting point lies **Métis Beach**, one of the most fashionable summer resorts in the whole of Canada. Then the visitor drives along past the pretty villages of **Baie des Sables** and **St. Ulric**, both bordering the river, until he reaches **Matane**, the most important centre east of Rimouski. Matane offers excellent accommodation at the modern Belle-Plage Hotel, as well as in several other hostelries.

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

Ste. Anne des Monts to Gaspé

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

GASPÉ, with outstanding advantages as a deep-water harbor, is expected one day to be the year-round navigable port of the Province of Québec. Today it is the rendez-vous of thousands of tourists and is one of the outstanding resorts of the Province. It is also a sporting centre of note, with both big and small game in the vicinity, while Gaspé salmon is renowned the world over. Gaspé is the seat of a bishopric, and was the scene of memorable celebrations in 1934, when the four hundredth anniversary of Canada's discovery was celebrated.

Between Ste. Anne des Monts and Gaspé there are a number of important villages, among them being **Mont Louis, Cloridorme, Rivière aux Renards, Cap-des-Rosiers, Cap-aux-Os, and St. Majorique.**

Steep peaks and abrupt descents feature this portion of the highway, and make for never-to-be-forgotten memories.

Gaspé to Matapédia

The distance separating Gaspé and Matapédia is 211 miles, with the highway skirting the Bay of Gaspé, the Gulf and the Baie des Chaleurs for the entire distance. Scenery on this section of the trip offers a distinct contrast from that viewed on the Ste. Anne des Monts-Gaspé portion, but it possesses strong attraction for the visitor, especially that section around Percé, with its world-famous 'rock'.

There are some thirty fishing villages and settlements, as well as a few summer resorts, traversed in the two hundred miles, and every turn of the wheel brings something new into view.

PERCÉ, a scenic marvel and the outstanding summer resort in North America, has been termed 'a marvellous awakening from a wonderful dream'. The famous Island of Percé, or pierced rock, with its arch, creates the illusion of an immense bridge built by a race of Goliaths to join Bonaventure Island and Mont-Joli. Bonaventure Island, lying a couple of miles offshore from Percé, is a bird-sanctuary, and countless thousands of winged creatures may be seen hovering around the Island. Boats for the trip around Bonaventure Island, which lasts about an hour, may be hired at Percé.

Barchois and Douglastown, which are on the Bay of Gaspé, are the first spots reached after leaving Gaspé, and then the traveller gets his first glimpse of Percé, from **Coin-du-Banc**, which is located in that section of the Peninsula known as the Malbaie.

After touring Percé, the visitor makes his way through **Anse du Cap, Ste. Thérèse, Grande Rivière, Pabos, Chandler**, a big village with important pulp mills which resumed activity last year, **Newport, Anse-au-Gascon, Port Daniel**, a summer resort, **Paspébiac, New Carlisle, St. Bonaventure, St. Charles-de-Caplan, New Richmond, Maria,** and **Carleton** in rapid succession, then reaching **MATAPÉDIA**, important railway centre which also enjoys the honor of being the home of the most important salmon fishing club in North America. Matapédia is situated at the mouth of the Matapédia and Restigouche Rivers, and is the terminus of the Québec Oriental Railway, a line now operated by the Canadian National Railways, which runs to Gaspé.

Matapédia to Ste. Flavie

This section of the trip is through the winding and beautiful Matapédia Valley. It constitutes 94 miles of scenic beauty, and is a fitting ending to the wonderful Gaspé Peninsula tour.

Up through the Valley the route follows quite closely the meanderings of the picturesque stream, sometimes no more than a few feet away. The frequent combination of river and towering cliffs and wooded slopes, at all times most impressive, builds up on numerous occasions into panoramas nothing short of gorgeous. This is indeed a scenic treat which should not be missed.

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

The parishes encountered are all thriving and prosperous.

Some of the localities encountered in the 94 mile drive up the Matapédia Valley are: **Ste. Florence, Causapscal, Lac-au-Saumon, Amqui** (Queen of the Matapédia), **Val Brillant, Sayabec, St. Moïse, St. Angèle, St. Joseph de Lépage, and MONT-JOLI** (an important railway centre), which is but 3.7 miles from Ste. Flavie, starting point of the Gaspé Peninsula tour.

At Ste. Flavie the visitor reaches the end of Highway No. 6, and retraces his steps along Highways Nos. 10 and 2 to Québec, unless he prefers to cross from Rivière-du-Loup to the North Shore, at Tadoussac or St. Siméon, and return to Québec on the opposite bank of the St. Lawrence.

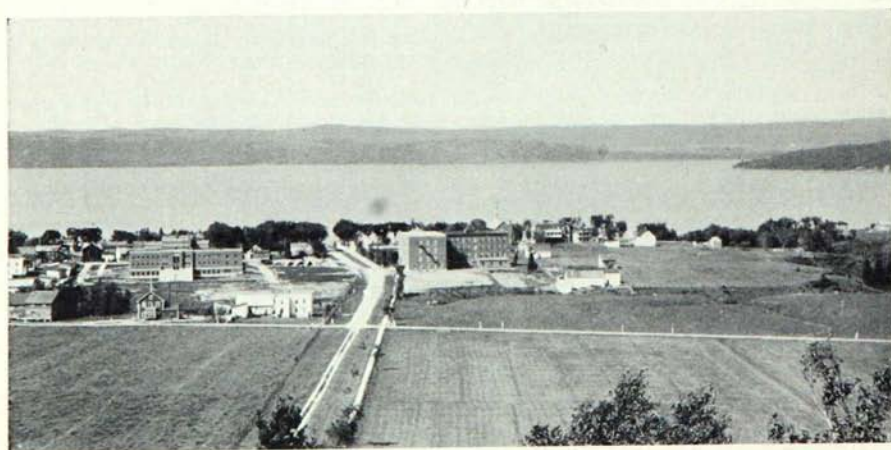
Temiscamingue and Abitibi

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

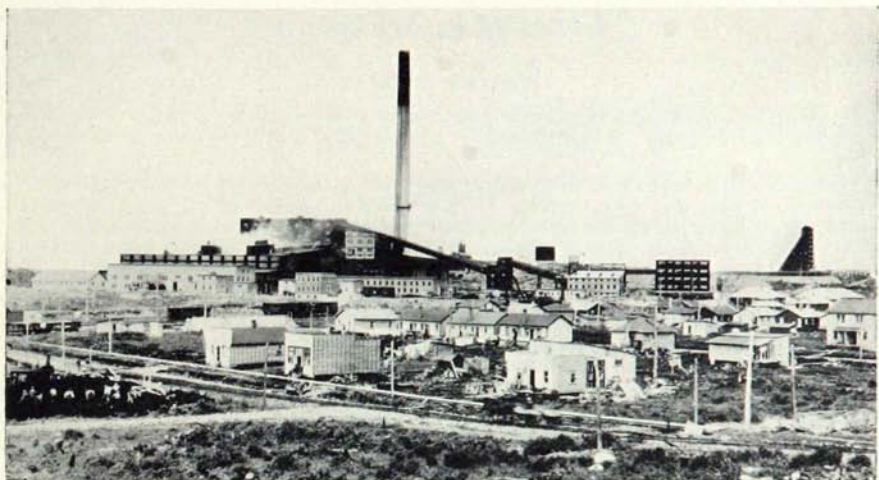
From Québec, the route is via Highway No. 2 to Montréal and Highway No. 8 to Hull and Ile-aux-Allumettes. A ferry boat will take the tourist to Pembroke, Ontario, on the south shore of the Ottawa River, and then Ontario Highway No. 17 will take him to North Bay, where he will turn right on the Ferguson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

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

A new road, running through virgin sporting territory, and considerably shortening the distance between Senneterre and Montréal, will be thrown open to the travelling public this year. This highway, which runs from Senneterre to Mont-Laurier, traverses a picturesque section of the Province, rich in big and small game, and strewn with lakes and streams



Temiscamingue, in the mining and colonization district of the Province.



Copper, gold and silver are mined in the Noranda district.

abounding in game fish. It skirts such well-known sporting territory as Bark Lake and Hunters' Lake, and is the haunt for moose, deer, bear, and kindred animals. 180 miles of enjoyable driving will be available as a result of the new highway.

Principal Places of Interest

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

Témiscaming. — Pop. 2,500; 54 miles south from Ville-Marie, on secondary road, completely improved. It is on the Canadian Pacific Railway, and a centre for lumbering and fishing in the neighboring woods.

Rouyn.—Pop. 4,750, on Highway No. 46. Centre of the Témiscamingue mining region. Served by the highway and by a branch line of the Canadian National Transcontinental Railway.

Noranda.—Pop. 4,000, on Highway No. 46. Situated less than a mile from Rouyn, on the shores of Tremoy Lake, and particularly remarkable for the immense smelter built there at a cost of four million dollars, whose gigantic smokestack is 435 feet high.

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

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

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

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

Amos.—Pop. 3,600, county town of Abitibi, and seat of the judicial district of the same name. Amos is the most important commercial centre of that vast region.

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

General Information

WINTER SPORTS

Regions which are attractive and charming in summer are equally so during winter months, when the Province is covered with a mantle of white, and winter sports of all kinds are in vogue.

Skiing, North America's favorite winter sport, is general throughout the Province, the thousands of hills and dales holding forth an inviting appeal to all people of vigour. There are gentle slopes for the novice, and steep descents for the more experienced skier, while there are also a number of wide fields and stretches of terrain which make for enjoyable cross-country skiing.

The Laurentians, with their hundreds of miles of ski trails and comfortable hotels, the St. Maurice region, with its hills and dales, and the Québec district, with its innumerable lengthy slopes, are the leading ski centres of the Province. Lac Beauport, 12 miles from Québec City, is the newest winter sports resort in the Province.

Comfortable little hotels are to be found everywhere, extending a cheery welcome to all skiers and winter sports enthusiasts.

Skating, too, one of the Province's oldest forms of outdoor amusement, still retains its popularity, with thousands of rinks opening up each fall, and operating at capacity during the winter months.

The thrill of shooting down a steep incline at thirty, forty, fifty miles an hour, may easily be experienced in Montréal and Québec, where big toboggan runs rear their heads against wintry skies, the chutes lanes of glittering, polished ice.

What could be more enjoyable than a sleigh-ride through the peaceful countryside on a crisp winter's night, muffled up in fur robes, and with only the tinkle of sleigh-bells to break the silence?

All these, and other winter sports and pastimes, may be enjoyed in the Province of Québec, and the Tourist Bureau will be pleased to supply, on demand, all desired detailed information.

CANADIAN NATIONAL RAILWAYS

The charm of Québec, with her blended population of French and English speaking people, the richness and quaintness of the rural country-side, the immensity of the forest tracts, the vigor of the industrial towns built upon turbulent water-powers, the greatness of its modern cities and the wondrous scenery of this great Province, all are brought into close touch, not only by the splendid Provincial Highway System, but also by the Canadian National Railways.

The Canadian National Railways have a total mileage of over 2,900 miles in the Province. From Montréal, rail and commercial metropolis, radiate main and branch lines affording easy accessibility to points in all directions by means of direct through trains. The Laurentians are served; the St. Lawrence North and South Shores and the Laurentides and Lake St. Jean District, Québec's finest fishing, hunting and resort areas are reached by Canadian National Railways. Through trains from Montréal afford direct connections at Mont-Joli with the Gaspé Tours Line.

Trains operated by the Canadian National Railways in the Province of Québec are so scheduled that first class connections can be made for any part of the United States.

Any Canadian National passenger representative in Canada or in the leading United States cities will gladly furnish particulars of accommodations and train service and supply descriptive folders.

QUÉBEC RAILWAY

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

CANADIAN PACIFIC RAILWAY

In the Province of Québec there is no city, town or village of any importance which cannot be reached by either road, rail or steamer. This Highway system of the Province, admittedly one of the finest of its kind on the American continent, spreads throughout the length and breadth of the Province and is supplemented by a magnificent transportation service operated by the Canadian Pacific Railway.

From Montréal, headquarters of this great railway system, lines run to practically every part of the Province, giving easy access to all localities of interest. There are but few communities in Québec that are not within reach of one another by rail over the Canadian Pacific.

Main lines extend from Montréal to Québec, Ottawa, and other large centres, with branch lines to many other cities, towns and villages. And in addition the system spreads into the neighboring provinces and across the international boundary.

Good connections can be made from the principal localities in the Province of Québec, via Canadian Pacific, for points in the United States.

Canadian Pacific passenger agencies throughout the world will gladly supply all necessary information and time-tables in connection with any trip, from the mere holiday visit to the more extensive tour or cruise into unknown parts of the globe.

CANADA STEAMSHIP LINES

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

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

From Montréal it is an overnight trip to Québec. There are also regular sailings from Montréal and Québec to the famous Saguenay River, and passengers can take their automobiles along with them to make the tour of Lake St. Jean.

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

CLARKE STEAMSHIP LINES

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

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

Steamers sail regularly between Montréal, Québec, the Gaspé ports, North Shore points, Labrador and Newfoundland.

Full information can be secured from the Traffic Manager of the Clarke Steamship Company, Dominion Square, Montréal.

ANTICOSTI SHIPPING COMPANY

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

PROVINCIAL TRANSPORT CO.

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

In addition Montréal is linked with New York and Boston and intermediate points by connecting services operated by the Company.

GASPÉ TOURS LINE

This company operates circle tours of Gaspé Peninsula of three and four days. All-Expense, leaving Mont-Joli daily in new model five-passenger closed cars; only four passengers to a car. Drivers are thoroughly familiar with the route, the history and attractions of the region.

For further information, apply to any Canadian National Railways ticket agent, to the Province of Québec Tourist Bureau, or write direct to Gaspé Tours Line, Mont-Joli, P.Q.

QUÉBEC RAILWAY MOTOR TOURS

The Québec Railway Motors Tours is also operating bus tours round the Gaspé Peninsula, departures being guaranteed from Québec City on Monday, Tuesday, and Thursday mornings during July and August.

AIRWAYS

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

The Canadian Airways Limited is carrying out continuous operations along the North and South shores of the St. Lawrence, providing regular services to the mining areas of Northwestern Québec, maintaining aircraft at strategic points to transport fishermen, hunters and tourists to Nature's many desirable playgrounds throughout the Province, and providing connections with important trans-continental air routes.

Canadian Airways Limited bases, at which comfortable cabin aircraft with capacities of from one to nine persons each are stationed, are as follows: Senneterre, Oskelaneo, Burbridge (Blue Sea Lake), St. Hubert de Chambly, Longueuil, Québec City, Lake St. Joseph (Portneuf County), Seven Islands.

The head office of Canadian Airways Limited, is at 1010 Confederation Bldg., Montréal, P.Q.

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

QUÉBEC SPEED LIMITS

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

FULL STOP AT LEVEL CROSSINGS

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

CANADIAN CUSTOMS REGULATIONS

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

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

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

THE NEW LAW RESPECTING THE CARRYING OF FIREARMS IN CANADA

SHOTGUNS AND RIFLES.—Non-residents should bear in mind that shotguns and sporting rifles (military rifles are not admitted) are admissible without deposit or Customs Importation Permit. However, a permit to carry a weapon, obtainable from the Chief of the Provincial Police, in Québec or Montréal, is required to carry these firearms in the Province of Québec. To avoid undue difficulty, sportsmen are advised to obtain, in advance, from the Chief of the Provincial Police, form 76B to be filled in, and the permit will be granted and forwarded if justifiable.

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

It is also compulsory to obtain a permit issued by the Department of National Revenue, at Ottawa, an application being made direct there, accompanied by the weapon permit

obtained from the Chief of the Provincial Police or referring to the number thereof, and stating the port of entry. Self-loaders and automatic pistols are not admitted.

ARTICLES FREE OF DUTY

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

CANADIAN GALLON vs U.S. GALLON

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

FREE PUBLICATIONS OF THE PROVINCE OF QUÉBEC TOURIST BUREAU

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

QUÉBEC HIGHWAY AND TOURIST MAP.—Accordion folded. In four colors. Includes a general map of the Province, large scale maps of the Montréal and Québec districts, a special section showing the Gaspé Peninsula region, one indicating the Lake St. Jean and Laurentides National Park sectors, detailed plans showing entries and exits of Montréal, Québec, Trois-Rivières and Sherbrooke, table of distances, list of cities and towns in the Province, with populations, summary of the fish and game laws, Canadian and United States Customs regulations, firearms law, speed limits, travel services, and other information of interest to tourists. Bilingual.

TOURS IN QUÉBEC.—An 80-page guide of the Province of Québec. Profusely illustrated, and replete with interesting information about the Province, its historic and scenic points of interest, etc.

ROMANTIC QUÉBEC, GASPÉ PENINSULA.—32-page de luxe full color booklet on the Gaspé region. Provides a delightful aspect of the Gaspé section, and outlines the 'most wonderful trip in North America'.

HISTORICAL GUIDES

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

FOLLOW WHITEWASHED POLES

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

IMPORTANT NOTICE

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

PROVINCE OF QUÉBEC TOURIST BUREAU
Parliament Buildings, QUÉBEC CITY

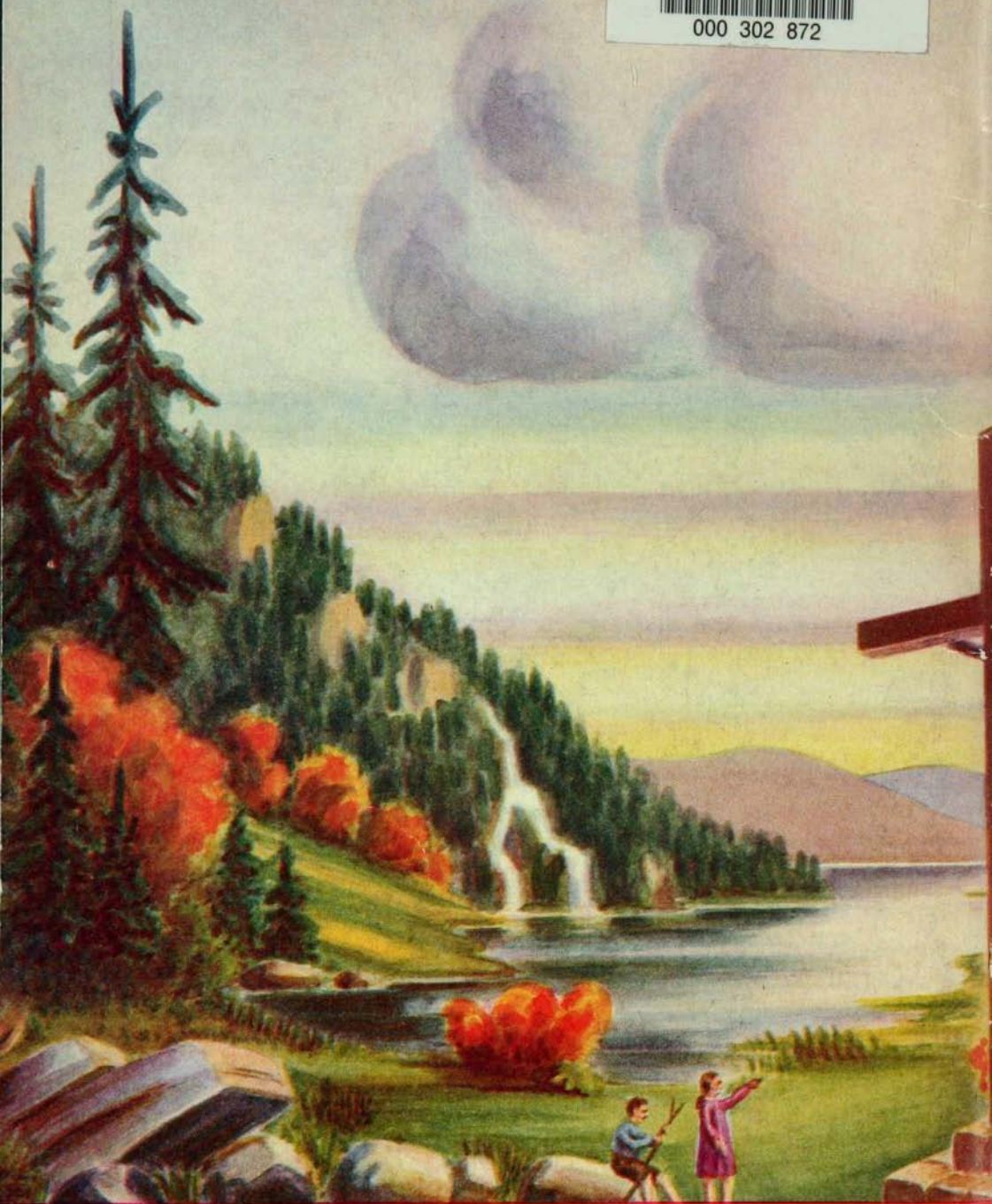
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