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OFF




**C** HARLEVOIX

*Courtesy of  
Dubuque Automobile Club*



**C** HICOUTIMI



**L** AKE ST JEAN



*Chouinard*



Bibliothèque Nationale du Québec

## TRANSPORTATION

The Canadian National Railways serve this district of the Province. One line runs from Québec to La Malbaie, in Charlevoix County. Another operates between Québec and the Lake St. Jean region, regular services being operated in both instances.

Regular electric train service is also operated between Québec, Ste. Anne de Beaupré and St. Joachim by the Quebec Railway.

La Malbaie, St. Siméon, Tadoussac and Bagotville, are reached by steamer, Canada Steamship Lines vessels making the Saguenay tour stopping at each place, with Bagotville terminus for the tour. A number of tourists are now boarding one of the company's steamers at either Montréal or Québec, with their auto, and sailing along the St. Lawrence and up the Saguenay as far as Bagotville, there to land and motor around Lake St. Jean, afterwards returning to Bagotville, boarding another vessel, and return to their starting point.

Airplane service is also available, from Québec to all districts in the Lake St. Jean, by Canadian Airways, Limited.

## FERRIES

Regular ferry service is maintained between St. Siméon, Tadoussac and Rivière du Loup, affording a means of communication for travellers who have visited Gaspé and wish to tour the Lake St. Jean district.

There is also a ferry operating between Baie Ste. Catherine and Tadoussac, at the mouth of the Saguenay River.

## HOTELS AND BOARDING HOUSES

Visitors to the Province of Québec find in every locality, whether city, town or village, the most satisfactory kind of accommodation. Some of the hotels in the larger centres compare favorably with the largest hostelries on the American continent, and the smaller hotels and inns are in many cases delightful resting places. In addition to the regular hotels there are a very large number of excellent boarding-houses in the Province of Québec, houses where rooms alone can be secured or where both rooms and board are available.

There are also many regular, well-equipped, tourist camps throughout the Province. They are located along or near the main highways or on the shores of some picturesque lake or river, and for those who carry their tent and other camping outfit, there is a great choice of ideal sites where they can stop overnight in comfort and security.

Lists of hotels and boarding-houses in the Province can be secured free of charge by writing to the Provincial Tourist Bureau, Roads Department, Parliament, Québec.

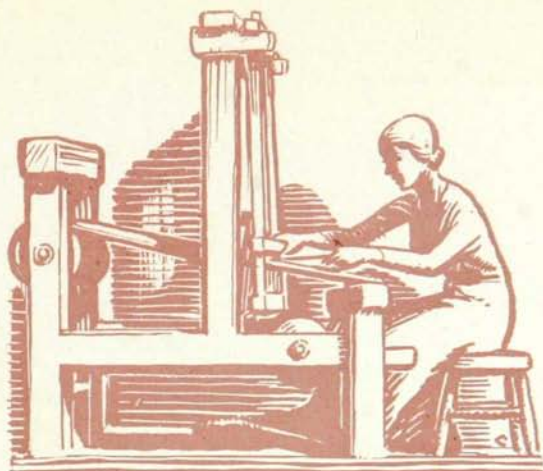
For all authentic information respecting the resorts in the Province of Québec, the recreation facilities, conditions of the roads, accommodation and other directions, intending visitors should write to the Provincial Tourist Bureau, at the above address.

## IMPORTANT

Buying one gallon of gasoline while in the Province of Québec is equivalent to buying  $1\frac{1}{2}$  U.S. gal., since the Canadian (or Imperial) gallon is equal to  $1\frac{1}{2}$  U.S. gal.

## NOTICE TO AMERICAN CITIZENS

Passports are not required of tourists entering Canada. On their departure, however, they must be prepared to prove to the American Customs officers that they have the right to enter the United States. To this end, they should carry with them their birth certificates or a certificate from the secretary or clerk of their place of residence.



**CHARLEVOIX  
CHICOUTIMI  
LAKE ST JEAN**



**PROVINCIAL TOURIST BUREAU**

*Roads Department, Québec, Canada*

Hon. J. E. PERRAULT,  
Minister.

J. L. BOULANGER,  
Deputy Minister.

ARTHUR BERGERON,  
Assistant Deputy Minister.



## QUÉBEC AND DISTRICT



ANCIENT Québec, only walled city in North America, sitting in a gigantic amphitheatre of hills, former Capital of the Dominion and present seat of government for the Province, occupies a position remarkable—temperamentally as well as topographically—among cities of the world. Birthplace of civilization in America, Québec can claim more than three and a quarter centuries

of existence (it was founded in 1608) and has aged so gracefully and graciously that the successive stages of its growth have never been wholly obliterated.

Québec has retained the beautiful, massive buildings that were characteristic of the days when men built both beautifully and massively. Its narrow, winding streets, turreted battlements, casemented windows and other medieval aspects impart to it that spirit of long ago, and make it truly a "City of Remembrance".

Québec is easily reached by many highways. It is also accessible by rail, over the Canadian National and Canadian Pacific lines, by bus through the Provincial Transport Company, by air, through the Canadian Airways, Limited, and by steamer, through the Canada Steamship and the Clarke Steamship Lines.

It is starting point for a number of interesting tours, and also point of departure for the Lake St. Jean and Gaspé Peninsula journeys.

DISCOVERED IN 1535.—Called the Gibraltar of America, Québec saw Indians roaming over Cape Diamond long before it was visited by whites. Jacques Cartier first visited it in 1535. Champlain selected it for

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the capital of New France in 1608. Québec witnessed the initial efforts of France for the colonization of Canada, and has since been linked with every phase of the Dominion's history.

**WHAT TO SEE IN QUÉBEC.**—There are so many interesting and historical "sights" in Québec that several days would be required to see them all, but among the most interesting places are: the *Fortifications*, comprising the *Citadel*, on a promontory 350 feet high; the *Enclosing Wall*, two miles long; the three *City Gates*, part of the city's old defense system; the *Battlefields Park*, site of the Battle of the Plains of Abraham, in 1759; *Wolfe's Cove*, with its goat-path up the cliff, scaled by British soldiers for the battle of the Plains; *Dufferin Terrace*, world-famed boardwalk overlooking the St. Lawrence; *Montmorency Park*, location of Canada's first House of Parliament; the *Ramparts*, with their ancient cannon; *Avenue des Braves*, *Ste. Foy Park*, where the last clash between British and French occurred; *Notre Dame des Victoires Church*, built in 1608, etc.

**THREE CENTURIES OF HISTORY.**—Québec is starting point for the popular Charlevoix, Saguenay, Chicoutimi, Lake St. Jean and Laurentides National Park journey, and history's pages are turned back three centuries in thirty miles, since immediately on leaving Québec behind, via Highway No. 15, the traveller crosses Giffard and Beauport, where land was first tilled in 1634, Courville and Montmorency, villages erected before the Eighteenth Century, with Montmorency noted as the site of one of Canada's highest waterfalls.

Here the visitor is in the midst of the gently sloping shelf between the mountains and the mighty St. Lawrence, one of the finest agricultural districts in the Province. Here were set up, three centuries ago, the first homesteads outside the fortifications of Québec, and many are the cases in which descendants of pioneers of 1634 are tilling today land won from

*The Château  
Frontenac,  
Québec.*



the forest by their intrepid forbears. Ancient houses are numerous, the Vézina building in the centuries-old village of Boischatel (near Montmorency), being a typical example. It is said that this house, still well preserved, was used as headquarters by Wolfe in the summer of 1759.

Most of the parishes were founded long before the close of the Seventeenth Century and the tourist, following Highway No. 15, traverses L'Ange Gardien (1675), Château Richer (1636) and Petit Pré (1691), before reaching Ste. Anne de Beaupré, founded in 1650 by storm-wearied Breton sailors, and to-day one of the most famous places in the world.

**STE. ANNE DE BEAUPRÉ.**—The shrine at Ste. Anne de Beaupré, renowned the world over, home of countless miracles, is a far cry from its humble beginning, when grateful sailors erected a tiny chapel as thanksgiving to Ste. Anne in directing them to land when they were in danger of shipwreck. This tiny chapel is still preciously preserved.

Highway No. 15 then runs through the village of Beaupré, two miles away, and then the tourist reaches St. Joachim, with its unique historic associations with the past.

It was at St. Joachim that Champlain, founder of Québec, built two rows of houses and stables in 1626, razed by the Kirk Brothers and their English forces two years later, when the entire village was put to the torch. But three houses escaped destruction, and one of these, the Cyrias Goulet building, is still well-preserved. Ruins of the first church and school, built in 1684 and razed in 1759, are still to be observed at St. Joachim.



*The Basilica at  
Ste. Anne de  
Beaupré.*

*An aerial view  
of the Isle of  
Orléans.*



**THE ISLE OF ORLÉANS.** — Completion of a steel bridge across the St. Lawrence, to be open on or about July 15, 1935, between the village of Montmorency and the Isle of Orléans, now enables visitors to tour this gem-like strip set in the middle of the St. Lawrence, a few miles below Québec, as they make their way towards the Lake St. Jean region.

Formerly, access to this entrancing island was only available by ferry in summer, and ice-bridge in winter, but now visitors can tour the Island at any time, and it is well worth a visit.

The bridge, a structure 2.8 miles in length, with a central span of 1,059 feet, was started in 1931. It spans the St. Lawrence between Montmorency and St. Pierre, on the Island, and has a twenty-foot roadway, and two five-foot sidewalks.

Ancient spinning-wheels; open-air ovens; ox-carts; wayside shrines and calvaries; all help lend an Old-World atmosphere to the Island, discovered by Cartier in 1535, and possessing that indefinable charm commonly associated with Brittany, Normandy and other parts of France.

Many of its buildings are two centuries and more in age. In Ste. Famille the church dates back to 1709, while the convent is 250 years old. Ste. Famille also has the first mill built on the island. The other parishes have their historic treasures, too, among them St. François, whose church (built in 1734) was bombarded by Wolfe's soldiers in 1759, and used as a hospital. St. Pétronille was the site of the British encampment the same year.



## CHARLEVOIX AND NORTH SHORE



**T**HAT portion of Highway No. 15 from St. Joachim, extending to St. Siméon, entrance to the "Kingdom of the Saguenay", and traversing Charlevoix County, is noted for its broken scenery, its picturesque villages, the number of fox-farms and ranches studding the country, and the noted summer resorts to be found in large numbers.

After following the St. Lawrence for some thirty odd miles, all the way from Québec, the highway veers slightly inland from St. Joachim, scales the Laurentians and runs along their crest practically the whole way to the Saguenay, dropping down at but three places: Baie St. Paul, La Malbaie and St. Siméon. The result is a delightful series of ups and downs, with many magnificent views of the broad stretches of the St. Lawrence. This latter, with its opposite shore only faintly visible in the distance, is more like an inland sea than a river.

This reach of the river saw much of Canada's early history in the making, since the fleets of Jacques Cartier, Champlain, the Kirk Brothers, Phipps, Wolfe and other notable figures of the country's young days sailed its water. To-day, huge liners and freighters are to be seen on the wide stretch of the St. Lawrence, a distinct contrast to three centuries ago.

From St. Joachim, the highway traverses the pretty little village of St. Tite des Caps, so called because the village lies at the foot of mountains, behind Cap Tourmente, and runs to St. Cassien and Baie St. Paul.

The latter place is the heart of the fox-breeding industry. It is built on the head of a bay, and is first glimpsed by the traveller through a gap in

the hills. Closer inspection reveals it to be a charming spot, with the highway running down to within a short distance of the river.

**ÎLE AUX COUDRES.**—Baie St. Paul is opposite the romantic Île aux Coudres, where there is a three hundred year-old windmill still in operation, and where Mass was celebrated for the first time in Canada, on Sept. 7, 1535, (a commemorative cross now marks the spot), while there are a number of wayside Calvaries on the Island. Île aux Coudres (Hazel Nut Island), derived its name from the profusion of hazel nuts found on the island centuries ago.

The island is reached by ferry from Baie St. Paul, regular services being maintained.

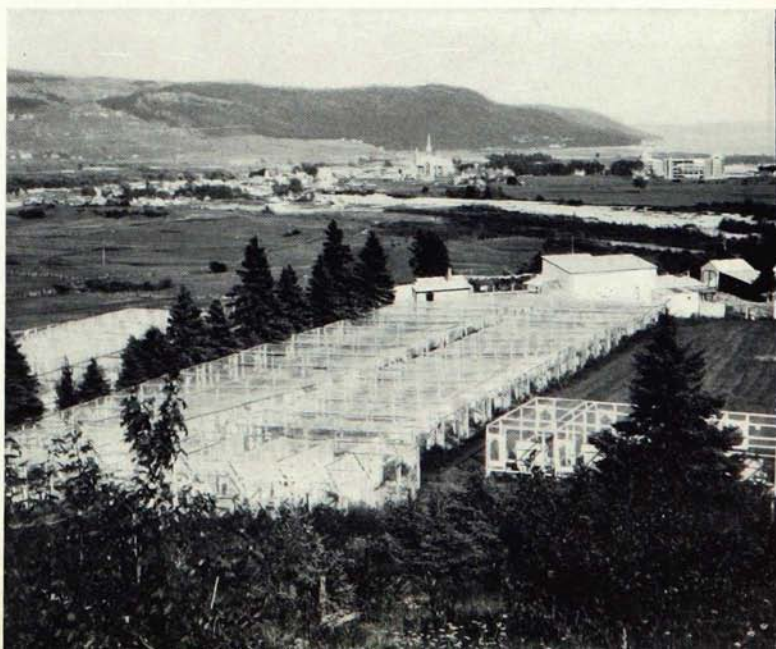
Highway No. 15 goes through a number of noted summer resorts after leaving Baie St. Paul. *Les Éboulements*, named after a landslide which engulfed a church in 1663, is the first stop. The village contains a number of ancient buildings, and is a most popular spot in summer.

The highway beckons, and the summer resorts of St. Irénée, Pointe au Pic (so called because of the mountains immediately behind the village), and La Malbaie follow.

La Malbaie, founded in 1774, but christened by Champlain in 1608, was formerly called "Male Baie", the word "male" being an old French adjective which signified "bad". Champlain bestowed this name on the place because of bad anchorage for his fleet. The name was gradually converted to Malbaie.

**A MAGNIFICENT VIEW.**—Pointe au Pic, a mile distant from La Malbaie, is one of the outstanding summer resorts in the Province, and possesses one of the finest beaches along the North Shore. A magnificent

*General View  
of Baie  
St. Paul.*





*The Heights  
at  
Pointe au Pic.*

panorama of the surrounding country may be obtained from the heights of Pointe au Pic, with the Pilgrim Islands, the villages of the South Shore and the Appalachian Mountains visible in the distance.

From La Malbaie, Highway No. 15 crosses Cap à l'Aigle, another fashionable summer resort which was thus named by Champlain because he likened the nearby cape to an eagle's aerie, and St. Fidèle, an agricultural village. Then the tourist reaches St. Siméon, 114.05 miles from Québec, and entrance to the "Kingdom of the Saguenay", that extensive region of mighty watercourses and astounding forest wealth, which was long considered only in the light of an exceptional hunting, trapping and fishing territory, but which has recently become a potent factor in the economic development of the Province.



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Highway No. 15, which the traveller leaves at St. Siméon, to strike out for the Saguenay and Lake St. Jean district, continues on to Ste. Anne de Portneuf, seventy-eight miles, traversing Baie Ste. Catherine, crossing the Saguenay to Tadoussac, summer resort de luxe, and port of call for Canada Steamships vessels making the Saguenay tour; Bergeronnes, Les Escoumains, St. Paul du Nord, and finally Ste. Anne de Portneuf, through a region scarcely opened to colonization, but rich in scenic interest. A ferry operates regularly between Les Escoumains and Trois Pistoles, on the South Shore.

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From Baie St. Paul the motorist has the choice of following the St. Lawrence as far as St. Siméon, over Highway No. 15, or of branching inland

over Highway 15A, for a distance of some thirty miles, to rejoin the main road at La Malbaie. The branch highway leads through the charming village of St. Hilarion to connect with Highway No. 15 at La Malbaie. The scenery is of surpassing beauty.



From St. Siméon, the tourist may strike out on Highway No. 16, to Chicoutimi and around Lake St. Jean, or he may follow Highway No. 15 as far as Baie Ste. Catherine, cross to Tadoussac by ferry and take the boat up the Saguenay. If he so wishes, he may take the boat at St. Siméon for the Saguenay trip.

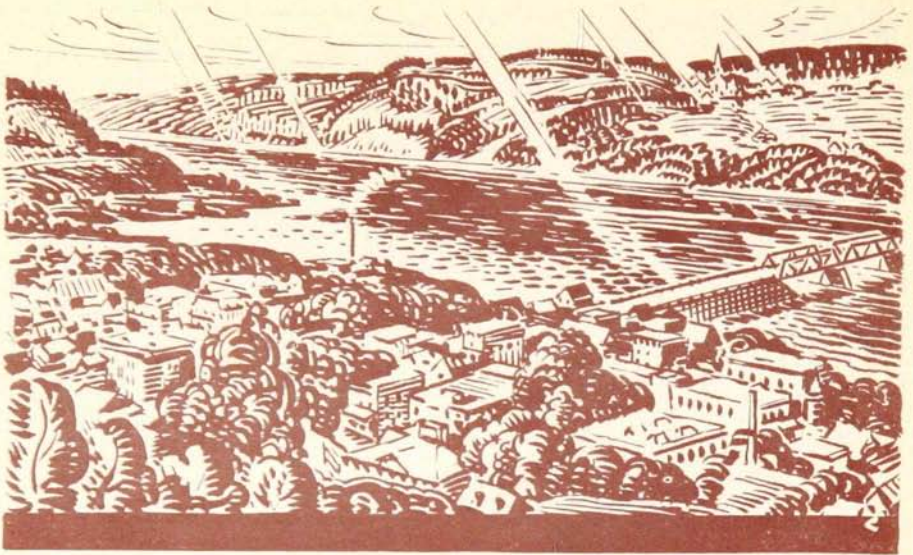
No matter which journey he chooses, he will find plenty of interesting scenery, historical associations, while good highways make motoring a pleasure. There are a number of comfortable hotels and inns all over this section of the Province.

The entire district between Québec and La Malbaie is served by railway, through the Canadian National, and by boat. La Malbaie, St. Siméon and Tadoussac are halts for the Canada Steamship Lines boats on their way to and from the Saguenay during the season, daily stops being made at each place. In addition there is a ferry service between St. Siméon, Tadoussac and Rivière du Loup, on the South Shore.



*Tadoussac,  
Summer  
Resort de Luxe.*





## CHICOUTIMI AND UPPER SAGUENAY



**A**FTER having travelled 114 miles beside the St. Lawrence, from Québec to St. Siméon over Highway No. 15, the tourist leaves both river and Highway No. 15 at St. Siméon, to branch off on to Highway No. 16, which will lead him through the "Kingdom of the Saguenay" to Chicoutimi and as far as St. Bruno, where he will connect with Highway No. 55, around Lake St. Jean.

Formerly roamed by fur-seeking Indians and trappers operating for the Hudson's Bay Company, and home of millions of fur-bearing animals of all species, this vast region has now become highly industrialized, and is the site of huge hydro-electric developments, newsprint mills, aluminum factories, etc., with model villages having sprung up almost overnight.

Thriving towns, built around immense industrial plants, and prosperous villages now stand where but a few short years ago was to be found nothing but the sombre virgin forest. Wheels of industry in the many huge plants of the district are being turned by power derived from hydro-electric developments right in the "Kingdom of the Saguenay".

**THE SAGUENAY.**—For centuries the upper Saguenay, between Lake St. Jean and Chicoutimi, was untamed, and it was only harnessed in recent years, as the result of astounding engineering feats. So swift was the river, so treacherous, so blocked with mighty rapids that none dared undertake the task of taming the stream, and harnessing its power, until ten years ago.

The lower Saguenay, between Chicoutimi and Tadoussac, is a veritable fjord almost on sea level to Chicoutimi. Called the "deep, mysterious river" by Indians of long ago, Jacques Cartier is reported to have looked

at the deep, black flood that rolls out of the narrow gorge at Tadoussac and to have sailed away. Champlain was the first white man to sail his fragile "bateau" up the narrow chasm and return with tales of its tremendous gorge, enormously deep waters, mysterious echoes and towering, forest-covered cliffs. Even before Champlain, it is believed that hardy trappers penetrated its fastness, to return with rich pelts, but for hundreds of years the Saguenay went its way undisturbed by man.

**THE CHICOUTIMI DISTRICT.**—The Chicoutimi district is famous for its cheese and blueberries, being known as the "land of blueberries", and despite the short season, quantities of the finest peas, beans and potatoes are grown, and marketed, from that region.

Throughout the region, of which admirable views are obtained from the highway, agriculture is being rapidly advanced in the wake of the retreating forest, and parishes are becoming more firmly established from year to year.

Although Lake St. Jean was discovered as early as 1641 by Rev. Father Dequen, a Jesuit missionary, when its original inhabitants, the Montagnais Indians, called it Piaquagami (Flat Lake), the district, as well as that of the Saguenay, was only opened up to colonization in 1850.

Some of the most important towns in the region are traversed during the delightful 126 mile journey between St. Siméon and St. Bruno, among them Chicoutimi, metropolis of the upper Saguenay district, and possessing an important harbor; Port Alfred, which has a deepwater harbor, and is a shipping point for newsprint to Europe and the United States; Jonquière and Kénogami, both paper towns; and Arvida, home of aluminum.

**ST. SIMÉON TO GRANDE BAIÉ.**—From St. Siméon to Grande Baie the highway traverses a mountain region in which are repeated many of the most fascinating characteristics noted in the preceding section.



*Cape Eternity,  
on the  
Saguenay  
River.*



*Bagotville, with  
Port Alfred and  
Grande Baie in  
the background.*

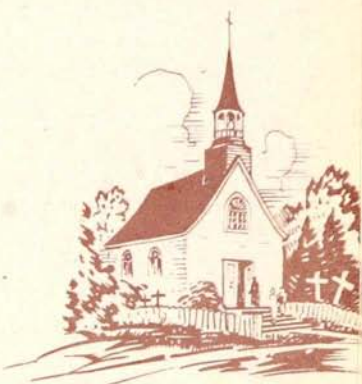
Covered over almost its whole extent by dense forests abounding in game, and watered by numerous lakes and rivers well stocked with fish, this district is frequented by numerous sportsmen in quest of big game and good-sized fish. It is almost undeveloped, but the opening of a highway will have the effect of stimulating progress in that remote region. The latter's charm lies chiefly in the absence of large settlements, the prevailing wilderness and the almost undisturbed silence.

The villages of Petit-Saguenay, L'Anse-St. Jean (this latter on the shores of the Saguenay River, four miles from the highway) and St. Félix d'Otis are the only centres 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 the 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.

**THE REGION'S OLDEST PARISH.**—Grande Baie was the first parish founded in the Saguenay district, coming into being in 1837, or thirteen years before the region was opened up generally to colonization. It is located near the end of Baie des Ha ! Ha !, and its first settlers consisted of a group of "Twenty One" who set out from La Malbaie, and laboriously made their way through ninety-five miles of virgin forest and over rushing streams, to finally establish themselves in the midst of the wilderness.

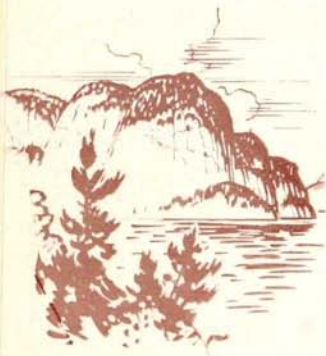
Bagotville and L'Anse St. Jean were founded two years later. Other groups ventured out to establish more settlements and, despite all diffi-



culties encountered, the forest retreated slowly before the advance of the colonist, agriculture developed, and industry obtained a foothold.

Port Alfred, a comparatively modern town, and a newsprint and shipping centre, thirteen miles from Chicoutimi, is then reached. It was founded in 1918, and is terminus for the Roberval-Saguenay Railway, which was built to facilitate the transportation of pulpwood, produced in considerable quantities in the district. Port Alfred possesses a fine deep-water harbor, and annually witnesses the loading of numerous ships, with newsprint cargoes, for European points.

Bagotville, founded in 1839 on the western shore of Baie des Ha! Ha!, export centre for a large quantity of pulpwood, follows. Bagotville is terminus for the Canada Steamship Lines cruise steamers up the Saguenay, and is twelve miles from Chicoutimi, county seat and most important town in the region.



**CHICOUTIMI, METROPOLIS OF THE UPPER SAGUENAY.**—The environs of Chicoutimi are picturesque in the extreme. From the heights of the town, prettily situated on the south bank of the Saguenay, in a sort of natural amphitheatre, the view embraces a superb panorama, closed by the far-off Laurentians. At night a luminous cross on the heights of Ste. Anne de Chicoutimi, across the river on the north bank of the Saguenay, reminds the visitor of the religious origin of the first settlers. The Saguenay is the outlet for the Chicoutimi River, which empties into the former stream in the heart of the town, and produces considerable power, over 20,000 horse-power, used

*Chicoutimi,  
Metropolis of  
the Upper  
Saguenay.*



on the spot, being developed from the Chicoutimi stream, while a great deal more is available.

Chicoutimi is the natural marine-shipping point for the agricultural, industrial and forest products of the immense Chicoutimi and Lake St. Jean region, and is rapidly becoming an important marine centre, with ever-increasing numbers of vessels sailing into the port, to load and unload cargoes for and from all parts of the world.

Forests abounding in game and numerous lakes teeming with trout are to be found but a short distance from Chicoutimi, and many fruitful hunting and fishing excursions are organized at regular intervals. The Regional Tourist Bureau, whose headquarters are in the City Hall, Chicoutimi, will supply every needful information in this respect.

Founded in 1845, Chicoutimi was an Indian mission long before that, and was a trading post as early as 1750, since mention was made that year by Rev. Father Coquart, Jesuit missionary, about the sawmill "with two saws and sawyers at the trading post of Chicoutimi", in a report to the Agent General of the Company of New France.

The very name Chicoutimi testifies to its Indian origin, it meaning "as far as it is deep", and as a matter of fact the mouth of the Chicoutimi River marks the end of the navigable portion of the Saguenay. Chicoutimi is a terminus for the Canadian National Railways. It is the county town and seat of a bishopric, has the district prison within its limits, possesses a Court House, registry office, hospital, several religious communities and schools, banks, tennis and hockey clubs.



*The Cathedral  
at  
Chicoutimi.*

Along the road  
to  
Jonquière.



curling clubs, numerous hotels and garages, and several industries. The town's population is 13,500.

#### ARVIDA, THE HOME OF ALUMINUM.

—Arvida, newest town in the Saguenay, was built in 1926, and lies midway between Chicoutimi and Jonquière. It is a model city and is a mass of color during the summer, a number of small parks having been developed, while each house has its own garden.

350 feet above sea level, Arvida has a natural 9-hole golf-course alongside the main highway, in addition to tennis facilities. It is but three miles from the "Chute à Caron" falls, where 250,000 horse-power is generated daily for the aluminum plants at Arvida, and where a possible 800,000 horse-power may be developed. This hydro-electric development is most interesting, and is worthy of a visit.

**THE TWIN CITIES.**—The traveller then wends his way to the twin towns of Jonquière and Kénogami. Jonquière is the only settlement in the district which owes its existence to a woman. It was founded in 1848 when a Mrs. Maltais settled there, together with her two sons, to work the land. The place remained more or less stagnant until 1902, when a newsprint mill was opened, and the town sprang into being.

Jonquière is a busy little place, with a population of 11,500, and is divided into two sections by the Rivière du Sable, which flows through the town. It is an important railway centre, and is becoming the centre of operations for the Canadian National Railways in the Saguenay and Lake St. Jean region. Over 600 tons of newsprint are shipped out of Jonquière daily, destined for New York and London, while there are a number of stores and business buildings in the town.

Jonquière is a most interesting town to visit, offering good hotel accommodation and first-class garage facilities, in addition to being but a short distance from fish and game haunts. There are plenty of fine canoeing spots, the Picobac River being a favorite resort. An outing to Lake Kénogami, a few miles from Jonquière, is an adventure in itself.

Kénogami, known as the "paper town", founded in 1912 as a result of newsprint mills being opened, is but a mile and a half away from Jonquière, and is a separate municipality, as also is Arvida, the "home of aluminum", but a short distance from the huge hydro-electric plant at Chute à Caron.

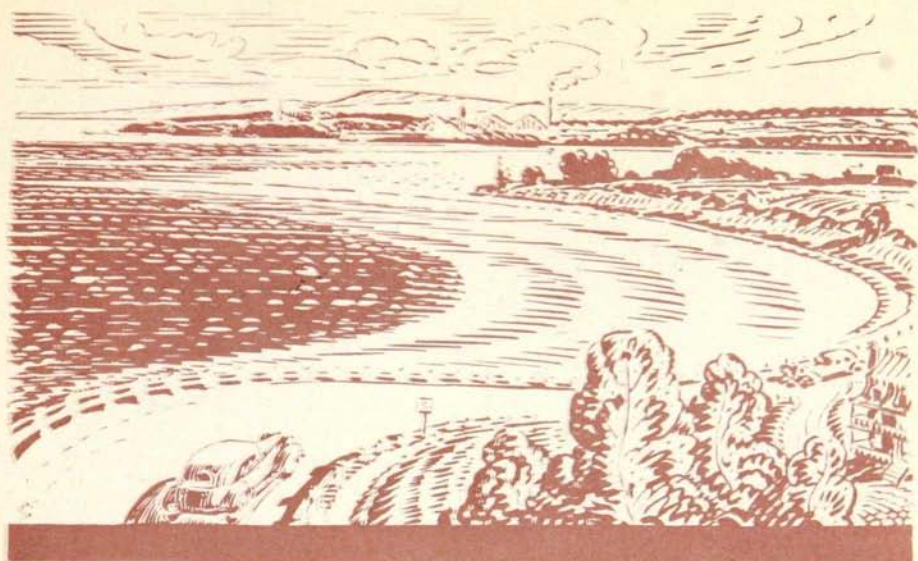
Now the traveller will come soon within sight of Lake St. Jean, like a big blue jewel in the setting of coniferous forest, as he makes his way to St. Bruno, starting point for Highway No. 55, which circles the lake, one hundred miles in circumference. The tourist will traverse one of the most romantic sections of the Province, a land of immense hydro-electric possibilities, and forest wealth.

**REACHED BY ROAD, RAIL & WATER.**—The Saguenay district is easily reached. Highway No. 16 traverses the region, linking all towns together. Canada Steamships vessels proceed up the Saguenay River as far as Bagotville, twelve miles from Chicoutimi, which is the largest town, and the Canadian National Railways operate throughout the Saguenay and Lake St. Jean.

Good hotel accommodation is available in most of the towns, together with first-class garage service.



*Hydro-electric  
plant at  
Chute à Caron.*



## LAKE ST. JEAN

**O**NE hundred and fifty miles of lowlands, through country that is both beautiful and interesting, a portion of the land that has been immortalized by Louis Hémon, author of French Canada's outstanding romance "Maria Chapdelaine", awaits the traveller on Highway No. 55, which starts at St. Bruno, following the picturesque journey through the "Kingdom of the Saguenay", and ends at Hébertville, on the outskirts of the Laurentides National Park.

Lake St. Jean lies in the midst of a vast, richly-wooded territory, and the whole of the region is known as a hunting and fishing paradise, with the forests harboring moose, deer, bear, caribou, etc. and the streams trout, doré and ouananiche, or land-locked salmon.

The Lake St. Jean region is also the district of immense hydro-electric possibilities, with the Great Péribonca River, largest tributary to the big lake, a mile wide in spots, and three hundred miles in length, outstanding among power streams.

**LAKE DISCOVERED IN 1647.**—Discovered in 1647 by Rev. Father Dequen, the lake discharges into the Saguenay River by two sources, the Grande and Petite Décharges, (both of which have now been harnessed, to provide 1,400,000 horse-power for hydro-electric projects), and is an imposing stretch of water, its surface gleaming in the rays of the sun, but also capable of being whipped into white-topped waves when in angry mood. Fed by four important rivers, each with a number of waterfalls, Lake St. Jean is easily one of the vastest hydro-electric sites in North America.

*St. Jérôme,  
in the  
Lake St. Jean  
district.*



White men used Lake St. Jean as the starting point for the perilous journey to the Hudson Bay district nearly three hundred years ago. Father Dequen being the trail-blazer, and the district was widely roamed by fur-seeking whites and Indians, yielding rich harvests of ermine, fox, beaver, muskrat, etc.

To-day the lake district, magnificent in its glory, is highly industrialized, with towns and villages dotting the entire region, all linked up by Highway No. 55, which skirts the sheet of water for a good portion of its distance.



**LARGEST LAKE IN THE PROVINCE.**—With a network of lakes and rivers lacing the district, a number of interesting canoe trips may be made from any point in the Lake St. Jean region, among them to Lake Mistassini which, one hundred miles long, with an average width of twelve miles, and a depth of between three and four hundred feet, is the largest lake in the Province, and one of the largest in America.

Lake Chibougamou, a body of water twenty miles in length, and ten miles wide, dwarfed by mighty Lake Mistassini, but an interesting spot in itself, is another point which can be reached by canoe from Lake St. Jean. An outfitting point for Indians and trappers, it is in the heart of the rich Chibougamou mining country, and is also a route to Hudson Bay.

There are a number of other journeys, lasting from a day to weeks, which may be undertaken by canoe enthusiasts, throughout the district.

After leaving St. Bruno the first town encountered is St. Joseph d'Alma, an important centre in Lake St. Jean, with development of huge hydro-electric projects responsible for the town's growth. Founded in 1923, and situated on the south shore of the Petite Décharge of Lake St. Jean, it is the terminus of the Alma & Jonquière Railway, which connects with the Canadian National.

Riverbend, so called because of a "bend" in the Saguenay River, which the town spans, is famous for its pulp mills, while Île Maligne, but a short distance away, is noted for the huge power plant, developing 300,000 horse-power.

**HOME OF MARIA CHAPDELAINE.**—St. Henri de Taillon and Honfleur, agricultural villages, follow rapidly, with Péribonca, the land made famous by the French novelist Louis Hémon, next to be reached. Hémon, who was the author of the most notable romance of French Canada, "Maria Chapdelaine", lived at Péribonca, and worked among the colonists there, depicting with clearness and realism the humble, industrious life of the men whose labors resulted in the triumph of soil over forest. The house occupied by Maria Chapdelaine still stands in Péribonca, while there is a monument marking the site of the frame building used as studio by Hémon.

Péribonca is on the Great Péribonca River, largest tributary of Lake St. Jean, and 300 miles long. The river is a mile wide in spots and, due to the numerous falls and cascades, is mostly used for power projects, it being estimated that 300,000 horse-power may be developed there.

Mistassini, whose curious name comes from a huge stone in the centre of the Mistassini River, a place of veneration for Indians in days gone by, and a famous blueberry centre, is traversed, and then comes the new model town of Dolbeau, founded in 1926, when a newsprint mill was erected.

**HYDRO-ELECTRIC POSSIBILITIES ABOUND.**—Albanel, (named after Father Albanel, who reached Hudson Bay via the Saguenay and Lake St. Jean), Normandin (named after the



An aerial view  
of  
St. Félicien



man who mapped the Lake St. Jean region as early as 1737), St. Méthode and St. Félicien, all in the midst of great moose-hunting territory, are then reached successively. St. Félicien is also the site of tremendous hydro-electric possibilities, since it is estimated that as much as 300,000 horsepower (an amount equal to that from the Great Péribonca River), may be obtained from the Chamouchouane River, a stream that is navigable for forty-five miles of its length.

St. Félicien gives way to St. Prime and then to Pointe Bleue, Montagnais Indian reserve, where the fifteen hundred survivors of this once-great tribe live quietly. Nearly all the Montagnais are expert guides, and their services are eagerly sought by hunters and fishermen in quest of excellent trophies of their prowess with rifle and rod. Pointe Bleue (Blue Point) derived its name from the fact that in former days, when Lake St. Jean was surrounded by forests, its waters appeared a deep blue.

Roberval, situated on the shore of the Lake, is the chief town of the western section of Lake St. Jean. It is a very picturesque locality and very fashionable. Numerous public buildings are to be found at Roberval. The name of this town revives the memory of Sieur de Roberval, first Lieutenant General of the King in New France.

Val Jalbert, St. Louis de Chambord and Desbiens are traversed and then come St. Jérôme, one of the most important localities of the region and one of the most picturesquely situated and Hébertville, most ancient settlement.

A few miles north is the village of Hébertville-Station, and, off the main highway and close to the Lake, the village of St. Gédéon, with the finest beach of the whole district.

The Lake St. Jean district is easy of access. Highway No. 55 encircles the lake, while the Canadian National Railways operate a daily service from Québec to most of the localities.

Good hotel accommodation may be obtained in all towns in the Lake St. Jean region, and in country inns in the villages, while garage service is available throughout.



*The road  
around Lake  
St. Jean  
at Chambord.*



## THE LAURENTIDES NATIONAL PARK



HE scenic hundred and forty-mile drive over Highway No. 54, through the big game sanctuary that is the Laurentides National Park, 3,700 square miles in area, is an unforgettable experience. The Park is so vast in extent that parts of it are still almost unexplored. Its vast solitudes offer an ideal refuge to game of every description and to all kinds of fur-bearing animals, which are protected by strict regulations.

The Park is an extensive stretch of land, between two and three thousand feet in height. It was created a game sanctuary by the Province of Québec in 1895, and is now one of the most popular fishing spots in America. Highway No. 54, ribbon-like strip of road, traverses the Park in its entirety, from Hébertville to Stoneham, and offers a most unusual drive.

Sixteen hundred lakes and streams, criss-crossing the Park, filled with fighting red trout, thousands of species of animal life, entrancing mountains and forests, attractive bungalows, tend to make the drive through the Park one that will ever be remembered. Many of the lakes are well-known, but nine-tenths of the stretches of water within the Park's limits have never known yet the cast of a fisherman's line.

Visitors who wish to stay awhile in the Park may obtain in advance accommodation at one of the Government "camps", which are really small hotels, or if they would rather camp out, may use one of the two camping grounds operated by the Fish and Game Department and which are fully equipped. One of these "campings" is located at Lake des Arpenteurs, about 30 miles from the Hébertville entrance to the Park, and the other at Lake Horatio Walker, about seventy miles further on, in the direction of Stoneham.



*Jacques Cartier  
River, in the  
Laurentides  
National Park.*

The Government "camps" are conveniently located near choice fishing spots, scattered through the Park, but must be reserved in advance, due to the limited number of camps. For those contemplating a fishing excursion in the Park, a special booklet and detailed information will be gladly given on request.

For those traversing the Park a permit is required, but this need not cause visitors any inconvenience, as it is obtained at either end of the Park, at the entrance.

Tourists can live in the open, breathe the pine and balsam-laden air, enjoy their favorite sport or amusement, with the assurance that they are not being "exploited".

It must not be inferred, however, that the Laurentides National Park is merely a health resort. The vast extent of this territory offers to those who love the woods, who feel the call of the unknown and delight in healthful vigorous exercise, every opportunity of indulging in all forms of outdoor activities and pastimes. Hiking, tramping through the forest, canoeing on lake or river, climbing hills or mountain-side, should fully satisfy the more energetically inclined vacationist.

The Laurentides National Park, as is fitting for a game sanctuary, teems with wild life, and moose can be seen on many lakes and alongside the roads. There isn't a single camp that hasn't its colony of beavers. Bears are seen around the camps. Other fur-bearing animals are plentiful.

No firearms of any kind are allowed past the gates of the Park, the only "shooting" allowed being with a camera.



This four thousand square mile stretch of land is divided into three commonly-known sections. The first is the Stoneham section, stretching from the Québec entrance to the Park for a number of miles; the second is what is known as the St. Urbain section, behind Baie St. Paul and St. Urbain, while the third sector, which the traveller driving home after rounding Lake St. Jean strikes first, is generally called the Lake St. Jean section.

Venturesome souls who like more strenuous exercise than a sojourn is one of the Government "camps", with consequent fishing, and who thoroughly enjoy roughing it, have the choice of several magnificent excursions in absolutely wild sections of the Park, where camps have not yet been erected by the Department of Public Works, Game and Fisheries. An excursion to Lake Blanc, where one must live under canvas, and across the Park from east to west, is one holding particular interest for the hardy sportsman.

After leaving the Park, at Stoneham, the tourist traverses the villages of Stoneham, Notre Dame des Laurentides and Charlesbourg, where the Provincial Zoological Gardens are established, with a remarkably fine collection of Canadian wild animals.

Charlesbourg, whose history dates back to 1659, contains a number of interesting old houses, among them the Villeneuve building, occupied by members of the same family since 1684. Then Highway No. 54 is followed for the final few miles to Québec, journey's end, and original starting point for this scenic 500-mile circular tour.



*Grand Lac  
Jacques Cartier,  
in the  
Laurentides  
National Park.*





*Grand Lac  
Ha! Ha!*

## GENERAL INFORMATION

**TRIP IN OPPOSITE DIRECTION.**—The trip outlined in the preceding pages may also be made in the opposite direction without much change in stopping places.

**DURATION OF TRIP.**—For a mere "sight-seeing" tour, the minimum duration of the trip is three days. The trip may be extended several days more, however, if the tourist wishes to hunt or fish, in season, or visit the huge hydro-electric power developments, or make a more intimate acquaintance with the rural life and population of this region, or simply enjoy a rest, and loaf amid scenes of outstanding pastoral or scenic beauty. Detailed itineraries and suggestions will be gladly supplied by the information bureaus listed in this booklet.

**HIGHWAYS.**—The highways forming part of the motor tour described in this booklet are mainly gravel, and are maintained in excellent condition all during the tourist season. The road through the Laurentides National Park, opened to the travelling public but a few years ago, narrows somewhat from mileage 46, and runs through broken country. The surface of this highway is gravel. There are many excellent sections where driving may be done at a good speed, and others where more careful driving is called for, while there are also sections where, pending widening works, cars can only pass each other at special spots, where turn-outs have been provided.

In view of the many curves, steep grades (particularly to the north of Lake Jacques-Cartier), solitude and comparative lack of accommodation, it is imperative that driving be done with caution at all times, and no imprudence committed. In case of prolonged wet weather, it is advisable to carry chains. The trip is not recommended by night.

## HUNTING AND FISHING

There are few regions in the Province which hold such promise for the hunter, the fisherman, as the Lake St. Jean and Saguenay sector, moose and deer, trout, ouananiche (landlocked salmon), and doré being found in large numbers all through the region.

Reference has been made in this booklet to the various regions which are of interest to the sportsman, and for any additional information concerning the Lake St. Jean-Saguenay district, he should write the LAKE ST. JEAN-UPPER SAGUENAY REGIONAL TOURIST BUREAU, City Hall, Chicoutimi, or the PROVINCIAL TOURIST BUREAU, Parliament Buildings, QUÉBEC.

### HUNTING LICENSES

Non-residents of the Province, \$26.00 if not a member of any fish or game club; \$10.50 if a bona-fide member of a club leasing territory in Québec Province.

Transportation permit (for residents). \$1.10 per moose, or two deer.

### FISHING LICENSES

Salmon: \$21.00 if member of club leasing a salmon river; \$26.00 if not member of such club.

Trout and other varieties: \$10.50 if not member of a club, (entire season); \$5.25 for bona-fide member, his wife and children under 18 years (entire season); \$5.25 for a tourist, his wife and children under 18 years (seven day period); \$1.00 per day, with maximum of \$5.00, for a tourist, his wife and children under 18 years, occupying a camp in the Laurentides National Park.

### INFORMATION BUREAUS

Official information concerning the Province of Québec may be obtained at any of the following offices:

#### PROVINCIAL TOURIST BUREAU

Québec: Parliament Buildings, St. Augustin St. annex.

Montréal: 1013 Dominion Square.

(May 15 - October 15)

Windsor, Ont. Norton Palmer Hotel.

Windsor, Ont. Canadian end of Ambassador Bridge.

Niagara Falls, Ont. General Brock Hotel.

#### IN COOPERATION WITH THE PROVINCIAL TOURIST BUREAU

Montréal: Montréal Tourist & Convention Bureau, New Birks Building; Royal Montréal Automobile Club, New Birks Building.

Québec: Québec Auto Club, 2 Chauveau Avenue.

Trois Rivières: 936 St. Pierre Street (operated by the St. Maurice Valley Regional Tourist Bureau).

Sherbrooke: 54 King Street, West (operated by the Sherbrooke Auto Club and Sherbrooke Chamber of Commerce).

Hull: 187 Main Street (operated by the Hull Regional Tourist Bureau).

Chicoutimi: City Hall, Chicoutimi (operated by the Lake St. Jean-Upper Saguenay Regional Tourist Bureau).

St. Jean: Chamber of Commerce, St. Jean.

Ste. Agathe des Monts: Laurentian Resorts Association.



**CHARLEVOIX  
CHICOUTIMI  
LAKE ST JEAN**



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