

Canada
Atlantic to Pacific

The National Way

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C A N A D A

ATLANTIC
TO
PACIFIC

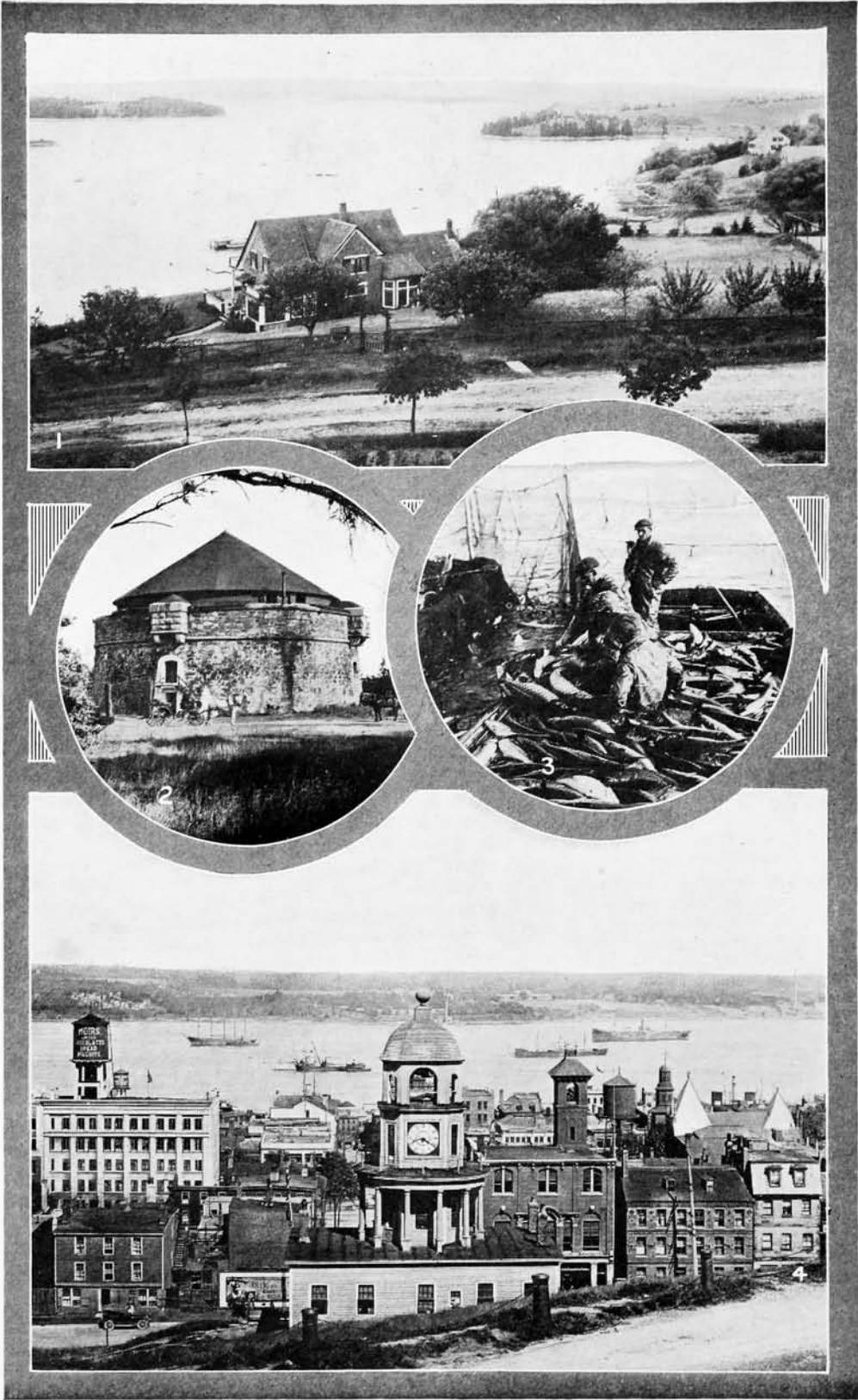
“THE NATIONAL WAY”

CANADIAN NATIONAL RAILWAYS

A. Canadian National Railways.
Canada, Atlantic to Pacific "The
National way". [ca. 1923].

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1—Chester, N.S. 2—Old Martello Tower, Halifax. 3—Fishing is one of Nova Scotia's Main Industries. 4—Halifax, Capital of Nova Scotia, from the Citadel.

ATLANTIC to PACIFIC

“The National Way”

CANADIAN NATIONAL RAILWAYS

CANADA—ITS ATTRACTIONS AND RESOURCES

CANADA is rich in attractions to tourists of all sorts and conditions. Among the countries of the world none are richer either in variety or extent. Nature evidently so determined.

For its geographical features Canada is noted. On the east the famous Appalachian mountains form the Gaspé peninsula and the Maritime Provinces. Around Hudson Bay is a V-shaped plateau constituting the Laurentian Highlands and extending from Labrador down to the St. Lawrence River and thence northward to the Atlantic Ocean. On the west, and dipping into the Pacific Ocean, are the Rocky, Selkirk and other mountain ranges, having a width of over four hundred miles with rich intersecting valleys. North of British Columbia lies the Yukon Territory, famous for its rivers and valleys as well as for its gold. Between these extremes are the low lands of Southern Quebec and Ontario and the Great Lakes, while in the centre of the country is that vast prairie land, stretching from the Great Lakes to the foothills of the Rockies and from the United States boundary line to the Arctic, and embracing the world's greatest agricultural area.

Salubrious Climatic Conditions.

Having an area of 3,729,665 square miles, or nearly 703,000 larger than that of the United States, it naturally follows that Canada possesses variety in climatic conditions. But while there is variety in all its parts the summer climate from the Atlantic to the Pacific is salubrious, the temperature night and day being regulated by ocean, lake, river and prairie breezes.

Canada is a land of bright days, the normal annual hours of sunshine averaging over 2,200 hours in the interior provinces to close to 2,000 in those fronting on the Atlantic and the Pacific.

Waterways of Canada.

The waterways of Canada constitute one of the most remarkable of its geographical features. Exclusive of Hudson Bay, the Bay of Fundy, the Gulf of St. Lawrence and nearly all other tidal waters, the Dominion has a water area of 125,755 square miles, or rather in excess of the combined area of the States of New York, New Jersey and South Carolina. On the east the shores of the Dominion are washed by the Atlantic, on the west by the Pacific, and on the north

by the Arctic Ocean and Hudson Bay, into all of which mighty rivers flow, while the interior is thickly dotted with lakes, several of them almost oceans in extent, and rivers and streams ad infinitum.

The World's Greatest Fisheries.

Possessing as it does such vast waterways, it naturally follows that the Dominion is rich in fishery resources—richer, in fact, than any other country under the sun. For the followers of Izaak Walton there are sporting fish of various kinds and descriptions, such, for example, as the giant tuna, which are to be found in the territorial waters of the ocean; salmon in rivers tributary to salt water; trout of various kinds, and maskinonge, bass, pike, pickerel, etc., in the inland fresh water lakes and rivers, the natural supply of which is augmented by the efforts of the Government hatcheries. The summer tourist who loves to cast a line or troll a spoon can find in all parts of the Dominion waters which will furnish him an enjoyable pastime. And in addition to the fish the waters will yield to his prowess, the climate will impart increased vigor to mind and body.

Sport for the Hunter.

If it is hunting the tourist wants, the forests and plains of the Dominion will, in the Fall, afford him abundant opportunity for sport. Some conception of the attraction Canada affords the sporting hunter may be gathered from the fact that within its borders are still over half a billion acres of forest lands in which such wild game as moose, elk, caribou, deer, mountain goat, mountain sheep, and bear are to be found. Moose, elk, caribou and deer are even more numerous than they were a few years ago, thanks to the Government forest reserves, aggregating some 153,000,000 acres, where wild animals can reproduce without molestation.

Historical and Scenic Canada.

In points of historical interest and in the beauty and magnificence of scenic effects Canada affords much that is interesting and striking to tourists who possess appreciation for such things.

Canada cannot show the tourist ivy-covered ruins of ancient construction or points of interest that a millennium ago were famous for historical events. But she is by no means destitute in historical attractions, and particularly in the Maritime Provinces, in old Quebec, and in Ontario, where many battles were fought which had an important bearing on the future of the North American Continent as well as that of Canada itself.

In glorious scenic beauty effects no country is richer. There is the unique and soft beauty of the Maritime Provinces; the rugged and picturesque beauty of Quebec, with its mighty St. Lawrence, mountain scenery, and quiet and quaint pastoral lands; the quiet and peaceful Ontario; the vast and wonderful distances of the Prairie Provinces; the awe-inspiring Rockies of the Pacific coast province of British Columbia.

Canada as a Nation.

Canada is the largest of the British dominions beyond the seas both in respect to area and white population. Although an integral part of the British Empire, Canada is to all intents and purposes an autonomous nation. The central authority is the Federal Government at Ottawa, while each of the nine provinces comprising the Dominion has its own legislature and government with powers akin to those of the States comprising the American Union. True, there is a Governor-General residing in Canada as the representative of His Majesty; but he does not rule, his conduct in the affairs of State being dictated by the Federal Government. He possesses no powers corresponding to those of the President of the United States. For powers akin to the latter we must look to the Federal Premier, who is really the head of the Government. As a former British Premier once remarked: “Canada’s autonomy is ‘absolute, unfettered and complete.’” Of the 600,000 Canadians who enlisted in the Great War not one crossed the Atlantic at the behest of the British Government. The painter that ties Canada to the Mother Country is practically that of sentiment. And there is no disposition to cut even this.

Resources of the Dominion.

The natural resources of the Dominion, both in extent and variety are remarkable. Although during the past few years their development has been expanded to an enormous extent they have as yet been little more than scratched, only about fifteen to twenty per cent. of the available agricultural lands of the country having so far been brought under cultivation. But from this relatively small proportion new wealth (in field crops, fruits, vegetables, live stock and dairy products) in excess of two billion dollars is annually produced. Of surveyed available land awaiting cultivation there is estimated to be 440,000,000 acres.

The mineral resources of the Dominion are enormous, and although the greater portion of the potential mineral-bearing sections of the country are awaiting development, the output for the three years ending 1921 had an annual average value of nearly \$192,500,000. Among the gold producing countries Canada ranks fourth, and in silver third, while in nickel and asbestos she occupies the premier position, supplying of each approximately 85 to 90 per cent. of the world’s requirements. Its coal reserves are 16.4 per cent. of the world’s total.

Canada’s fisheries are the most extensive in the world. On the Atlantic including her coast line, the Bay of Fundy, the Gulf of St. Lawrence, and other ocean waters, there are approximately 200,000 square miles of fishing grounds. On the Pacific she has 7,000 miles of coast line providing excellent shelter for fishermen. In Hudson Bay she has 6,000 miles of shore line, while in the Great Lakes she has 220,000 square miles of water surface. The average annual value of the commercial fish caught and marketed exceeds \$50,000,000.

The expansion in the manufacturing industry during the last twenty years has been remarkable. According to the latest available statistics the annual product has a value of \$3,520,724,000, or more than double that of half a dozen years ago, and an increase of over three billions since 1900.

Nearly Six Billions of Products.

Taking all branches of industry into account the annual productive value of the Dominion, based on official figures and estimates, exceeds five-and-a-half billion dollars as may be gathered from the following table based on latest available statistics.

Field crops	\$1,000,000,000
Live stock sold and slaughtered	355,000,000
Dairy products	260,000,000
Poultry and eggs	50,000,000
Fruits and vegetables	75,000,000
Maple products	4,174,000
Tobacco	2,393,000
Wool	3,000,000
Manufactures	3,520,724,000
Minerals	172,500,000
Fisheries	50,000,000
*Forest Production (logs, poles, ties, etc.)..	116,000,000
Fur farming and pelts	11,250,000
Total	\$5,620,041,000

*Mill products—lumber, shingles, lath—with an annual value of nearly \$196,000,000, are included under general manufactures.

Resources in Water Powers.

Canada is fortunate in her endowment with water powers for the development of hydro-electric energy. The known available water powers aggregate about 20,000,000 horsepower, while the amount so far developed is three million hydro-electric horsepower. Plants under construction will materially increase in the near future this total.

Railway Facilities.

Total single track railway mileage in operation is 39,384, an increase in ten years of about 3,500 miles and in twenty years of over 20,000 miles. Per capita Canada has mileage larger than any other country in the world.

Of the total mileage 22,663 miles are operated by the Canadian National Railways, making it the largest publicly or privately-owned railway system in the world. The Canadian National serves all the capitals of the nine provinces and Ottawa, the Federal capital, and reaches all the industrial centres in the Dominion. It also reaches all the big seaports (the only one doing so) in Canada, namely, Halifax, the Sydneys, Charlottetown, St. John, Quebec, Montreal, Vancouver, and Prince Rupert.

Ocean Steamship Service.

There is also operated under the direction of the National Railways Board the ocean going fleet of the Canadian Government Merchant Marine Limited, which consists of 64 steamers having an aggregate carrying capacity of 380,000 tons. These steamers carry Canadian merchandise to all parts of the world.

The Canadian Government Merchant Marine provides regular steamship services from Canadian Atlantic ports to Liverpool, London, Glasgow, Cardiff and Swansea; to Barbados, Trinidad and Demerara; to Charlottetown, P.E.I., and St. John's, Newfoundland, and to the principal ports of Australia and New Zealand, via the Panama Canal. A tri-weekly passenger, freight and mail service to Hamilton, Bermuda; Nassau, the Bahamas; Kingston, Jamaica; and Belize, British Honduras, is provided by the steamers "Canadian Fisher" and "Canadian Forester", each of which has accommodation for thirty first class passengers.

On the Pacific regular sailings are maintained from Vancouver to Australian and New Zealand ports, to Japan and China, and to India and the far East, and a weekly steamship service is provided from Vancouver to California.

THE PROVINCE OF NOVA SCOTIA

Nova Scotia is to the tourist a land of many interests. In varied and striking scenic effects and in romance and history it is rich. In its rivers, streams and bays there are for the sportsmen game fish and in her backwoods are to be found such wild animals as moose, deer and bear; along its sea coasts are a multitude of picturesque summer resorts, where bathing, boating and yachting can be enjoyed to the full and in safety. In its interior, and abutting on the shores of the Bay of Fundy, is the far-famed Land of Evangeline, one of the most romantic pieces of country on the continent. It was from Grand Pré in this district that in 1755 the Acadians were deported by New England troops because of their intrigues with the French Government for the overthrow of British rule.

The French, after an abortive attempt six years before, occupied the province in 1604, and gave it the euphonious name of Acadia, which was changed to Nova Scotia in 1621 by James I. of Great Britain. In the struggle between British and French for the possession of the continent, the province was the scene of many bloody conflicts, the most important of which was the battle of Louisburg, in 1758.

Nova Scotia has an area of 21,428 square miles and a population of 524,000, of which about 87 per cent. is native-born. The outstanding agricultural features of the province are its dyked marshes on which enormous crops of hay are produced. These dyked lands, which are as picturesque as they are productive, had their origin 223

years ago through the enterprise of the early Acadian settlers, and comprise 50,000 acres. For its apples, most of which are grown in the valleys of the Evangeline section of the country, the province is famous, the yield in 1921 being 2,036,065 barrels valued at \$13,478,750, figures unequalled by any other province. The field crops of the past three years have had an annual average value of about \$34,000,000, of which more than one-half comprised hay and clover.

Industrially the Province of Nova Scotia has made considerable headway during the last few years. This is particularly true of the iron and steel industry, its mills being the largest in the Dominion. Shipbuilding, textiles, sugar, refined oil, railway cars, boots and shoes, pulp, cured and canned fish are prominent among its other industries. Latest available statistics give a value of \$139,206,696 a year to manufactured products of the province. Its commercial fisheries had in 1921 a total value of nearly \$10,000,000. The lumber cut has an annual value of about \$9,500,000.

Among the mineral products of the province, coal is by far the most important. The output in 1921 is placed at 5,734,653 tons, and having a value of about \$31,200,000. The known coal areas of Nova Scotia are enormous, roughly speaking there being seams from about the centre of the province to the eastern tip of Cape Breton. They even extend into the Atlantic in Cape Breton, the proof of which is found in the fact that seventy-five per cent. of the total quantity of coal produced in the province comes from under the sea. Geologists are of the opinion that seams also extend into the Gulf of St. Lawrence. Scientists estimate the coal reserves of the province at 9,718,968,000 metric tons.

The first body of British to settle in Nova Scotia comprised 2,500 disbanded soldiers who landed in 1749 at what is now the site of Halifax. Following the American Revolutionary War 28,000 United Empire Loyalists settled in the province, making the third great influx from this source.

ACROSS CANADA

(Halifax to Truro)

Altitude

- 58.9 **Halifax** Population 58,500. Capital of Nova Scotia and one of the chief terminal points of the Canadian National Railways. The city occupies a high rocky peninsula, was first settled by the British in 1749, and is one of the most strongly fortified points on the continent. The old citadel, standing on an eminence of some 225 feet, in the heart of the city, is of particular interest to sight-seers. Its harbor is one of the four greatest in the world, and is accessible at all hours of the day the year round to the largest sea-going steamers. Bedford Basin, the innermost

harbor, has a circumference of twenty miles. To meet the ever-increasing dimensions of ocean-going vessels, and the vast expansion of Canadian trade, new docks and railway terminals, covering an area of over 200 acres, are in course of construction. When completed they will be architecturally worthy of the city and fill all the requirements of present-day travel, making Halifax the most modern and commodious ocean terminal on the Atlantic coast.

Geographically, Halifax is advantageously situated. It is nearer Liverpool than is New York by over 600 miles, while as a connecting link with the Pacific coast and the Orient it also has the advantage, the distance from Liverpool via Halifax and Vancouver to Yokohama being 1,400 miles shorter than via New York and U. S. Pacific ports.

Halifax is a point of particular interest to Americans. Away back in the days of the French regime, when it was known by the Indian name of Chebucto, it was the appointed rendezvous of a French fleet that was to descend upon the coast of New England, an attempt which failed because the full complement of ships, owing to the effects of a storm, were unable to reach port in fighting shape. During the Revolutionary War and the War of 1812 Halifax was the rendezvous of the British navy, and it was into its port that the Shannon towed the Chesapeake as a prize after their famous historical encounter, while during the war between the Northern and Southern States it was the port of exit and entrance for many of the vessels engaged in blockade running. Melville Island, on the northwest arm of the harbor, served as a residence for American soldiers captured during the War of 1812. Dartmouth College, the leading university of the province, had its origin in the customs duties collected by troops from Halifax during the few months they held Castine, Maine.

Halifax, generally recognized as the key to the strategic situation of Canada and the North-West Atlantic, is garrisoned by Canadian troops, and, with the fortifications at the citadel, York Redoubt and McNab's Island, is regarded as practically impregnable.

There are many points of interest to tourists in the city. Among them are the Parliament Buildings, St. Paul's church erected by the British Government in 1750, and one of the oldest religious edifices in the Dominion, the drydock and shipbuilding yards, the public gardens, said to be the equal of any on the continent, and Point Pleasant Park, the Northwest Arm and its delightful bathing spots, while in the city and its environs are many excellent driveways. Halifax is also a city from which many interesting side trips can be made.

Altitude

Halifax has a number of important manufacturing industries, their aggregate output having a value of close to \$22,000,000. It is also an important wholesale distributing centre.

- 14.5 Dartmouth** Population 7,900, is directly opposite Halifax and connected with that city by an excellent ferry service. It has several well-established manufacturing industries, the principal being sugar and oil refineries. Annual value of the town's manufactured products is \$17,500,000. The Brightwood Golf and Country Club is very beautifully situated in Dartmouth.

A branch of the Canadian National Railways extends 70 miles from Dartmouth through the picturesque Musquodoboit Valley to Stewart, a section of the province which is not only rich agriculturally, but is believed to abound in valuable minerals. The line passes through a fine section of country more thickly populated than the average district in Nova Scotia. The railway follows the coast line and gives access to a number of beautiful beaches, which in the near future will undoubtedly meet with due appreciation.

Leaving Halifax by the main line of the Canadian National Railways, the traveler encircles the city, passing close to the Northwest Arm at Armdale. At Rockingham the shore of Bedford Basin is reached, along the entire length of which the train speeds. At Bedford is seen the upper end of that beautiful Basin. Here it is that yachts and boats of all kinds are to be found taking advantage of so fair a cruising ground, spreading their sails before the breezes which came in from the Atlantic. During the war period Bedford Basin was the safe anchorage for war craft and munition ships and the transports conveying overseas troops.

- 128.4 Windsor Junction** This is a point from which, on the one hand a branch of the Canadian National Railways runs to Dartmouth, Lawrencetown, Seaforth, Gibraltar, and Stewart, points near or on the Atlantic coast. Windsor is also a point from which a railway runs through the Evangeline country to Yarmouth, the furthestmost southwest point of Nova Scotia. An interesting feature about Windsor Junction is a mass of enormous rocks which have the appearance of having been split by the hammers of Titans. "Noah must have thrown his ballast overboard here," facetiously remarked Joaquin Millar, the famous American poet, when his eyes rested upon the scene.

- 94.1 Kinsac** Although not altogether within the range of
79.4 Wellington the traveler's eye the train on leaving Wind-
57.7 Grand Lake sor Junction passes through large tracts of

Altitude

61.9	Oakfield	rich intervals and excellent upland country
60.5	Enfield	which combine to make one of the best farming
50.0	Elmsdale	districts in Nova Scotia. The district is
54.2	Milford	also noted for its dairying and lumber in-
57.5	Shubenacadie	dustries, both of which are carried on ex-
81.9	Stewiacke	tensively. The Stewiacke River, which the
96.5	Alton	railway crosses a short distance beyond the
100.0	Brookfield	town bearing the same name, waters this
140.1	Hilden	district. It has its source among the hills of

Pictou and flows for forty miles or so until it empties into the Shubenacadie, a large and swift river which was at one time looked upon as a future highway for commerce across the province. Nature has placed a chain of lakes at the source of the river, and it would seem that engineering skill would have little trouble in constructing a canal to Halifax. Gold mines are located about seven miles from Enfield, while at Elmsdale are extensive clay deposits.

- 59.7 **Truro** Population 7,562. The town is both attractive and enterprising. Its streets are wide, flanked with shade trees, while well-kept lawns and tasteful flower beds are common to houses both large and small, thus presenting a pleasant view to the eyes of visitors. Truro has a number of industrial establishments, and is the business centre of a large lumbering and farming district, and as such is yearly growing in importance. The town is beautifully situated at the head of Cobequid Bay, and by the Cobequid range of mountains is sheltered from the cold winds of the Gulf. The foundation of the town dates from 1760. The local golf course is one of the finest in the Maritime Provinces.

Victoria Park, with its well-wooded hillsides, winding sylvan pathways, and a cascade of fifty feet in height, is one of nature's particularly attractive beauty spots. Situated on the heights of old Truro is the Provincial Agricultural College, with its five hundred acres of land and commanding edifices. Its live stock is reputed to be among the finest owned by any public institution in the Dominion, among them being many animals possessing a reputation for winning international prizes.

The Mulgrave-Sydney division of the Canadian National Railways runs from Truro to Cape Breton, with its “Three Sydneys”, the Bras d’Or Lake, and other points of interest.

Cape Breton, Nova Scotia

Cape Breton is usually spoken of as an island, but it actually consists of a number of islands. Water, fresh and salt, has been distributed very liberally in this part of the

Altitude

world, and it is to this that Cape Breton owes much of its charm. The land, of course, does its share as a part of the beautiful picture. For the summer visitor the island has everything to be wished for—bold scenery and fine prospects, charming vale and river districts, beautiful woods, romantic gorges, sparkling waterfalls, sunny skies, delightful temperature and invigorating air. Nature has liberally endowed this section of the Dominion, for Cape Breton is very rich in minerals. The productive coal areas cover about two hundred and fifty square miles. Gypsum is found in many places, and evidences of petroleum have occurred. Deposits of gold and copper are known. Its fisheries are of great wealth.

Cape Breton has many smiling acres that await the settler, the raising of sheep offering special opportunities. The quality of the soil is equal to that of any other part of Nova Scotia. For the sportsman there is caribou hunting, salmon, tuna, sword fish, and any amount of trout fishing.

Cape Breton has been so far removed from the bustle of the world in the past that there is a freshness about it that may be sought for in vain along the beaten highways of travel. It was on Cape Breton Island that John Cabot landed 425 years ago and hoisted the Royal Standard of England.

- 8.0 **Sydney** Included within the term of "The Sydneys"
 41.0 **North Sydney** are three towns, namely, Sydney, North Syd-
 61.0 **Sydney Mines** ney and Sydney Mines. The name, derived
 from that of Lord Sydney, was bestowed 137
 years ago when that worthy was British Secretary of State
 for the Colonies. Still another important town which can lay
 claim to being within the district is Glace Bay, fronting on the
 Atlantic about fourteen miles from Sydney.

Sydney Harbor is one of the finest in the world. It is two miles wide at its mouth, extends inland for four miles, has an area of over twenty-five square miles and is free from both rocks and shoals. Within its confines all the navies of the world could be provided with anchorage at one and the same time. During the Great War, Sydney Harbor was one of the principal points from which ships were convoyed to Europe. In one convoy alone over seventy vessels were included. Owing to the extent to which that part of Nova Scotia reaches into the Atlantic, Sydney Harbor is nearer Europe and Africa than any other harbor on the continent, and is even nearer Rio de Janeiro than New Orleans by 600 miles. Furthermore, a vessel can leave the Sydney Harbor, and by way of the St. Lawrence and its canals and the Great Lakes sail some 2,000 miles into the heart of the Dominion.

For the tourists the harbor provides excellent facilities for delightful steamboat, motor boat and yachting trips through the far-famed Bras d'Or Lakes, to the north shore of Cape Breton.

Sydney—Sydney is the site of the principal blast furnaces and immense steel plant of the British Empire Steel Corporation, the whole works forming practically a town of itself. It is also the headquarters of one of the latter's subsidiary company, the Dominion Coal Company, operating twenty-three collieries at Glace Bay and New Waterford. The two companies also own coal mines at Springhill, iron mines in Newfoundland, limestone quarries in Cape Breton, piers and shipping pockets at all important shipping points on the Canadian Atlantic and the St. Lawrence River, and over 120 miles of railway and steamships carrying millions of tons of coal and iron ore annually. Sydney was originally founded by 3,000 United Empire Loyalists who settled there after the American Revolution. Population of the city in 1921 was 22,545.

Near the city are many trout streams and a multitude of attractive places for a day's outing. The links of the Lingan Country Club have an established reputation in the golfing world. Bowling greens and tennis courts are an added attraction.

Mira Bay is reached via the Sydney & Louisburg Railway, and is a delightful place for a day's outing. A steamer runs up the Mira River, a waterway of wonderful scenic beauty. At Glace Bay (population over 17,000), 14 miles by rail from Sydney, there is a Marconi wireless station with a range of 3,000 nautical miles.

Louisburg is the terminus of the S. & L. R. The quaint old town is visited every summer by hundreds of tourists. There still remain the grass-grown ruins of its former greatness, but the city, as the French built it, has vanished from the face of the earth. A monument erected by the Society of Colonial Wars commemorates the first capture of Louisburg by Pepperell's forces in 1745. Its final capture by the British was in 1758. Around the rock-bound shores the Atlantic surges sound the only requiem of the city made desolate. Some curious old-time implements of war have been found around the site of old Louisburg. A Marconi wireless station is now established there.

North Sydney—The principal importance of the town lies in its facilities as a shipping port. Being but three miles from the coal and steel producing centres of the district, it has been equipped with extensive docks and the most modern facilities for shipping coal and receiving iron ore from the

British Empire Steel Corporation's areas at Conception Bay, Newfoundland. North Sydney is the port from which steamers regularly run to Port aux Basques, the sea voyage across Cabot Strait occupying only six hours, connecting there with trains running to St. John's, Newfoundland. There is also a ferry service from North Sydney to the neighboring city of Sydney. The town, which has a population of 6,585, is well built, and along its water front are some fine old residences.

Sydney Mines—The town has a population of 8,327 and is located on the northwest point of Sydney Harbor where it joins the Atlantic. As may be gathered from the latter part of its name the town is an important mining centre, the annual output of coal being approximately 900,000 tons. A decade or two ago it was less than a quarter of a million tons. It is also the site of one of the plants of the British Empire Steel Corporation, the equipment consisting of blast furnaces, open hearth steel furnaces, coke ovens, engineering shops and coal washers. The steel billets produced here are shipped to the forging mills of the company at New Glasgow, N.S. Factory product of the town has an annual value of over \$5,500,000. An electric car line connects with North Sydney.

The Bras d'Or Lake.

Leaving Sydney, the train is soon skirting the south arm of the harbor and a little later the northwest arm of the same. At George River the famous Bras d'Or Lake is encountered. The lake is really an inland sea, or more correctly an arm of the Atlantic, and has a surface area of 450 square miles. Near the centre is the narrow island of Boularderie, twenty-eight miles in length and fronting on the Atlantic at its northern end. East and West of the island are channels from the ocean. That on the east, tide-swept and impassible for large boats, is known as the Little Bras d'Or Lake, or St. Andrew's channel. The wider channel on the west side may be traversed by any vessel afloat, as it has a depth of from thirty to two hundred feet. Both channels lead south through the Grand Narrows into the larger of the two lakes, where at the southern end the narrow isthmus has been cut, and where a canal—St. Peter's—with locks has been constructed, thereby enabling vessels to pass in from and out to the Atlantic.

It has been said of the Bras d'Or that it is the most beautiful salt water lake ever seen. The substance of Warner's comment is seen to be true by all who visit these shores. "The water runs into lovely bays and lagoons, having slender tongues of land and picturesque islands. It has all the pleasantness of a salt one." There is practically no tide,



1—Whycogomah, N.S. 2—Lingan Bay, N.S. 3—Steel Industry, Sydney, N.S.



1—Charlottetown, Capital of Prince Edward Island. 2—Waiting for the Tide.
3—Prince Edward Island, a Million Acre Farm.

Altitude

the comparatively narrow sea entrances acting to resist the flow of the water out and in. The difference in level is usually less than a foot.

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|-------|-------------------------|---|
| 35.0 | Florence | As the railway follows the shore of the |
| 21.0 | Little Bras d'Or | Bras d'Or Lake for about thirty miles the |
| 11.0 | Watson | tourist is able to obtain a panoramic |
| 37.0 | George River | view of its beauty and the surrounding |
| 21.0 | Barrachois | scenic effects. At every turn some new |
| 12.0 | Boisdale | feature will arrest his eye and excite his |
| 14.0 | Shenacadie | admiration. Here a cluster of fairy |
| 26.1 | Christmas Island | islands, there some meandering stream or |
| | | narrow strait, while in the distance he will |
| | | get a glimpse of towering mountains clothed with ancient |
| | | forests and rich in color effects. |
| | | |
| 12.0 | Grand Narrows | Two peninsulas nearly meet at the Grand |
| | | Narrows, and thus almost separate the |
| | | Great from the Little Bras d'Or. Here the train crosses |
| | | on a bridge of several spans. |
| | | |
| 12.0 | Iona | Iona, on the west peninsula washed by |
| 9.0 | McKinnon Harbor | the Grand Narrows, is a point at which |
| 15.0 | Alba | steamer connection can be made with |
| 12.0 | Orangedale | Baddeck (twelve miles distant) an ideal |
| 72.0 | River Denys | spot with quiet surroundings and the site |
| 214.0 | West Bay Road | of a number of pretty summer bunga- |
| 33.0 | MacIntyre Lake | lows. From Orangedale the village of |
| 142.0 | Mine Road | Whycocomagh is reached by a delightful |
| | | drive of seven miles around the shore of |
| | | the basin forming the termination of St. Patrick's channel, |
| | | an arm of the Bras d'Or. |
| | | |
| 9.0 | Point Tupper | Here the train reaches the famous Strait of |
| | | Canso, which separates Cape Breton from |
| | | the mainland, and which before Cape Breton was ab- |
| | | sorbed as a part of Nova Scotia served as a boundary |
| | | line between the two. The Strait is a canal fourteen miles |
| | | long and one mile wide, dug by nature for the purpose of |
| | | making a navigable waterway between the Atlantic and the |
| | | Gulf of St. Lawrence thus avoiding the open waters and the |
| | | longer journey between the eastern extremity of Cape Breton |
| | | and Newfoundland. With its islands and high verdant banks |
| | | the Strait is picturesque in its beauty. From Pt. Tupper the |
| | | line of the Inverness Railway runs past Port Hawkesbury, |
| | | which has one of the largest and best equipped freezers and |
| | | fish packing plants in Canada, to Inverness, one of the centres |
| | | of coal mine operation. The Cape Breton Railway runs south |
| | | to St. Peters. |

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To cross the Strait of Canso it is not necessary to leave the train, for the cars are carried across from Point Tupper to Mulgrave on a powerful car ferry, "The Scotia", running winter and summer.

- 9.0 Mulgrave** From Mulgrave, situated as it is on high land, glorious views are obtained, both of the long stretch of the Strait dotted with all kinds of craft and of the sloping hills of the island beyond. Mulgrave is an important shipping port, steamboats running from here to Arichat, Canso, Guysboro, Port Hood, Inverness and Cheticamp. Fresh and cured fish from Canso is largely shipped from Mulgrave to Ontario and the west.
- 301.0 Harbor au Bouche** At Tracadie is situated the monastery of
132.0 Linwood Our Lady of Petit Clairvaux founded in
41.0 Tracadie 1820. The members of the community
131.0 Afton are Cistercian Monks, though commonly
132.0 Bayfield Road called Trappists from their obedience to
76.0 Heatherton the rule of La Trappe, the founder of the
27.0 Pomquet order. From Heatherton there is a stage
22.0 South River route to Guysboro.
- 15.0 Antigonish** Population 1,750. Antigonish is one of the prettiest villages in the eastern section of Nova Scotia. Its tidy dwellings stand amid beautiful shade trees on low ground, while the hills rise in graceful cones near at hand. Among these hills are sweet and pleasant valleys, and the brooks are clear as crystal. The village is the seat of the Bishop of Antigonish. St. Ninian's cathedral is a fine edifice, built of stone and erected at a great expense. It will seat 1,200 persons. St. Francois Xavier College is located near it, and has a large number of students from all parts of the Maritime Provinces.
- The community is largely composed of Highland Scotch. In this part of the country, as through Cape Breton, Gaelic is extensively spoken, and for the benefit of the older people sermons in that tongue are preached from time to time in the cathedral and other churches.
- Lochaber Lake is one of the beauty spots of the neighborhood. It is about five miles long, and varying in width from a few hundred feet to nearly half a mile. Its water is deep and clear, while its banks are abrupt and picturesque. The lake is about thirteen miles from Antigonish, and is reached by a road that runs, amid rich foliage, its entire distance.
- 148.0 Brierly Brook** The train runs through a fertile country
252.0 James River dotted with pretty villages and covered
418.0 Marshy Hope with fine prosperous farms. A short dis-

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<p>205.0 154.0 263.0 20.0 69.0 143.0</p>	<p>Barney River Avondale Piedmont Merigomish W. Merigomish Woodburn</p>	<p>tance out of Antigonish is Gaspereau Lake, noted for being fully 500 feet above sea level, while further on is Sugar Loaf Mountain, 750 feet in height, from which can be seen the distant shores of Cape Breton. Several miles of the route lies through the beautiful Piedmont Valley, within which is a picturesque and long canyon.</p>
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10.7 Pictou Population 3,000. Pictou, one of the oldest towns in Nova Scotia, is pleasantly situated and substantially built. The surroundings are delightful, and is a charming place for a summer's sojourn. It is important as a railway and steamship terminal, and has several large manufacturing industries. Here steamers can be taken to ports on the north shore of Cape Breton, to the Magdalen Islands and to Prince Edward Island.

<p>44.0 222.7 32.0 62.1</p>	<p>Trenton Westville New Glasgow Stellarton</p>	<p>Pop. 2,900 “ 4,550 “ 9,000 “ 5,312</p>	<p>These four towns practically adjoin each other, and are indeed a hive of industry. Within the district is one of the largest and best developed coal areas in Can-</p>
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ada (Stellarton has the thickest known seam of coal in the world, 37 feet), and the output from the mines is enormous. There are several important manufacturing industries in the district, the chief of which are the rolling mill and forging mills of the British Empire Steel Corporation, and the extensive shops of the Eastern Car Company at Trenton. During the last few years there has also been brought into existence a large ship-building yard for the construction of ocean-going steamers. From the hills near New Glasgow, a distant view can be obtained of the Province of Prince Edward Island. East River, a navigable stream, flows through New Glasgow.

<p>140.8 148.0 203.0 392.8 565.6 447.3 316.2 219.9 110.9 59.7</p>	<p>Ferrona Junction Eureka Hopewell Glengarry Gordon Summit West River Riverdale Union Valley Truro</p>	<p>It is a beautiful country between Truro and Stellarton on the southern slope or main line of the Canadian National Railways, and walks, drives and excursions by rail from Truro or New Glasgow along the pretty hills, vales and streams will bring much pleasure. Picturesque falls, known as Grey's Falls, are to be seen near Hopewell on the west branch of the East River.</p>
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Halifax to Yarmouth.

The route along the southern shore over the Canadian National Railways from Halifax to Yarmouth is delightful, passing as it does through a region of marvelous coast scenery and many picturesque summer resorts with magnificent stretches of broad, smooth beaches where the Atlantic surf invites the bather. There are inlets, rich in beauty, which make boating alluring. Everywhere there is the best of deep-sea fishing, while in the lakes and rivers trout and salmon abound. It is doubtful if any other part of Nova Scotia offers more abundant attractions—and that is saying a great deal of a country where beauty is everywhere.

- 59.0 French Village** Good fishing can be found here, sea trout being especially plentiful in May and June. Comfortable accommodation can be obtained, as well as reliable guides. Hunting is good in the fall.

St. Margaret's Bay Delightful scenery surrounds the bay, and from high hills splendid views of the coast can be obtained. The village is a favorite stopping place for motor tourists.

- 46.1 Chester** This little town is beautifully situated on rising ground overlooking Mahone Bay, an expanse of water with no less than 365 picturesque islands guarding the inner waters of the basin from the swell of the ocean beyond. Chester has been in much favor as a summer resort for some years, but it is only beginning to enjoy the advantages that improved railway service can give. There are a number of beautifully constructed bungalows here, and a summer hotel that is delightfully modern in every particular. There are other hotels and a few private residences where excellent board is given. Chester Basin is glorious for yachting, and motor boats may be hired. Excellent bathing is obtained on the shores of the bay and on the smooth white beaches of the rolling ocean beyond. For those who enjoy golf opportunity is afforded on the excellent links of the Chester Club.

Chester is not without historical interest. Oak Island, one of the numerous islands in the adjacent bay, is said, according to tradition, to have been utilized by the famous Captain Kidd for the hiding of the treasure he had captured during his privateering adventures. But although much money has, in modern days, been spent in efforts to discover this alleged treasure none has been found. During the war of 1812 the bay was on one occasion the scene of an encounter between a British vessel and an American privateer. Even the Flying Dutchman is said to have been seen in this bay.

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Ingramport Skirting the shores of the harbor here the traveler obtains a glimpse of this busy little coast town, noted for the lumber and fish it exports.

84.9 Mahone The town, reached from Mahone Junction, snuggles at the head of the bay, half-hidden by encircling hills covered with shaggy pines. In the vicinity are many places of historical interest, and opportunities for boating, bathing and fishing abound.

30.0 Lunenburg Centre of a great fishing industry, and aptly termed the "Gloucester of Nova Scotia." The town is situated on a peninsula and built on a series of slopes. It was founded in 1750, the original settlers being Germans from Hanover. But while it still retains traces of its old-world origin, it is on the other hand one of the most modern and prosperous towns in the province. Lunenburg possesses excellent facilities for bathing, boating and fishing, and has good hotel accommodation. Population 2,800.

10.9 Bridgewater Situated as it is on the picturesque La Have River, is aptly termed the "City of Pines". The town and attractive surroundings make it a pleasant place of sojourn. Tempting roads reach back into the country, where the river Have winds through forest glades, with grassy by-paths bordered by beds of plumed ferns. A favorite drive is down one bank of La Have to Crescent Beach at its mouth, a distance of twenty miles, and back by way of Petite Riviere, Italy Cross and Heb's Cross. Population of Bridgewater is 3,150.

From Bridgewater there is a train service by branch lines running to Middleton and Port Wade. Branching off at New Germany, the railway goes through Brookfield Mines and South Brookfield to Caledonia.

Caledonia Here is the gateway to a district for fishing and hunting regarded as the finest in Nova Scotia. Over 130 lakes, rivers and ponds, including the splendid lakes of Kejimikujik and Rossignol, are accessible from this station. Kejimikujik, or "Fairy Lake", was the famous hunting territory of the Micmacs. It is a fine sheet of water broken by bays and inlets and studded with wooded isles. Here is the Kejimikujik Rod and Gun Club lodge, offering at reasonable rates the privileges and comforts of a well-conducted hotel to desirable guests. In the park-like grounds about the shores are pretty bungalows which can be rented. For those desiring a quiet vacation, with attractive features of outdoor amusement, no finer spot could be found. The best of guides are available for sportsmen who wish to take

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any of the many attractive canoe trips. From here it is possible to canoe to the Liverpool River, and on to the ocean. There is an excellent canoe trip from here to Rossignol, or down the Shelburne River. Further particulars of these canoe routes are given in publications specially dealing with the Maritime Provinces. In addition to the club house, there are the Minard Camps, where summer visitors will find excellent accommodation, with the most inviting opportunities for pleasurable fishing excursions.

There is good hotel accommodation at Caledonia, and a pleasant sojourn can be made here. The fishing waters are within easy reach, and the forests, where moose and deer abound, are not far distant. The best of guides can be engaged.

Middleton Middleton is also a town in the Annapolis Valley, where the finest of apples are grown. In June the orchards are gay with blossom, and Middleton and surroundings are very beautiful.

Port Wade From Middleton, the railway climbs the ridge of the mountain, following the course of the Nictaux River to Nictaux Village, where the deposits of iron ore were vigorously worked up to a few years ago.

24.6 Medway Medway, on the southern shore route, has a fine harbor dotted with numerous islands, and where boating is delightful. Tuna are sometimes caught in the harbor, and arrangements for this exciting pastime can easily be made. Deep sea fishing is to be had here and trout abound in nearby lakes. On the Medway River good salmon fishing is to be had. Good boarding accommodation and reliable guides can be secured.

10.4 Liverpool Liverpool is situated at the mouth of the River Mersey, and is one of the most progressive towns in this part of Nova Scotia. It has several important industries, while its streets are noted for their handsome residences and fine lawns. Liverpool was first settled by pioneers of pilgrim stock, and the locality is held to contain more descendants of the Mayflower immigrants in proportion to population than even Massachusetts, while serving as posts at street corners in the town are up-turned cannon, relics of bygone days. At Fort Point is an interesting old fort. Liverpool has a population of 2,300.

The Mersey River drains a lake system of over fifty square miles, including the famous Rossignol section, which is perhaps the best for fishing in the province. From Indian Gardens, twenty-four miles from the station and eighteen

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miles up the river, are paddle ways where moose, bear, partridge and rabbits abound, the best hunting grounds being in the neighborhood of the Gardens, Broad River and Ten Mile Lake. There is fishing for speckled trout and grilse in the Mersey River, as also for sea trout and salmon in the Medway.

59.9 Port Mouton Good trout fishing is to be had at Mitchell's Brook and Minnow Lake. This is a good section for hunting. Near Port Mouton the railway crosses a section of the shore, where the sea rolls in on a smooth sand beach quite close to the line, making a pleasant view for passengers.

19.6 Lockeport Lockeport is on an island joined to the mainland at its nearest point by a substantial iron bridge over which passengers are conveyed by motor cars. There is also a ferry of 3½ miles for those who prefer to reach Lockeport by water. To the left the bay runs inland for a number of miles, while to the right a low shielding promontory noses defiantly out to sea. The harbor is notably free from squalls, thus affording splendid opportunities for yachting and boating. The bathing beach, a glistening crescent of hard white sand, extends for a mile or more, and serves as well for a promenade and general playground. There being no dangerous undertow or surf, it provides safe bathing even for children. Fishing is the principal industry of the town, and among the fish caught in the waters outside the bay are sword fish and tuna, both descriptions of which find their chief market in Boston.

The town itself is in a composite setting of murmuring forest and rumbling sea, and from the brow of a hill on the road to the station a delightful view is obtained. In the vicinity are a number of pretty country places, among them Brighton, Osborne, Allendale and Bay Head. Trout and salmon may be caught in the Rivers Jordan and Sabe and at Cannon Hill, and in the vicinity of these rivers moose and bear hunting can be obtained.

71.4 Shelburne Shelburne is a progressive town whose history dates back to the time when the land was Acadia. Its founders were United Empire Loyalists from the New England States who settled there in 1783. It is an important business and industrial centre. In the days when wooden vessels monopolized the carrying trade of the ocean, Shelburne was one of the leading shipbuilding centres of Canada, and within the last few years vessels have been constructed there for foreign countries. The town possesses a fine harbor, it being ten miles long and three miles

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wide, with ample depth to float the largest vessels. Opportunities for yachting, boating and bathing are unsurpassed anywhere. Neither is there any lack of good fishing. Salmon can be caught in the Clyde River and trout in the Roseway and Jordan Rivers. Deep sea fishing the tourist can have to his heart's content, and in the fall good hunting is to be had in the vicinity. The town affords excellent hotel accommodation, and has a population of 1,360.

21.7 Port Clyde Fishing is especially good here, and in fall it is an excellent hunting centre. It is one of the oldest towns on the south shore.

10.9 Barrington Barrington, with a population of 1,700,

10.3 Barrington Passage is an interesting seaport possessing many attractions for the summer visitor. Fishing is its most important industry. Three miles from the town is Barrington Passage, the site of a powerful wireless station having a radius of 1,500 miles. From here there is a ferry to Clark's Harbor.

Clark's Harbor has a population of 1,000, and affords excellent opportunities for fishing of all kinds, and in the autumn there is good moose hunting in the vicinity. It is a busy fishing and fish packing centre.

14.0 East Pubnico Pubnico is one of the oldest Acadian settlements in Canada, having been founded in
10.0 Pubnico 1650 by D'Entremont, a member of the Bourbon family.

66.0 Lower Argyle These villages are in the centre of a fine
40.0 East Argyle fishing and hunting country, and were founded by Scottish settlers early in the last century. The country in the vicinity is noted for its rugged grandeur, its excellent farms and pleasant residences. Moose are plentiful in the neighboring woods during the fall and winter.

53.0 Belleville Belleville is noted for its attractions for sportsmen, the vicinity affording good hunting and excellent fishing.

54.0 Tusket A pretty little Acadian village, and a favorite excursion point for tourists sojourning at Yarmouth. As a starting point for canoe trips it is ideally situated, there being from here the choice of many interesting routes. Fishing in the vicinity is excellent.

12.0 Yarmouth Yarmouth is the southwestern terminus of the line, and as the western gateway of Nova Scotia to the ocean is the port of entry and departure for a regular

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line of steamers running between it and Boston, as a result of which it is annually visited by a large number of American tourists. Some five centuries before Columbus discovered America the site of the Yarmouth of to-day was visited by Norsemen, as is evidenced by the Runic records carved by them on two stones located near the town. Champlain visited the locality in 1604, and the first settlers were French, but which, because of their non-participation in the intrigues of the time, were exempted from the fate of their Acadian compatriots in the general deportation of 1755. In 1761 came the first English-speaking settlers—a company of Puritans from Cape Cod, descendants of the Mayflower pilgrims, including among them people with such characteristic names as Seale Landers, Waitstill Lewis, Moses Perry, Consider Fuller. These settlers were a hardy and industrious people and under their influence Yarmouth was soon making rapid headway.

Yarmouth is delightfully situated, has many handsome residences, fine public buildings, and is an industrial and business centre of importance. Its connection with the fishing industry is extensive. Large quantities of fresh fish are shipped from here to the markets of Boston and New York. There are also large plants for the curing of fish. In the days of wooden sailing vessels Yarmouth was a large ship-building centre, and its yards still turn out vessels for the fishing industry. The town was one of the first in Canada to have an electric street railway. Hotel accommodation is among the best in the Maritime Provinces. Population is 7,100.

The golf links occupy an elevated ridge overlooking the harbor, and afford one of the finest views to be had in the province. Bay View Park adds interest to a pleasant sail across the bay. The drive to Milton Highlands, north of Yarmouth, matches the scenic beauties of Scotland; the roads which wind around mist-capped hills and the silver chain of lakes having a true Gaelic quality. The road to Port Maitland, twelve miles from Yarmouth, lies through the little villages of Hebron, Wellington, Hartford and Lake Darling, all suitable retreats for a quiet vacation. Chebogue is an ideal resort where fine surf bathing and deep-sea fishing can be enjoyed.

ACROSS CANADA

(Truro to Sackville)

59.7	Truro	Continuing on the main line of the railway from Truro the traveller is carried through an excellent farming country, while in the distance he obtains a view of Cobequid Bay.
84.8	Belmont	
155.7	Debert	
197.7	East Mines	

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335.3	Londonderry	The Folley Valley is crossed over a viaduct
616.6	Folley	six hundred feet long and eighty-two feet above
310.7	Westchester	the stream that trickles beneath it. The view
283.5	Greenville	obtained from this viaduct is magnificent.
106.0	Thomson	

Passing en route through long and deep cuttings the train enters the Wentworth Valley, famous far and wide for its picturesque beauty and the lovely quietness of its pastoral scenes, dotted as it is by fertile fields and pretty homes, to all of which a finishing touch of the artistic is imparted by the river winding through the bright green intervals and the fairy-like cascades tumbling down the hillside. In the 7½ miles intervening between Londonderry and Folley the elevation increases by over 281 feet, the altitude at the latter place being 616.6 feet, making it the highest point on the Canadian National Railways in the Maritime Provinces. Scenery among the mountains is more than picturesque. Before entering Thomson the train crosses Cobequid Mountain.

92.0	Oxford Jct.	From Oxford Junction a branch line of the
169.3	River Philip	Canadian National Railways, known as the
150.6	Salt Springs	short line, runs to Pictou, and serves the manu- facturing town of Oxford, Pugwash, and the villages along the shores of the Strait of Northumberland. It traverses a rich farming country, and the fisheries and lum- bering operations contribute to the wealth of the district. A co-operative creamery at Scotsburn has an extensive busi- ness. Pictou, once the site of a large Indian village, was, following the French, settled by Pennsylvanians, who were in turn followed by hardy Highlanders.

198.6	Springhill Jct.	An interesting feature about this district is
133.6	Athol	that here begins to put in an appearance
31.1	Maccan	the coal fields for which Nova Scotia is
28.2	Nappan	famous, Maccan usually being designated as the starting point. The district is also famous for its adaptation for the raising of livestock, and particularly beef cattle. The proof of its fertility is to be found in the fact that at Nappan the Government has an Experimental Farm of 300 acres. From Springhill Junction a short line runs to Parrsboro, on the Minas Basin, and noted for its attractions as a summer resort.

59.4	Amherst	Population 10,000. Amherst is in more respects than one a place of particular interest to the tour- ist. It is situated near the head of Chignecto Bay, not far from a strip of land eleven miles in width over which some years ago an abortive attempt was made to construct
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a marine railway for the purpose of conveying vessels from the head waters of the Bay of Fundy into the Northumberland Strait. Not far from the city are also the ruins of Forts Cumberland and Lawrence, the scenes of conflict between British and French in the early history of the country.

As an industrial centre Amherst is one of the most important in Nova Scotia, its factories turning out, according to latest statistics, about \$8,000,000 worth annually. Plants for the manufacturing of railway cars, machinery, engines, knitted goods, boots and shoes are among its principal industries. The surrounding farming country is excellent.

- 23.8 **Aulac** This is the first station on the main line after crossing into New Brunswick.
- 24.3 **Sackville** Population 2,200. The town is pleasantly situated, and being the junction at which a branch of the Canadian National Railways diverges for Prince Edward Island, is a strategical railway point of importance. This branch is the principal link between the railways on the main land and those on the Island Province. As a manufacturing and business centre Sackville is of considerable importance. The golf course near the town is considered one of the most “sporty” in the Maritime Provinces.

THE PROVINCE OF PRINCE EDWARD ISLAND.

Prince Edward Island is unique among the provinces composing the Dominion. It is the only province distinctly an island and is the smallest, being 2,184 square miles in area with a population of 88,615, of which 98½ per cent. is native-born, while over 84 per cent. is rural. Indian aborigines knew it as Abegweit (Rest on the Wave), and Henry Ward Beecher designated it the “Gem of the Northern Sea.” The Island is situated in the Gulf of St. Lawrence, and is separated from New Brunswick and Nova Scotia by the Northumberland Strait, its greatest distance from the main land being thirty miles and its nearest seven miles. From tip to tip the Island is one hundred and thirty miles, while its width varies from two to thirty miles. For beauty of rural scenery and rich fertility of soil it is known as the “Garden of the Gulf.” Although devoid of extensive forest areas, the island has its woodlots, while liberally scattered throughout its surface are the stately elm, the sturdy oak, the delicate white birch, the slender Lombardy poplar, and the dark conical spruce, imparting to the scenery a park-like effect such as is to be found in many parts of rural England.

Fanned as it is by cooling ocean breezes, and possessing mile after mile of delightful sandy beaches for bathing, the Island is ideal as a summer resort, a fact which is evidenced by its increasing popularity. Arms of the sea cut into the land in all directions, creating landscapes

and seascapes of surpassing loveliness. Numerous trout streams furnish sport for the angler, and deep sea fishing is easily obtainable.

Prince Edward Island was first settled by the French in 1663, but its real development began in 1755 by the advent of the Acadians who had been deported from Nova Scotia. Under the French occupancy it was known as L'Isle St. Jean. Its present name was conferred in 1799 in honor of Edward, Duke of Kent, the father of the late Queen Victoria.

Agriculture is the principal industry of the province, the field crops having an annual average value for the last three years of about \$14,500,000. Live stock on its farms have a value of over \$12,000,000, and its factory made butter and cheese of nearly \$1,250,000 a year. Fish caught and marketed have an annual value of between \$1,000,000 and \$1,700,000, according to prices ruling. For its Malpeque oysters the Island possesses a continental reputation. The yearly output of its factories, the most important of which are allied to the fishing industry, is valued at \$3,200,000. During the past decade Prince Edward Island has obtained considerable fame in respect to its fox-raising farms, the revenue of which in 1921, from animals and pelts sold, exceeded \$3,000,000.

The Island has nearly three hundred miles of railway, owned and operated by the Canadian National Railways. No part of the province is more than ten miles from the railway, and three-fourths of its area is within five miles of it. The roadways of the Island are excellent and the scenery through which they run delightful.

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8.0 **Charlottetown** Population 13,330. It was founded in 1768, is the capital of the province and in appearance suggests the capital of some neat European principality rather than that of a province in the New World. The city is pleasantly situated, its streets are liberally flanked with shade trees, imposing public buildings and pleasant residences well furnished with lawns and gardens. Victoria Park is convenient to the city and is a place of natural beauty. The golf links at Belvedere have a reputation which has reached far beyond the confines of the island. The city is flanked by the rivers Hillsborough and York, and has a fine harbor opening into Hillsborough Bay. Early French settlers entering Charlotte Harbor named it Port la Joie as an intimation of its beauty.

8.0 **Summerside** Population 3,230. The town is second in size and in commercial importance on the Island. It has many excellent stores, handsome residences and much to attract the summer visitor. From a hill in the rear of the town a glorious prospect of the country and of the waters to the north and south is obtained. Looking in one direction, Bedeque Bay is seen with all its attractive surroundings, while beyond it lies Northumberland Strait,

with the coast line of New Brunswick in the distance. Summerside has good hotel accommodation and many attractive places for excursions can be easily reached from here.

Alberton, Tignish, Souris, Montague, Georgetown, Murray Harbor, Mount Clement and Mount Stewart are the other principal towns on the Island.

Among the better known and more frequented beaches with hotel accommodation, where the best of bathing may be enjoyed, are Stanhope, Brackley, Rustico, Rocky Point, Pownal Bay, and Cape Traverse.

Taking train for the mainland, the traveler is carried through a delightful piece of country to Borden, on the Northumberland Strait. Borden is a modern port where there are an immense pier and substantial docks for the embarkation of passengers and freight. Here the train is run upon the steamship “Prince Edward Island,” a car ferry specially built to contend with ice conditions in winter, and capable of carrying a heavily loaded train, and in a short time arrives at Cape Tormentine, New Brunswick, where it is again transferred to its steel highway. At the point where the ferry crosses the strait has a width of about seven miles.

A run of about thirty miles through a picturesque and inviting country brings the train to Sackville, New Brunswick, the junction point with the main line of the Canadian National Railways.

THE PROVINCE OF NEW BRUNSWICK.

Like each of the three provinces constituting the Maritime Provinces of Canada, New Brunswick possesses physical features peculiarly its own. This is particularly so in respect to its rivers. Not only are these rivers remarkable in number, but the extraordinary thing about them is the way Nature has linked many of them together either by actual contact or by convenient intervening portages. The St. John, the Miramichi and the Restigouche, all large rivers, are examples of this. Naturally this makes New Brunswick particularly attractive to canoeists ambitious to make extended trips.

Authentic history of the province dates back to 1534, when Jacques Cartier visited its shores, but it was left to an expedition (70 years later) under Samuel de Champlain and de Monts to make the first careful exploration of the country's coast line. During the seventeenth century New Brunswick—then a part of Acadia—was the scene of many contests between English and French, and finally falling to the former in 1710. Its present name it has borne since 1784, when it was separated from Nova Scotia and became a distinct province. The first settlers were the Acadians, under the French regime. Then Scottish and English settlers began to take up land, while in 1783 came the initial influx of United Empire Loyalists from the United States,

on May 18th of that year twenty vessels, with 9,000 souls on board, arriving in what is to-day known as the harbor of St. John. Population of the province, according to the census of 1921, is 387,876, a gain in ten years of nearly 36,000. The province has an area of 27,985 square miles and a coast line of 600 miles.

New Brunswick is noted for its forest reserves. The provincial Government alone owns 7,500,000 acres of timber lands, from which large quantities of lumber are annually obtained. Under private ownership there are about 4,500,000 acres. Total lumber cut of the province in 1920 had a value of close to \$18,500,000, while the capital investment was nearly \$38,000,000. Pulpwood resources of the province are extensive, being officially estimated at 36,000,000 cords. Pulp produced by its mills in 1921 had a value of \$5,250,000, of which the greater part was manufactured for export.

In the development of its manufacturing industries, the province had made marked headway during the last decade or two, the latest available census figures giving the factory output a value of over \$100,000,000 a year. Next to products of the forest, its principal manufactured article is cottons, the annual value of which is nearly \$6,750,000.

New Brunswick is particularly adapted for agriculture and dairying. Professor N. S. Shaler of Harvard University has declared it to be an "agricultural country much finer than any section of the New England States." The average annual value of the field crops for the three years ending 1922 was nearly \$39,000,000. From its dyked marsh lands enormous quantities of hay are annually harvested. Of factory-made butter and cheese the province produces about a billion dollars' worth annually. Its coal reserves are estimated at 151,000,000 metric tons, while the output in 1921 was nearly 180,000 tons. The province is rich in oil shales, mining engineers estimating the total resources at 270,000,000 tons. From the deposits in Albert County both oil and natural gas are being produced, British and Canadian capital being interested in the industry. New Brunswick has substantial water-powers, and considerable progress is being made in their development for hydro-electric purposes. The fisheries of the province are extensive, the value of their product running between five and six million dollars annually.

In a country so immense in its forest resources, it naturally follows that it affords attractions to sportsmen. For its moose New Brunswick is particularly noted, the number of which have increased during the last few years. Deer are also common, and even bear are to be had. The rivers and streams afford the best of salmon and trout fishing.

ACROSS CANADA (Sackville to Moncton)

Altitude

21.1 **Dorchester** Population 1,400, the shire town of Westmoreland County. The village is pleasantly situated on the high ground above the valley through which the rail-

Altitude

way runs. In the run between Sackville and Dorchester the tourist obtains excellent views of those verdant dyked marsh lands for which the Maritime Provinces are famous. A marsh once established is always fertile, its vitality being maintained by the deposit of rich alluvium which is left when the turbid tides are allowed to overflow the land. It is said that four inches of this muddy sediment, supplied in layers of about one-tenth of an inch each tide, will ensure abundant crops for a century. Three tons of hay to the acre is a common yield, and a crop is always assured.

- 28.0 **College Bridge** At College Bridge will be seen the stately
 - 29.0 **Memramcook** buildings of St. Joseph's University. Mem-
 - 49.9 **Calhoun** ramcook is the centre of a fine agricultural
 - 148.4 **Painsec Jct.** district settled by Acadian French. From
 - 56.6 **Humphrey** Painsec Junction a branch line runs to
- Shediac and Point du Chene. Shediac is a well-known seaside resort, with good boating and bathing. At Point du Chene there is an extensive sand beach, and the place is much in favor with the residents of Moncton, many of whom have summer homes at the beach, and also at Cape Brulé, further along the shore. There are fish-packing plants at Point du Chene, from which large shipments are made to Canadian and American markets.

- 50.0 **Moncton** Population 17,500, and with its suburbs approxi-
mately 30,000. It is the second largest city in New Brunswick, and is steadily growing in importance. Its geographical position and excellent railway facilities make it a distributing centre of great importance to the surrounding country—a situation of which many large wholesale houses have taken due advantage. Here the Canadian National Railway lines from Halifax, St. John, Quebec, Montreal, and many branch lines, converge. Workshops and offices of the Canadian National Railways are located in Moncton, employing over 3,500 hands.

Moncton is a manufacturing city of some importance, the annual output of its factories having, according to latest statistics, an annual value of over \$7,500,000. The town is fortunate in having cheap power in the natural gas which is piped thereto from wells in Albert County, where there are also extensive oil shales, in the development of which British capital is taking a keen interest. Moncton is well built, has modern stores, many imposing buildings and fine residences, while its hotel accommodation is a credit to the city.

The town has many attractions for tourists. Its most unique attraction is the famous “bore”, or tidal wave, that

Altitude

twice a day comes tumbling up the Petitcodiac River to a height of four to five feet. Golfers can find opportunity for playing their favorite game, while for motorists there are many pleasant and picturesque drives.

ST. JOHN TO MONCTON

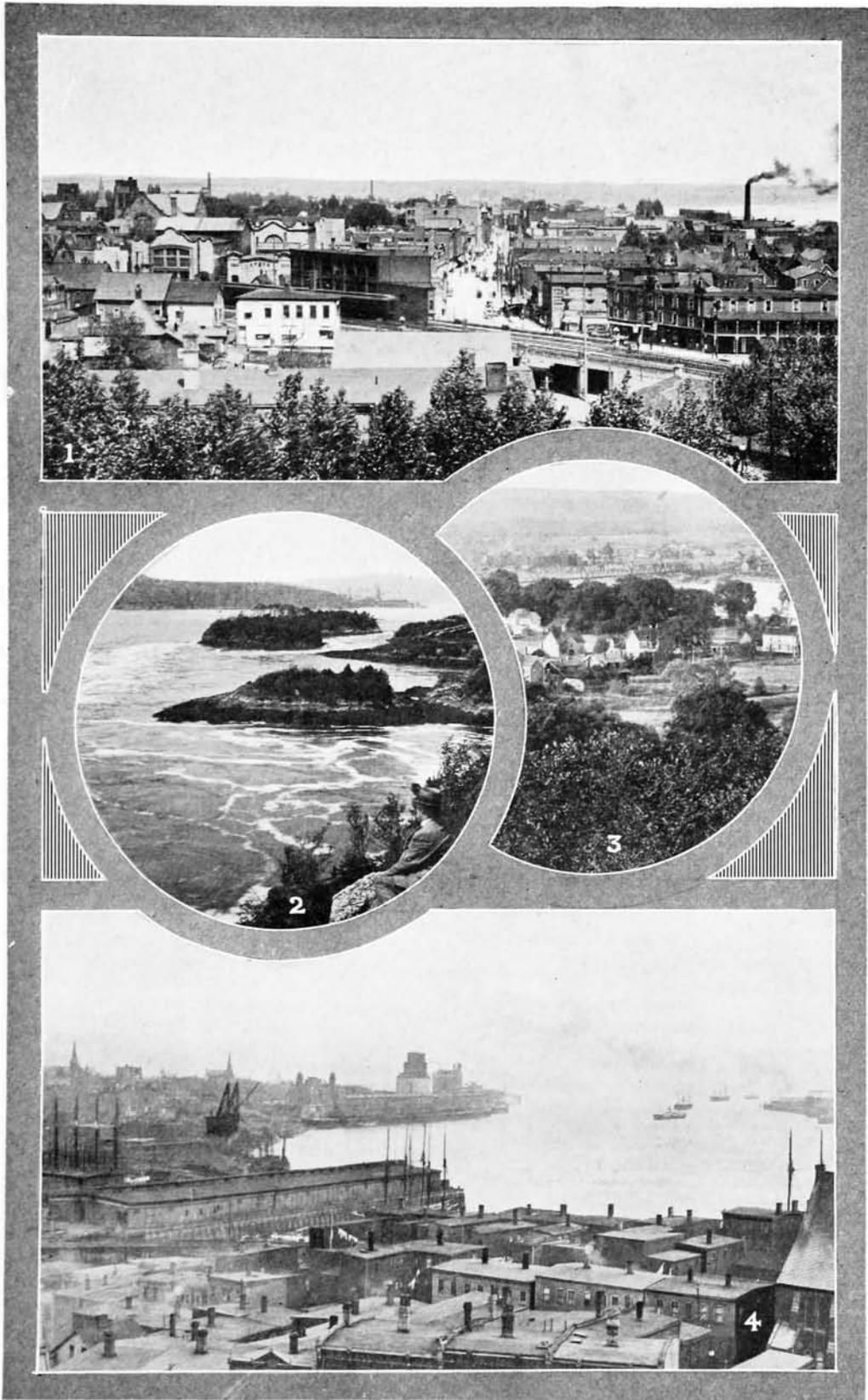
- 21.4 St. John** Population 47,200. Was founded in 1783 by United Empire Loyalists, who are reputed to have landed at the foot of what is to-day known as King Street. The harbor is spacious and deep, and is navigable at all times and seasons, is a winter port for Atlantic liners, and the year round for the West Indies, Boston and coast cities. The Harbor is well equipped with docks and grain elevators, while a drydock 1,150 feet in length is being constructed at Courtenay Bay. The St. John river, draining an area of 30,000 square miles after a flow of 450 miles, and which, with its tributaries, furnishes 1,300 miles of navigable water, discharges its flood into the harbor through a narrow, rocky gorge, famous in Indian lore. At this gorge are the famous Reversing Falls, so called because at high tide the water of the harbor, being above the level of the river, has a perceptible drop up-stream. Down this river is annually floated approximately 125,000,000 feet of timber, to be turned subsequently into lumber and wood pulp. During the season of navigation there are regular steamer sailings up the St. John to Fredericton, a distance of 84 miles, and affording one of the most delightful river trips on the continent, for the river is famous for the magnificence and diversity of its scenery.

The city has several small park areas, while at Rockwood, a suburb, is a park of surpassing beauty from which a magnificent view of the Bay of Fundy is obtained. Near the mouth of the river is the site of old St. John Fort, erected in the early days of the French regime, and made famous by its defence by Madame La Tour in 1645. On Carlton Heights is a Martello Tower erected over a century ago.

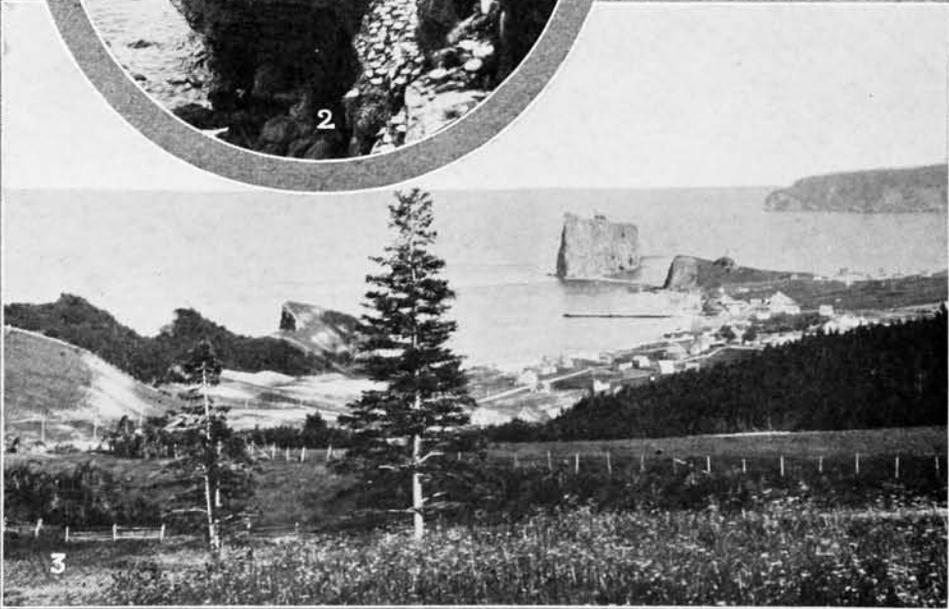
St. John is an important manufacturing, wholesale and commercial centre. Factory product has a value of over \$40,000,000 annually.

Travelling from St. John to Moncton, the route along the main line is as follows:

- | | | |
|-------------|-------------------|---|
| 12.8 | Cold Brook | Leaving St. John, several pretty suburban vil- |
| 29.3 | Brookville | lages are passed. Renforth, in the days when |
| 68.8 | Torryburn | boat-racing was of world-wide interest, was the |
| 40.4 | Renforth | scene of many interesting aquatic contests. |
| 20.1 | Riverside | Riverside is the home of the Riverside Golf and |



1—Moncton, N.B. 2—The Saint John River. 3—Fredericton, Capital of New Brunswick. 4—Saint John, N.B.



1—This Quebec Habitant Holds by Primitive Methods. 2 and 3—Perce Rock, Gaspé, Que.

Altitude

23.0	Rothesay	Country Club. Rothesay is situated on Kennebecasis Bay, the beautiful homes it possesses testifying to its popularity as a place of residence.
154.0	Quispamsis	Quispamsis is an Indian name, being derived from “quispem,” a lake, and “sis,”
130.0	Model Farm	the diminutive term. In fact it was the
28.4	Hammond River	practice when the stations were being
18.8	Nauwigewauk	located to bestow upon them existing
29.1	Lakeside	Indian names. Other Indian names along
26.7	Hampton	the route are, however, usually modi-
35.1	Passekeag	fications of those which the aborigines
35.0	Bloomfield	bestowed on the respective localities.
51.2	Norton	
73.4	Apohaqui	

Hampton is a pleasant village with much to commend it to the visitor. It is the shire town of King’s County. Besides enjoying favor as a summer resort, it has some important industries, including saw mills, a wood-working factory and a match factory. From this point a branch line runs across the country to St. Martins and the Fundy Bay shore, where summer visitors find splendid bathing and quiet enjoyment. Norton is located in a district noted both for its adaptation to agriculture and for the big game it affords the hunter. From here the line of the Fredericton and Grand Lake Coal and Railway Company runs to Chipman and Minto, where there are extensive coal fields, thence to Fredericton.

69.2 **Sussex** Population 2,200. Is picturesquely situated in the beautiful valley of the Kennebecasis, and is a handsome and well-built town. In the midst of a fine farming district, it is a good trading centre, and has several large and important industries, including the manufacturing and bottling of aerated waters. The waters of the sulphur springs are said to have medicinal qualities that are highly beneficial. A Government military camp is in the vicinity. Excellent opportunities for trout fishing are found in nearby lakes and streams.

66.9	Plumweseep	Plumweseep is the Indian name for Salmon
91.8	Penobsquis	River. Penobsquis is another Indian designation, meaning “penobsq”, a stone, and
160.1	Anagance	“sisps”, a brook. Petitcodiac is the point
96.2	Petitcodiac	from which a branch line runs to Elgin and
81.7	River Glade	to Havelock. The Elgin station serves an
103.5	Salisbury	important lumbering district, and there are
80.7	Boundary Creek	large lumber mills at Pollett River and
105.1	Jones	Elgin. Havelock is the centre of a good
		farming country where there is considerable dairying and

Altitude

fruit raising. This is also one of the best ways to reach the hunting grounds in the Canaan Woods. River Glade has a sanitarium for tubercular patients. From Salisbury a branch line runs to Hillsboro and Albert. At Hillsboro there are extensive gypsum quarries and a well-equipped plant for the manufacture of plaster. Hillsboro may also be reached by a delightful drive of seventeen miles along the Petitecodiac River from Moncton. The rocks at Hopewell Cape—one of the Bay of Fundy's tidal phenomena—attract many visitors. There is considerable lumbering at Riverside and Albert. This part of the province is also rich in agricultural resources.

Generally speaking the route along the main line from St. John to Moncton is one of the most picturesque train rides in Canada, and for quite a distance follows the banks of the Kennebecasis River.

ACROSS CANADA

(Moncton to Montreal)

216.3	Berry Mills	There is a rich farming and fishing district in this part of the country. As, however, the train runs so far from the shore the traveler has not the opportunity of ascertaining this from observation. Near Adamsville there are extensive deposits of brick clay and at Beersville coal mines. Harcourt, noted as a lumbering centre, is also a point from which can be reached the Canaan Woods, famous for the hunting and fishing they afford. A short distance beyond Harcourt the famous Richibucto River in which experiments are being carried on in connection with the cultivation of oysters, is crossed. At Kent Junction a branch line, (the Kent Northern Railway) runs to the town of Richibucto, twenty-seven miles distant, an excellent summer resort with no limit to bathing and boating possibilities. The village of St. Louis, noted as a resort for the sick and infirm, who seek the healing waters of a grotto in the nature of the famed one of Our Lady of Lourdes, is in this district about seven miles from the main line of railway. Rogersville is a lumbering centre surrounded by a good agricultural district.
262.3	Canaan	
215.7	Coal Branch	
299.4	Adamsville	
200.3	Harcourt	
269.0	Kent Junction	
304.0	Rogersville	
56.4	Barnaby River Derby Jct.	

The Miramichi District.

Miramichi means more than its famous river, for it comprehends a district where the land and the water have alike been a source of wealth for generations past and will be so for generations to come.

Altitude

138.0 **Newcastle** Population 3,500. The town is situated on the north shore of the Miramichi River, at a point where the latter is practically an arm of the sea. It is one of the oldest towns in the district, and in the forest conflagration of 1825, when six thousand square miles of territory was swept by fire, was for the time-being wiped out of existence. Near the depot are the huge towers of a wireless station, which was during the war under control of the Government. Beautiful driveways are in the vicinity of the town. By steamer there are delightful summer excursions from Newcastle to Bay du Vin at the mouth of the great river, calling on the way at Chatham, Loggieville, Escuminac, Burnt Church, etc. A branch of the Canadian National Railways runs from Derby Junction to Chatham and Loggieville.

Newcastle to Fredericton

The Fredericton sub-division of the Canadian National Railways, 110 miles long, connects with the main line at Derby Junction. The railway follows the course of the South West Miramichi to Boiestown. At McGivney it crosses the section of the Transcontinental from Moncton to Edmundston and Quebec, and from Cross Creek runs to Fredericton by the Nashwaak River. This branch runs through the heart of New Brunswick, one of the most picturesque portions of a province noted for its scenery. From Cross Creek a small branch line runs to Stanley.

The towns of Millerton, Doaktown and Boiestown operate sash and door factories, furniture factories and mills for the cutting up of lumber into dimension sizes for local consumption. At Millerton there is also a branch of the Miller Bark Extract Works. Export trade of the whole Miramichi section is growing very rapidly. Marysville is a manufacturing centre containing a large cotton mill, lumber mills and factories, which employ hundreds of people. South Devon is connected with Fredericton by a substantial steel bridge. From Fredericton a wide district is reached that is famed for its big game hunting.

99.6 **Chatham** Population 4,500. Ranks next to St. John as a shipping port of New Brunswick. It was here that the first steam saw mill in the province was built.

32.8 **Loggieville** The terminus of the branch line, and important as a fish-packing and manufacturing centre.

332.1 **Beaverbrook** A feature of the route through these points

520.2 **Bartibog** on the main line is the marked variation in

Altitude

- 338.1 **Red Pine** the altitude, rising from a little over ninety
 102.7 **Gloucester Jct.** feet at Nepisiquit Junction to over 520 feet
 90.6 **Nepisiquit Jct.** at Bartibog.

47.9 **Bathurst** Population 3,327. Bathurst is pleasantly situated on a tidal lagoon at the mouth of the Nepisiquit River, where it enters the bay of the same name, which in turn forms a part of the great Bay of Chaleur. From the town a delightful view is obtainable of the Gaspesian Hills on the opposite side of the bay. The beaches in the vicinity of Bathurst are of smooth sand and afford excellent facilities for bathing, while the harbor lends itself to motor-boating. Salmon fishing can be enjoyed on the Nepisiquit River, while in season moose and deer hunting can be found at the headwaters of the Tetagouche river. For canoe trips the district affords many and varied opportunities. Hitherto known principally as a summer resort, Bathurst has during the last few years developed considerable importance as an industrial site, particularly in respect to the lumbering and pulp industries. At Bathurst Beach, an ideal resort, there are summer cottages for the accommodation of summer tourists.

From Bathurst a branch of the National Railways goes to Caraquet, Shippegan and Tracadie. Along this line are many noted trout streams, while in season such wild fowl as geese, brant and duck are very plentiful.

- 32.1 **Beresford** From Dalhousie Junction is a branch line of
 82.7 **Petit Rocher** six miles to Dalhousie, a town of 2,000 popu-
 93.1 **Belledune** lation. It is one of the loveliest spots on the
 49.8 **Jacquet River** line of the Canadian National Railways, and
 22.5 **Nash Creek** for many years has enjoyed favor as a sum-
 41.2 **New Mills** mer resort. The bathing is ideal, and there is
 54.6 **Charlo** ample opportunity for angling and deep sea
 29.8 **Eel River** fishing, as well as numerous facilities for
 81 7 **Dalhousie Jct.** water trips along La Baie de Chaleur. Good
 hotel accommodation is provided. Dalhousie
 is an important lumbering centre; also in respect to fresh and
 frozen fish.

Charlo, overlooking La Baie de Chaleur, is finely situated. At the foot of the cliffs there are smooth sand beaches where bathing is enjoyable.

La Baie de Chaleur When Jacques Cartier, on July 10th, 1534, sailed into this magnificent haven the day was hot, a circumstance that led to its there and then being named La Baie de Chaleur—the bay of heat. Ninety miles long and from fifteen to twenty-five miles in width, this

Altitude

arm of the Gulf of St. Lawrence divides the Gaspé Peninsula from the Province of New Brunswick. The depth of the bay is sufficient to ensure a safe passage for the largest ship afloat. As the bay narrows into the estuary of the Restigouche River the scene becomes bolder and more majestic, presenting one of the most superb and fascinating panoramic views in America. The region is mountainous, and almost Alpine in character. But its grandeur is derived less from cliffs, chasms and peaks than from far-reaching sweeps of outline and continually rising domes that mingle with the clouds. On the Gaspé side, precipitous cliffs of brick-red sandstone flank the shore, so lofty that they seem to cast their gloomy shadows half-way across the bay, and yawn with rifts and gullies, through which fretful torrents tumble into the sea. Behind them the mountains rise and fall in long undulations of ultramarine, and towering above them all is the famous peak of Tracadigache, flashing in the sunlight like a pale blue amethyst.

Around the shores of La Baie de Chaleur the land is settled for many miles, and the picturesque hamlets and green pastures add to the beauty of the scene. The swell from the ocean breaks rhythmically upon smooth, sandy beaches that tempt the bather. There are many coves and harbors where the boating is alluring and shorn of its risks. Sheltered at its mouth by the islands of Miscou and Shippegan, restless as may be the sea beyond, the yachtsman may guide his craft over the whitecaps when a stiff breeze is blowing, while there are often summer days when the bay is so placid that the small motor boat may safely venture into the open. The New Brunswick shore is followed by the line of the Canadian National Railways from Bathurst to Campbellton, and for a number of miles is in full view of the broad and beautiful expanse of water, with the lofty and imposing mountains of Gaspé beyond.

- 42.0 Campbellton** Population 5,570. A thriving town beautifully situated at the head of the broad estuary of the Restigouche, which discharges its flood into La Baie de Chaleur. The scenery here is entrancing, one feature of which is the background formed by Sugar Loaf, a mountain 2,000 feet in height, from whose top a glorious view is obtained of the surrounding country, while almost directly across the river, in the Province of Quebec, is Mission or Cross Point, noted for its Indian reservation of 500 Micmacs, and which can be reached by stage.

A few miles up the Restigouche River is a spot famous for a naval battle that took place there in 1760, when a French fleet, in an effort to reach Montreal after th capture

Altitude

of Quebec, took refuge there, only to be caught and destroyed by an alert British fleet. This battle was important from the fact that it gave the final blow to the power of France in Canada.

Campbellton is an important lumbering and shipping centre, and is well equipped with substantial wharves. As a resort for fishing, hunting and canoeing the district is famous. For campers it is ideal.

- 35.6 **Moffatt** Leaving Campbellton, the railway follows the
 62.4 **Flat Lands** course of the Restigouche, one of the north-
 ern boundaries of New Brunswick. A few
 miles beyond Campbellton, Morrisey Rock, an immense hill
 of granite, has to be pierced. Crossing the Restigouche
 over a steel bridge, the line enters the Province of Quebec.

THE PROVINCE OF QUEBEC

Quebec is a province of outstanding interest to tourists of all sorts and conditions. In historical lore, in romance and in tragedy there is no part of the continent more famous. For the extent and variety of its scenic effects it is a wonderland, the most striking of which are to be found in the vicinity of the Laurentian ranges—the world's oldest mountain range—and which traverses the province for the greater part of its width.

Definite history of Quebec dates back to 1534, when Jacques Cartier landed at Gaspé and planted a cross claiming the country in the name of "France and of Christ". And for France it was held until wrested from her by Great Britain over two centuries later.

Among the nine provinces comprising the Dominion the Province of Quebec is the largest, having an area of 703,653 square miles, or greater than the pre-war combined area of Germany, Austria-Hungary, Belgium, Holland, Denmark and Bulgaria. Under the French regime the province was known as New France until 1663, when it became Quebec, an Algonquin name signifying a narrow passage between two waters. Under British rule the name was changed on two or three occasions. From 1841 to 1867 it was officially known as Lower Canada, the present name being finally selected at Confederation in 1867.

Quebec is famous for its great rivers. The most important part of the St. Lawrence, on whose system steamers can navigate from the Atlantic to the head of the Great Lakes, a distance of 2,339 miles, is within the boundaries of the province. The Indians well named it "a river that is without end." Among the great rivers tributary to the St. Lawrence within the boundaries of the province are the Ottawa, the St. Maurice, and the Saguenay. A peculiarity about the last-named is that through some convulsion of nature its bottom is in parts about six hundred feet below that of the river it helps to feed. Cape Trinity and Cape Eternity, standing on either side of the mouth of

the Saguenay, tower 1,800 and 1,600 feet respectively above the surface of the river. Tadousac, standing at the mouth of the river, is believed to be the site of the oldest European settlement in Canada. In all, the province has 185 rivers having an aggregate length of nearly 16,000 miles. The province has enormous potential possibilities in respect to waterpowers. Not including those in the northern wilds of the province, there are available undeveloped waterpowers with a potential possibility of 6,850,000 horsepower. From those which have been developed 1,100,000 horsepower of hydro-electric energy is being generated. With the extensive developments which are under way the latter will be considerably increased within the next year or two.

In respect to its manufacturing industries, Quebec ranks second among the Canadian provinces, the latest available census figures giving the total product of its factories an annual value of \$988,574,823. Its forest resources are immense, as may be gathered from the fact that from their product, according to the latest statistics, over \$64,000,000 worth of pulp and paper and about \$61,500,000 worth of lumber, lath, shingles, etc., are obtained annually. Next in order to forest products comes the manufacture of cotton goods, the annual output of which is valued at \$57,500,000.

Quebec's farms are noted for their fertility and their narrow ribbon-like form, due in the first place to the fact that in the early days of the province an effort was made to give settlers a frontage on a river in order to facilitate transportation, there being no ordinary roads. In the second place, that which has caused a further narrowing of the farms is the process of sub-dividing which has been carried on in order to give each son a part of the original homestead as he begun housekeeping on his own account. Field crops of the province during the three years ending 1922 had an annual average value of over \$239,000,000. Live stock on its farms is valued at about \$207,000,000. Among its live stock are still here and there to be found the descendants of the first cattle brought over from France in 1620. The province is making rapid headway in respect to its dairy industry, the output of factory-made butter and cheese in 1921 being 96,101,098 pounds, valued at \$23,600,945.

The population of the province, according to the census of 1921, is 2,361,199, an increase of 17.72 per cent. in ten years. About eighty per cent. of the people speak the French language, and over 86 per cent. are Roman Catholics.

The Gaspé Peninsula.

The Gaspé Peninsula is reached by the tourist after crossing the Restigouche. The Peninsula is one of the striking geological feats of Nature. In shape it approximates to that of the claw of a lobster, in length it is about 120 miles and at its widest part some ninety miles, while its total area is over 10,000 square miles. On the north it is flanked by the Gulf of St. Lawrence and on the south by La Baie de Chaleur.

To the tourists Gaspé Peninsula offers much that is of interest. Its scenic effects are rich, striking and varied. Historically it is of importance from the fact that it was upon its shores that Jacques Cartier first stepped on his initial voyage in 1534.

Perce and the Rock Perce and its flanked rock is one of the outstanding spots of interest on the peninsula. Perce itself has been described as "the most dramatic spot in the Gaspé Peninsula, where the powers of description fail". The land upon which it is situated pushes out into La Baie de Chaleur in lines of lofty red sandstone cliffs, with the restless sea eternally gnawing at their base. The village, which has excellent hotel accommodation, is in an undulating valley between the mountain and the shore cliffs, and in every direction there is a glorious panorama of verdant slopes, contrasting harmoniously with the soft red of the cliffs and their varying shades of yellow and green.

The great diversity of the scenery and the peculiarity of its geological formation make Perce a place of great interest to many summer visitors, and for years it has been the objective point of scientists, literary men and artists. In the wonderful atmosphere of this part of the Gulf, the distinctness with which objects are presented to the view is surprising. The rock is an island block of reddish conglomerate and sandstone, 1,500 feet long and 300 feet in width, and rising out of the sea with perpendicular cliffs 286 feet high. Near the outer end is another smaller rock rising just as abruptly and to almost as great a height, with a clear channel separating the two. This is merely the outer pillar of what was once a natural arch, mentioned in the narratives of the early explorers, who described the rock as having three arches. Only one remains, and at high water it is possible to pass through it in a good sized boat with full sail set. Thousands of gulls and cormorants nest on the rocks and make a lively commotion during the day, with only a slight diminuendo during the night. This noise, however, serves a good purpose, for no friendly beacon could be more welcome to the mariner than the warning cries of the birds that out of the darkness, fog and mist proclaim the whereabouts of the rock and dangerous reefs that encircle it.

Gaspé Bay and Basin Gaspé Bay is sixteen miles in length and is six miles in width for about twelve miles from its mouth. Then it narrows into the beautiful Gaspé Basin, forming one of the finest harbors in America.

It was from Gaspé Basin that sailed on October 3, 1914, the fleet of transports and convoying war vessels that took

Altitude

Canada's first contingent of 33,000 men and equipment overseas to participate in the Great War.

Gaspé village is gloriously situated on the lofty hills overlooking the Basin, and is a place of manifold attractions for the summer visitor who loves recreation and quiet where there is plenty of boating, deep sea fishing and bathing, with pure and tonic air. Some excellent salmon and trout fishing on the St. John River is controlled by the proprietor of Baker's Hotel, who can thus provide guests with some good sport, and furnish them with guides and canoes. Moose, caribou, deer and bear are plentiful, and the country back of the Gaspé Hills is their natural abode.

The Gaspé fisheries are regarded as the richest in the world. For centuries hardy fishermen have taken their annual toll in vast catches of codfish, and still there is no sign of depletion. Fishing and farming are frequently said to be industries which do not flourish side by side. However true this may have been in the past, it is only now partly true as regards Gaspé, for the fisher folk have discovered that those who sow may also reap, and while still following their chosen vocation they find time to raise good crops of potatoes and vegetables for their own use, and the finest of fodder for their cattle and horses.

Practically the whole of the peninsula is a fish and game region. The connection of the Quebec Oriental Railway at New Carlisle with the Atlantic, Quebec & Western Railway, making a through line from Matapedia, on the main line of the Canadian National Railways, to Gaspé, has led to some very encouraging agricultural and industrial development, and at many places the land is being cleared and tilled, while lumbering is being carried on with increased vigor. The railway offers convenient access to the settled portions of Gaspé, although some of the villages by the shore are a few miles distant from the nearest station.

ACROSS CANADA

(Matapedia to Montreal)

- 54.0 **Matapedia** The village and station are located at the junction of the Matapedia and Restigouche Rivers, while near by is the Restigouche Salmon Clubhouse, owned by wealthy Americans, who are willing to pay well for what has been aptly termed the “Sport of Kings”. This part of the Matapedia is a place of singular beauty, and the charm of the scenery of mountain, valley and winding river never fails to awaken a responsive cord in those who love the artistic.

Altitude

98.1	St. Alexis	Leaving Matapedia the route as far as Causapschal lies through the Matapedia Valley, following the course of the river for a distance of over twenty miles. Through a beautiful valley, the Matapedia winds in graceful curves, singing the music of the waters as it goes. In the miles of its course, followed by the railway, it has 222 rapids, varying in size, swiftness and depth, and running over shingling gravel and golden sand. Here and there are the deeper pools in which lurk salmon of astounding size, for this is one of the salmon streams of which everyone has heard. In some places in the
140.8	Millstream	
280.1	Routhierville	
353.7	Ste. Florence	
454.0	Causapschal	
503.0	Lac au Saumon	
532.0	Amqui	
536.7	Val Brillant	
581.1	Sayabec	
644.5	St. Moise	
713.0	Padoue	
566.6	Petit Metis	
387.1	St. Octave	

Matapedia, the river, the highway and the railway crowd each other for a passage, so narrow is the valley. The scenery along the route is rich and varied. Switzerland lives in miniature amid the mountains, while England and Scotland are around the lakes, streams, and springy heather.

In the vicinity of Causapschal good hunting and fishing are to be obtained. Amqui, in addition to being an agricultural district of growing importance, is a favorite centre for sportsmen, there being in the summer excellent fishing in nearby lakes and in the Fall the best of big game hunting. Beyond the village of Sayabec is Lake Matapedia, a beautiful sheet of water which gives birth to the famous salmon stream that flows from here to its junction with the Restigouche. Between Val Brillant and St. Moise the railway reaches an altitude of 751 feet above sea level—the highest point on the line east of Montreal. Lumbering is an important industry along this part of the Province of Quebec, proof of it being in evidence at various stations touched.

262.6 **Mont Joli** Population 2,800. Here, as the railway takes a more direct turn westward, a magnificent view of the St. Lawrence is obtained with the opposite shore in faint outline on the horizon. Mont Joli is a divisional point of the Canadian National Railways and a junction for the Canada and Gulf Terminal Railway running east along the shore to Metis Beach and Matane. Several wealthy Canadians have summer homes at Metis Beach, and there are good hotels to accommodate summer visitors. The salt waves roll on a beach four miles long, hard and smooth and safe for bathers. In the vicinity there are numerous streams for the enterprise of the angler. Grand Metis Falls are reached by a drive of about three miles from St. Octave. The falls are about one hundred feet in height and present an imposing sight. The golf course at Metis Beach is considered one of

Altitude

the best in the province. At Matane there are several finely equipped saw mills with a large annual output of lumber.

At Mont Joli, if the tourist wishes to carry the correct time, he will move the hands of his watch backward an hour, for here Eastern Standard Time takes the place of Atlantic Standard Time, that in vogue throughout the Maritime Provinces. Noon, for example, becomes 11 o'clock.

- | | | |
|---|-----------------------|--|
| 175.8 | Luceville | Rimouski is a summer resort of considerable |
| 96.3 | St. Anaclet | importance, and a long pier extending from |
| 77.8 | Rimouski | the shore to deep water, a distance of nearly |
| 22.0 | Sacre Coeur | a mile, affords an excellent promenade where
the breezes of the river can be enjoyed to
the full. Rimouski has a population of 3,600, is a live town,
and is surrounded by a fine agricultural country. Lumber
is one of its important industries. Part of the mails, both
outbound and inbound, are handled at Rimouski during
navigation season. At Father Point there is a telegraph
and signal station in connection with ocean steamers. |
| 81.7 Bic “Bic the Beautiful” is a term that has been ap-
propriately applied to this spot. It is a village by the
shore, with mountains separating it from the country be-
yond. The railway winds amid the mountains, passing
through cuttings blasted in the rock. On one side the cliffs
tower 250 feet above the passing train, while on the other
side is a magnificent panorama of bay, river and islets. The
St. Lawrence is here 25 miles from shore to shore, rapidly
widening in its course toward the sea. Bic is one of the
finest natural watering places on the St. Lawrence, having
pleasant beaches and clear, salt water to tempt bathers, while
the placid surface of the mighty river invites the boatman.
Hatte Bay is a delightful spot not far from Bic. | | |
| 446.1 | St. Fabien | At Trois Pistoles and Isle Verte the sur-
roundings are very attractive, the villages |
| 300.6 | St. Simon | extending back to the river and containing |
| 114.6 | Trois Pistoles | many of the charms such as summer pleas-
ure-seekers desire. Some excellent farms |
| 70.1 | Tobin | may be seen in this vicinity, and there are |
| 139.2 | St. Eloi | good roads for motoring. |
| 109.0 | Isle Verte | |
| 275.0 | St. Arsene | |
| 245.7 Cacouna From Cacouna station it is an easy drive to the
famous Cacouna Beach, one of the most charming
of all the beautiful resorts along the St. Lawrence shore.
It is only a short drive by motor from Riviere du Loup.
Good hotels provide ample accomodation for summer visitors. | | |

Altitude

The Cacouna is close to the shore, overlooking a stretch of sand beach a mile long, and annually enjoys the patronage of the best class of tourists. The sea bathing is splendid, the water being of an agreeable temperature. For the golf enthusiast there are splendid links.

- 314.5 Riviere du Loup** Population 7,700. Riviere du Loup, which is incorporated as the town of Fraserville, extends to the mighty St. Lawrence, here like a broad sea, with all its possibilities—bathing, boating and fishing, with shooting in season. There is good summer hotel accommodation. Apart from its own attractions, it is a convenient centre from which one may go to various points, either on the river where fish are to be caught or in the forest where game abounds. Near the railway the waters of Riviere du Loup have a descent of over 200 feet by a succession of falls making their way over a rocky gorge. The waters of the river are utilized for the development of hydro-electric energy. The town has several large industrial establishments and is an important business centre. It is a divisional point of the Canadian National Railways, and the Temiscouta Railway runs from here to Edmundston and Connor's, New Brunswick.

Tadousac, at the mouth of the wondrous Saguenay River, and on the northern shore of the St. Lawrence, lies almost directly opposite from Riviere du Loup. This, as well as other points on the north shore of the river, is served by a steamer running from the Fraserville wharf.

- | | | |
|--------------|-----------------------------|--|
| 349.4 | Old Lake Road | From the car windows long narrow |
| 369.0 | St. Alexandre | farms, with their quaint cottages and |
| 345.2 | St. Andre | low-lying out-buildings will be noticed. |
| 318.4 | Ste. Helene | The explanation of their peculiar |
| 300.9 | Dessaint | form is found in the fact that origi- |
| 192.1 | St. Pascal | nally they were farms of fair width |
| 143.2 | St. Philippe de Neri | but have from time to time been |

divided among heirs by the simple process of running lines from front to rear, so as to give each a share of frontage on the highway. The people in this part of the country are industrious, peaceful and plain in their tastes. All speak their mother tongue and are fervent adherents to their mother church. In these particulars they are very much as were their forefathers of early Canada, but in farming and in business methods they have kept pace with modern conditions.

- | | | |
|-------------|----------------------------|--|
| 46.4 | Riviere Ouelle Jct. | At Ste. Anne is the centre of an excellent |
| 53.7 | St. Pacome | farming district, and has the honor of |

Altitude

100.7	Ste. Anne	possessing one of the best agricultural
119.7	Ste. Louise	colleges in Canada. Large quantities of
162.8	Elgin Road	farm produce are shipped from here to
176.0	St. Jean Port Joli	Quebec and Montreal. It has saw mills,
99.0	Trois Saumons	a grist mill and a cheese factory. Ste.
103.2	L'Islet	Jean Port Joli and L'Islet are the site of
117.3	L'Anse a Giles	many summer homes. As a rule the real
129.1	Cap St. Ignace	attractions of the villages through this

part of the country are not apparent from the car windows, but on the shores of the St. Lawrence, some five or six miles distant, there are places which have enjoyed favor for many years as summer resorts.

The summer resorts of the Lower St. Lawrence have so increased in favor as to demand special train arrangements, to comply with which the Canadian National Railways runs, during the season, the “St. Lawrence Special”, a solid train of vestibule sleeping cars from Montreal to Metis Beach.

53 **Montmagny** Population 4,200. The village, extending to the St. Lawrence, is quite picturesque. There are fine drives, especially along the shore road to other villages pleasantly situated by the river. Montmagny is the centre of extensive lumbering operations, there being several well-equipped saw mills. Agricultural implements are also manufactured here.

130.9	St. Pierre	The country through which the traveler
133.6	St. Francois	passes continues to be typically French-
155.5	St. Valier	Canadian. One after another the picturesque
170.8	La Durantaye	villages come into view, with their long,
296.2	St. Charles Jct.	narrow farms, their low-lying buildings and
240.0	Harlaka Jct.	quaint cottages, built to be delightfully airy
87.8	St. Joseph	in summer and yet to withstand the keen

cold of winter. In every village is to be seen the parish church, usually a substantial edifice of stone, while here and there, standing out in bold relief against the sky line on some distant hill, is to be seen a large cross.

16.0 **Levis** Population 10,500. In the old days before British rule came in Levis played an important part in the sieges which took place, the heights behind the town being occupied in turn by defending and attacking parties, and many millions of dollars have since been spent by the Imperial Government on the fortifications which crown them. The town is a busy place, with many fine educational and religious institutions. A drydock, 1,150 feet long, is one of the largest in the world, and more than sufficient size to accommodate the largest battleship or ocean liner afloat. There is also a

second, but older, drydock in the vicinity. Connection with Quebec, immediately across the St. Lawrence, is maintained by ferry service.

The City of Quebec

It is generally conceded that Quebec surpasses all cities of the continent in the wealth and the variety of the attractions it affords the tourist. Its history is stirring, eventful, and romantic, while for the magnificence of its scenic effects there is no city on the North American continent its equal.

Before white man stepped upon its site it was an Indian stronghold. When Cartier first visited it in 1535, and spent a winter there as the guest of Donnacona, the chief of the Algonquin tribe, it bore the name of Stadacona. Its definite history under the rule of white men began in 1608, when Champlain formally took possession in the name of the King of France and built a fort in what is now known as Lower Town. Twenty-one years later the place was captured by the British under General Kirk. After an occupancy of three years it was restored to France, in whose possession it remained, in spite of renewed attacks by the British in 1690 and 1711, until 1759, when it was captured by forces under the intrepid Wolfe. Only once since has Quebec been subject to siege, and that was in 1775, when the Americans, under Montgomery, made an ineffectual attempt to capture it. On the escarpment overhanging Lower Town is a tablet marking the spot where Montgomery fell in leading a night attack. Cape Diamond, the promontory on which the city stands, is said to owe its name to an alleged discovery of diamonds in its vicinity by early French pioneers.

On the Plains of Abraham is a monument to Wolfe, and in the Governor's Gardens is one jointly honoring Wolfe and Montcalm, both of whom lost their lives in the historic battle of 1759, while on Dufferin Terrace, near where he erected the Castle of St. Louis, stands a monument to Champlain, the founder of the city. Louis Hebert, the first farmer to settle in New France, is honored with a moment standing in City Hall Park, once a part of his farm.

The famous citadel crowning the heights of the escarpment, some three hundred feet above the St. Lawrence flowing beneath, and now occupied by Canadian troops, was constructed a little less than a century ago according to plans approved by the Duke of Wellington, the hero of Waterloo, at a cost of \$25,000,000.

Magnificent views are to be obtained from several parts of the city. But the finest are from the citadel. Looking down the river a glorious view is to be obtained of the St.

Lawrence, with the picturesque Island of Orleans resting where the river takes a sharp turn to the right. To the left, on the north shore, is to be seen Ste. Anne de Beaupre, famous for the shrine which for over 250 years has been the Mecca of devout pilgrims seeking restoration of health, while away in the background, roughly paralleling the river, is the Laurentian Mountain range (the world's oldest mountain range) standing out in bold relief, always glorious in its color effects, and particularly when fleecy clouds floating overhead dot its sides with sunshine and shadow.

In its upper part Quebec is a modern city in the width of its streets and in the architecture of its public, mercantile and residential buildings, while in its lower part it is a city of the Old World set on the shores of the New. “I rubbed my eyes to be sure I was in the nineteenth century,” wrote Thoreau after visiting the latter part of the city. Population of the city is a little over 95,000.

The harbor of Quebec is one of the most important in the Dominion. Being situated at the confluence of the St. Charles with the St. Lawrence, it has dockage on two river fronts, and ample accommodation for ocean-going steamships. Quebec is also an important manufacturing and commercial centre. Its manufactured products have an annual value of over \$33,000,000.

In the vicinity of Quebec there are many points of interest, several of which are conveniently reached by the branch line of the Canadian National Railways following the north shore of the St. Lawrence to Murray Bay (La Malbaie), a distance of over eighty-seven miles, passing en route Montmorency, Ste. Anne de Beaupré and Baie St. Paul. Another branch line runs through the Laurentide National Park to Lake St. John and Chicoutimi.

The air line of the Canadian National Railways runs from here to Winnipeg, a distance of 1,350 miles, the shortest route between the two cities. For information regarding this route see pages 84 to 91.

The Quebec Bridge.

“In the annals of engineering triumphs of the world,” to quote one well known authority, “the construction of the Quebec Bridge, for immensity, uniqueness of design, excellence of detail and boldness of organization, has rarely been equalled and never excelled.”

Its main span, 1,800 feet, is the longest in the world, being ninety feet greater than that of the famous Forth Bridge in Scotland. Length of the central suspended span is 640 feet, of the cantilever arms 1,160 feet, and of the anchor arms 1,030 feet, while the total length of the bridge is 3,240

Altitude

feet. The height of the centre span above high water is 150 feet. This centre span was constructed at Sillery, about three miles below the bridge site. After it had been completely assembled and rivetted up, the span was placed on specially constructed scows and thence, guided by tugs, floated into position under the cantilever arms of the bridge and by hydraulic hoists raised, after many hours of labor, to its designed place. That the task was heroic may be gathered from the fact that the span weighed 5,000 tons and had to be hoisted 150 feet. This took place in September, 1917. A year before an attempt had been made to hoist a similar span into position, but owing to a failure in one of the castings in the hoisting apparatus it slipped and fell into the river, at the bottom of which it still lies.

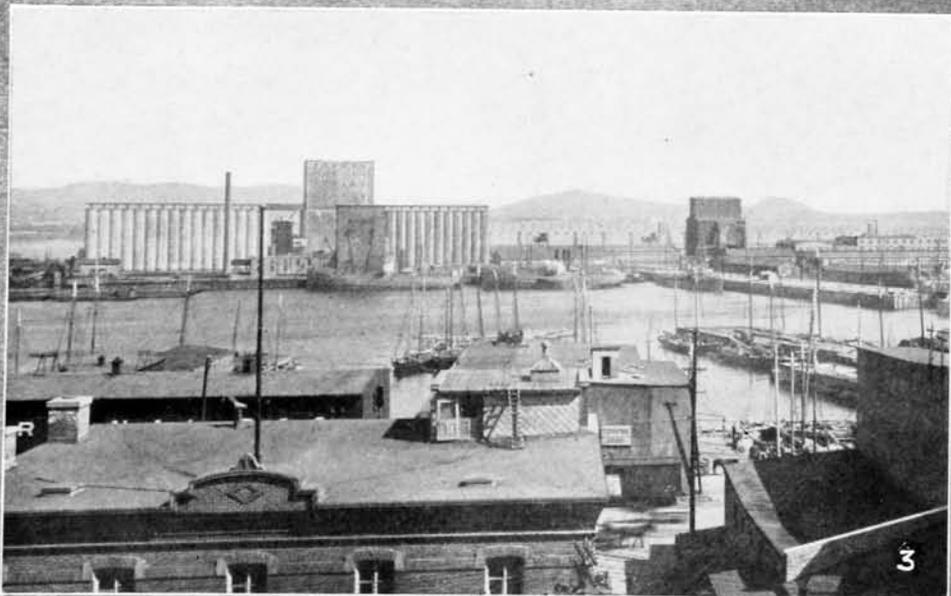
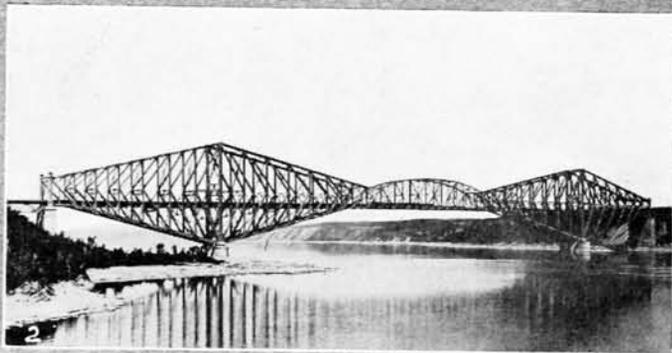
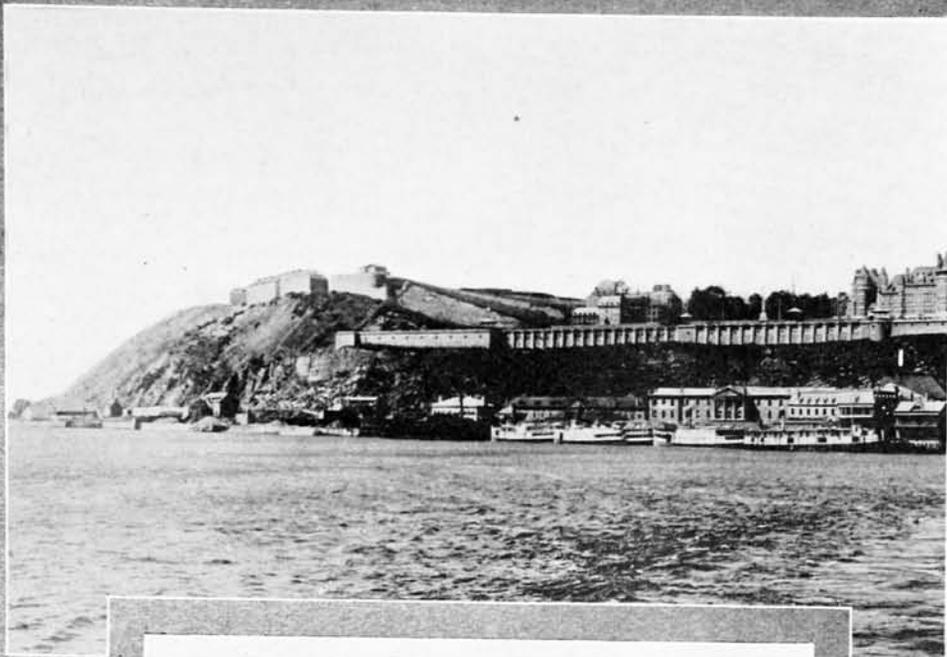
The following figures give a vivid idea of the size and proportions of the bridge:

Total length of bridge	3,240 ft.
Length of main span	1,800 ft.
Length of suspended span	640 ft.
Length of cantilever arms	1,160 ft.
Length of anchor arms	1,020 ft.
Depth of trusses at main pier	310 ft.
Depth of trusses at end of cantilever and anchor arms	70 ft.
Depth of suspended span at centre	110 ft.
Width of bridge centre to centre of trusses	88 ft.
Clear height of steel work above high water.....	150 ft.
Weight of steel in bridge	66,000 tons
Quantity of masonry	106,000 cu. yds.
Depth of main piers below high water	101 ft.
Height of anchor piers above high water	136 ft.

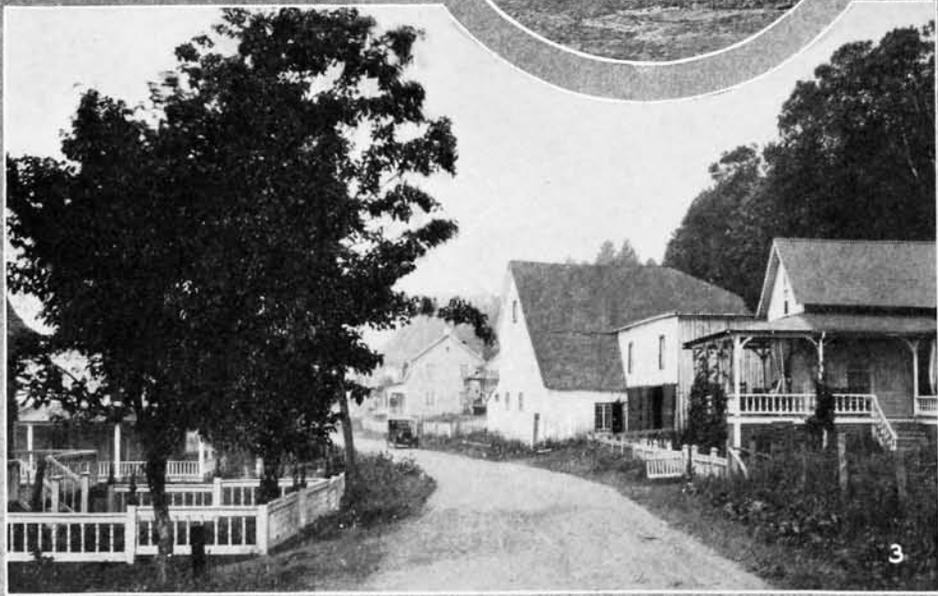
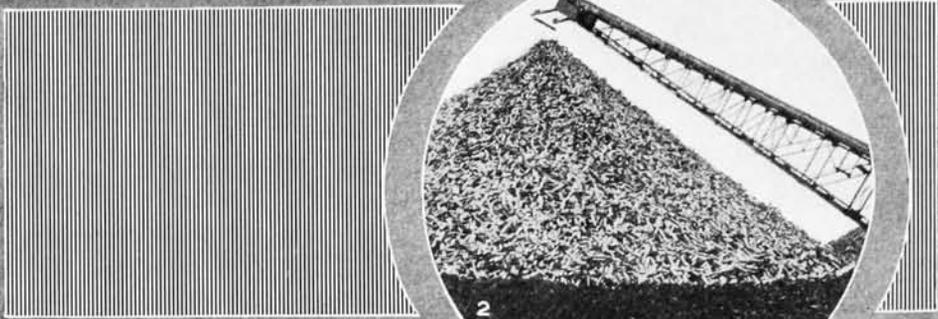
ACROSS CANADA

(Quebec to Montreal, via Main Line)

232.5	Charny	Leaving Charny, whence a branch line connects with the new Quebec Bridge, the train continues westward to Montreal along the south shore of the St. Lawrence.
235.1	Chaudiere Jct.	At Chaudiere Junction, where there is
236.1	Chaudiere	a division of the Canadian National Rail-
265.0	St. Nicholas	ways running south to Sherbrooke, Len-
323.1	St. Apollinaire	noxville and Portland, Maine, a glimpse
369.5	Laurier	of the beautiful Chaudiere Falls is ob-
391.3	De Lotbiniere	tained, but these require a special visit be-
394.1	Villeroy	fore their full charm may be seen and under-
310.0	Manseau	stood. The Chaudiere River is less than
299.4	Lemieux	400 feet wide at the falls, and as the water
298.0	Lavergne	is forced over the rocky precipice, three



1—The Citadel, Quebec. 2—The Quebec Bridge, the world's largest cantilever type of bridge, connecting lines of C. N. Rys., north and south of St. Lawrence River. 3—Quebec Harbor.



1—Fraser Falls, Murray Bay, Que. 2—Pulp and Paper is one of Quebec's Largest Industries. 3—A Typical French-Canadian Village.

Altitude		
289.2	Daveluyville	divisions are made in the face of the catar-
288.3	Aston Jct.	act, which unite as they near the bottom of
292.0	St. Wenceslas	the descent, 130 feet below.

At St. Apolinaire there is good farming, and this part of the country is noted for the quality of its cheese and potatoes. In the vicinity of both Laurier and De Lotbiniere excellent farms are to be seen. The district is also noted for its adaptability to dairying. From Villeroy the Lotbiniere and Megantic Railway runs to St. Jean des Chaillons and to Lyster, while at Aston Junction the Canadian National Railways crosses the line running to Arthabaska. The route of the main line runs in the vicinity of considerable forest areas which are rich in attractions for the hunter.

- 74.0 Nicolet Population 2,400, is situated at the mouth of the Nicolet River on Lake St. Peter, and is the terminus of a branch line fourteen miles from St. Leonard Junction. It is a typical French-Canadian town, with a history dating back to 1660. It is the titular see of a bishop, with a beautiful cathedral containing a number of noteworthy paintings. Some of these pictures have a history.

A century ago, in the fierce days of the French Revolution, when a vandal mob trampled under foot all that savoured of culture and refinement, great havoc was wrought in the world of art. They sacked the palaces and destroyed works which centuries of labor would not suffice to replace. Paintings which had been the triumphs of world-famous artists were thrown into the streets to be trodden under foot. Others were torn from the walls and rolled up in bundles to be sold for enough money to buy drink. A drunken *sans culotte* would stand at a street corner and auction a roll of paintings as if it were so much old carpeting. Some of the clergy, not without difficulty and danger to themselves, managed to secure a number of these rare works and had them sent to Quebec, where most of them remain to this day. Nicolet, through some favor, was able to secure a few of them for its own parish church, and thus it is, that in this town are paintings which were once among the glories of the most cultured city in the world.

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| 243.0 | St. Leonard Jct. | The country in the vicinity of this group of |
| 234.0 | St. Perpetue | villages has long been recognized for its |
| 236.0 | Mitchell | rich agricultural qualities, with dairying |
| 304.0 | Carmel | as one of its outstanding features. Active |
| 284.0 | St. Cyrille | lumbering operations are also carried on, |
| | | and large shipments of pulpwood are made |
| | | from these stations. |

Altitude

- 288.0 Drummondville** Population 3,000. The town is situated on St. Francis River, and was named in honor of Sir George Drummond, the hero of Lundy's Lane in the war of 1812. There are several manufacturing industries here, the annual aggregate output of which is valued at about \$4,000,000. Hydro-electric power is obtained from Lord's Falls, on the St. Francis River. Drummondville lies between the two rich agricultural districts of St. Germain on the west and St. Cyrille on the east.
- 262.0 St. Germain** About midway between Drummondville and St. Germain the line crosses the Black River, a stream which enters the St. Francis north of the former town.
- 299.0 Duncan**
- 274.0 St. Eugene**
- 239.0 Bagot**
- 234.0 St. Edward** Beyond Bagot, the Chibuet is crossed.
- 203.0 St. George** Ste. Rosalie is the junction point for interchange of freight traffic between the Canadian National Railway lines and its western connections. From Levis to Ste. Rosalie the route of Canadian National Railways is topographically as near an air line as the physical conditions of the country permit.
- 111.0 Ste. Rosalie Jct.**
- 109.0 St. Hyacinthe** Population 10,900. The town is situated on the west bank of the Yamaska River, and is a very desirable place of sojourn and residence. Here are several large and important industries, the annual output of which has an annual value of nearly \$10,000,000. St. Hyacinthe-built church organs are known throughout Canada. Educational and religious institutions are particularly noted for the beauty of their architectural appearance. St. Hyacinthe is an important railway centre, and connection is here made with the line running to Portland, Maine, etc., and the Quebec, Montreal and Southern to points in New England and New York.
- 117.0 Ste. Madeline** At Belœil one of Canada's historic rivers is crossed—the Richelieu. It was named by Champlain, the first white man who came south by this route from the St. Lawrence in 1609. In his ready diary, he explains how he wished to see the "great lake, its fair islands and fine countries" to fight the Iroquois, and to leave an imperishable monument to his adventurous career—Lake Champlain. The Richelieu has figured in most of the important North American wars since that date. Explosives were extensively manufactured at Belœil during the war period.
- 99.5 St. Hilaire East**
- 83.3 St. Hilaire**
- 63.0 Belœil**
- 62.0 St. Bazile**
- 80.9 St. Bruno**
- 90.0 St. Hubert**

Altitude

73.9	St. Lambert	St. Lambert has a population of 4,000, and
52.5	Point St. Charles	has several industries, among them being
61.0	St. Henri	factories for the manufacture of fountain pens, electrical goods and furniture. There are several educational institutions and a convent. The town is situated on the St. Lawrence and is connected with Montreal by the Victoria Jubilee Bridge.

This magnificent bridge was opened in 1898, replacing the old Victoria Tubular Bridge, around which it was constructed with little interference of traffic. It is one of the largest in the world, being a mile and a quarter in length, with 25 spans, 242 feet in length (centre span 330 feet), resting on 24 piers. The bridge is 65 feet wide with double railway tracks, electric trolley tracks and a broad driveway. The cost was two million dollars.

St. Charles and St. Henri, suburbs of Montreal, are reached after crossing the bridge.

For further particulars regarding Montreal see page 58.

QUEBEC TO MONTREAL

Via North Shore Route

18.0	Quebec	Leaving the Parent Square Station, the train, after following the valley of the St. Charles for some distance, gradually ascends the rocky promontory on the eastern end of which the “Ancient Capital” stands. En route an excellent view is obtained of the Laurentian Mountains and the pleasant country lying between.
47.0	Limoilou	At Cap Rouge a junction is made with the main line of the Canadian National Railways and from here excellent views are to be obtained of the St. Lawrence River and of the towering cantilevers of the famous Quebec Bridge. Turning inland the route of the railway to Garneau Junction lies through a typical bit of French-Canadian agricultural land which for centuries has been under settlement. The farms are small but fertile and well cultivated, while every few miles quaint and pleasant little French-Canadian villages are encountered. From Cap Rouge to Deschambault the St. Lawrence is closely followed. Approaching St. Casimir the Ste. Anne River is crossed and beyond St. Stanislas the Batiscan River, noted for the beauty of its valley.
40.0	Cap Rouge	
31.0	Neuville	
20.0	Ecureuils	
31.0	Donnacona	
26.0	Cap Sante	
30.0	Portneuf	
44.0	Deschambault	
103.0	Lachevrotiere	
115.0	St. Marc	
115.0	St. Casimir	
349.0	St. Prosper	
350.0	Gendron	
353.0	St. Stanislas	
431.0	Proulxville	

Altitude

- 444.0 Garneau** From Garneau there is a branch line of the Canadian National Railways running in a northeasterly direction to Riviere a Pierre, over 39 miles distant, passing en route Hervey Junction.
- 364.0 Grand Mere** This is one of the most arresting points on the line from Quebec to Montreal. The town is situated on the St. Maurice River, which here leaps over a high cataract, thus creating a picturesque and enormous waterfall from which 165,000 horsepower of electric energy is developed. On the bank of the river, immediately adjacent to the falls, are large pulp and paper mills manufacturing daily over 200 tons of newsprint. Grand Mere has a population of 7631, and is a prosperous industrial and commercial town with good hotels. The railway crosses the St. Maurice here, affording the traveler a magnificent view of the river and the falls. The name borne by the town had its origin in the figure of an old woman (grand mere) outlined by nature in a rock at the falls, but which was blasted away to make room for the big paper mills now located there.
- 463.0 Alfred** Shawinigan Falls is reached by a branch line running from Alfred, and is about three miles distant from the latter.
- 554.0 Shawinigan Falls** Shawinigan Falls is one of the most interesting and progressive industrial towns in the Province of Quebec. From the falls of the St. Maurice, situated close to the town, upwards of 300,000 horsepower of electric energy is developed, the largest at any one point in the province, and plans are being made for the development of an additional 100,000. About half this power is used locally and the balance is transmitted to Montreal, Three Rivers and other towns. The falls present a magnificent sight, having a drop of over 150 feet. Several large industries are located in the town, the most outstanding being a large paper and pulp mill, with an annual output of over 100,000 tons of newsprint; an aluminum plant, the only one in Canada, turning out 26,000,000 pounds annually; and factories making calcium carbide, cottons, woolen goods, magnesium, and wooden products of various kinds. Shawinigan has a population of 10,625, an increase of 6,360 in ten years.
- 474.0 Glenada** Two miles from Ste. Ursule, and within a stone's throw of the eastern side of the railway, are the Falls of Ste. Ursule. The traveler should not miss seeing them.
- 415.0 St. Boniface**
- 417.0 Charette**
- 548.0 St. Paulin** They are by no means as wide as those to be seen at Grand Mere and Shawinigan, but they are of surpassing interest, leap-
- Premont**
- 293.0 Ste. Ursule**
- 293.0 Ste. Ursule Falls**

Altitude

256.0	St. Justin	ing as they do over a rocky precipice, and
199.0	Bois Blanc	falling a hundred feet or more into the
174.0	St. Barthelemi	river bottom beneath. Typical French-
.....	St. Edmond	Canadian villages are encountered every
196.0	St. Cuthbert	few miles, but the most pleasant prospect
178.0	St. Norbert	is the long stretch of rich agricultural
172.0	St. Pierre	land through which the railway runs. The
174.0	St. Elizabeth	farms are uniformly ribbon-like in their

narrowness and marked by the intensiveness with which they are cultivated. The dwellings and out-buildings on these farms are correspondingly small as a rule, but they are pretty, and as they are treated once a year to a coat of either paint or whitewash they stand out bright and clear upon the land's surface.

201.0	Joliette	Joliette is one of the important industrial and commercial cities of the province, and is located on Assomption River. One of its most outstanding industries is the manufacturing of tobacco. Others are woolen mills, lumber mills, paper mills, clothing factories, etc. There are a Roman Catholic cathedral and several religious and secular education institutions. Population of Joliette is about 9,200. Maisonneuve, fronting on the St. Lawrence, is a part of the city of Montreal. It is an important industrial centre, having a sugar refinery, bridge works, shoe factories, machine works, biscuit factories, etc.
.....	Norraie	
130.0	Crabtree	
128.0	Salome	
78.0	L'Epiphanie	
69.0	L'Assomption	
55.0	St. Paul l'Ermite	
52.0	Charlemagne	
72.0	Pointe aux Trembles	
76.0	Maisonneuve	
78.0	Montreal	

ST. JOHN TO QUEBEC

(Via the Valley Railway and the Transcontinental)

Via the St. John and Quebec Railway—known locally as the “Valley Railway”—there is a through service between St. John, N. B., and the City of Quebec. A standard buffet sleeping car is attached to this train, which besides giving excellent local service to Fredericton, McGivney, Grand Falls, St. Leonard and Edmundston, affords a quick and convenient route to the “Ancient Capital”.

From St. John the route, after crossing the river near the Reversing Falls—an excellent view of which is obtained from the train—the railway follows the valley of the St. John until Fredericton is reached. The St. John is a lordly river with a beauty and distinctness peculiarly its own. It drains an area of some 30,000 square miles, and with its principal tributaries—the Kennebecasis, Nerepis, Oromocto, Nashwaak, Keswick, Tobique, Aroostock, Madawaska, St. Francis—furnishes some thirteen hundred miles of navigable waters.

Passing the outskirts of St. John, the line runs beyond Fairville, South Bay and several pretty suburban places until Westfield is reached.

Altitude

21.0 Westfield At this point the main river is in full view. Here the "Valley Railway" proper commences, and runs with easy gradients over a road bed that ensures for the traveller ease and comfort. From the rear platform of the observation parlor car the traveller obtains an excellent panoramic view of that which has been aptly termed "The Garden of New Brunswick".

71.0 Gagetown Gagetown is the shire town of Queen's County, and is a quaint and attractive place for visitors.

19.0 Oromocto

20.0 Lincoln In the vicinity of both Oromocto and Lincoln some fine farms are to be seen. For the most part the land throughout the whole route is thickly wooded with numerous park-like stretches, highly cultivated orchards and fields, and generally indicating prosperity.

35.0 Fredericton This is the capital of New Brunswick, a distinction it has possessed since 1788, prior to which it was the site of a humble Acadian village. Here the St. John River has a width of nearly a mile—about the width of the Hudson at Albany—while in the background are immense forests on gradually rising hills. And the city is in keeping with its environment. The dignified Parliament Buildings, the Cathedral—an architectural gem in a perfect setting—the elm-lined streets and avenues, the beautiful homes, all combine to lend that air of distinction which a city of Fredericton's importance should have. In its Parliament Buildings are a famous library of 14,000 volumes, and some notably historical paintings. The city is also a seat of learning, both the University of New Brunswick and the Provincial Normal School being located here. Being situated in an excellent farming community, Fredericton is naturally of considerable importance as a distributing centre, while the output of its manufacturing industries have an annual value between \$2,500,000 and \$3,000,000. Among the city's many outdoor attractions is a good golf course. Its population, according to the 1921 census, is 8,114.

What is termed the middle Upper St. John extends from Fredericton in a northwest direction to the Grand Falls, where the river, narrowing to about 300 feet, plunges eighty feet into a gloomy chasm. This part of the river affords excellent opportunities for motor boating and canoeing for a distance of about 100 miles. It is also traversed by the Valley Railway running from the city of St. John to Centreville, traversing an interesting and picturesque country and noted for its mixed farming and fruit cultivation.

Altitude

Leaving Fredericton, the train crosses the St. John River and takes to the banks of the Naskwaak, which near the provincial capital joins the former. The Nashwaak is followed until McGivney is reached.

- 571.6 **McGivney Junction**—From here a connecting line runs to Moncton, serving en route a number of towns and villages and a mixed farming district. Chipman, the most important town on this route, is approached over a viaduct 1,173 feet in length. It is the centre of an extensive lumbering and fertile farming district, and being situated on Grand Lake (with an area of 74 square miles, the largest in the province) steamboat connection with St. John can be made here. Lying about eighteen miles from Chipman are the Minto coal fields, estimated by geologists to contain 138,000,000 metric tons of coal. Large shipments of coal have been made from this district during the last few years. From Bantalor, another of the points on the McGivney-Moncton route, a canoe trip of 110 miles may be taken down the Cains River, which flows into the Miramichi at Blackville. A line also runs approximately north from McGivney Junction to Newcastle, on the main line of the Canadian National Railways.
- 821.7 **Maple Grove** Leaving McGivney Junction, the railway is in
 899.2 **Napadogan** contact for about fifteen miles with a mag-
 796.5 **Deersdale** nificent hardwood forest lying to the west.
 837.2 **Juniper** The trees are large and mixed in character,
 beech, maple and birch being much in evi-
 dence. This district promises in time to become a source
 of much national wealth. Napadogan is a divisional point
 on the line, the railway shops and the dwellings of the
 employees occupying a clearing in the green woods. There is
 a well-appointed restaurant here. The country lying west
 of Juniper to the St. John River is peculiar for the limestone
 formation which obtains.
- 1194.0 **Summit** From Napadogan to Grand Falls, a distance
 528.8 **Longley** of a little over seventy-six miles, there are
 466.6 **Plaster Rock** practically no settlements, there being only
 738.0 **Blue Bell** a succession of hard and soft wood lands,
 **Davis** covering a hilly country liberally strewn with
 660.0 **Peterson** boulders. Near Plaster Rock the Tobique
 630.0 **Drummond** River is crossed. The crossing is made over
 574.9 **Grand Falls** one of the largest bridges on the line. It is
 479.0 **Bellefleur** a three-deck truss span, each 140 feet; one
 464.0 **St. Leonard** deck plate girder span of 80 feet, and two
 454.0 **Siegas** deck girder spans of 100 feet each. Total
 455.0 **Quisibis** length of the bridge is 710 feet. Plaster
 474.0 **Green River** Rock is noted as a potato-growing district.

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470.0 St. Basil At Blue Bell is encountered the summit between the Tobique and St. John Rivers. The four-tenths grade generally adopted when the railway was being constructed was abandoned at Summit, there being an east and west down grade of 666 feet in thirteen miles from an elevation of 1,194 feet. A splendid view of Blue Mountain is obtained from Summit. Near Grand Falls the railway again encounters the St. John River, and, as it turns westward, follows its northern bank for several miles.

The Allegheny Mountains are much in evidence in northern New Brunswick. They cross the St. John River between Woodstock and Aroostock, and enter the interior of the province, running northwesterly parallel with the Atlantic Coast. In thin recesses rise the sources of the Miramichi, Nepisiquit, Upsalquitch, and Tobique Rivers. The construction of the railway across these hills involved engineering difficulties of great magnitude, huge embankments and great bridges having to be created. The rocks of these mountains contain lime plaster and silica, rendering the soils disintegrating from them very fertile in the Aroostock country around Madwaska, Plaster Rock, Grand Falls, and extending to the banks of the Restigouche.

Blue Mountain, Ox Mountain, Pet Mountain, and Bald Mountain, from which all the northern rivers emerge, are the highest in the province, running two thousand feet in height, and from their crowns present scenes of grandeur that with further railway development will attract tourists who see sublimity only in the Swiss Mountains. In constructing the line of the Canadian National Railways it naturally follows that lower levels were sought and high altitudes avoided. But that does not prevent the eye of the traveler resting on magnificent bits of mountain scenery. On this broken and rocky country, where enormous granite boulders dispute with towering fir trees the right to exist, numerous wild animals find their abode, thus making it excellent hunting ground.

475.0 Edmundston Edmundston, with a population of over 4,000, is situated on the St. John near where that river takes a turn to the southeast. It is an important railway centre and a divisional point of the Canadian National Railways. Edmundston has several good manufacturing industries, among them being a large bleached pulp mill, wood-working plant, cement block plant, and shingle mill. The town has steam and hydro-electric power, the latter being owned by the municipality. Among the religious institutions is a convent. Edmundston is the centre of an enormous forest area. Between the town and Bathurst, on La Baie de Chaleur, a distance of about 150 miles, there is

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practically an unbroken stretch of forest and which extends approximately an equal distance from the Restigouche to Grand Lake. Edmundston is also the centre of a large farming district and the headquarters for sportsmen, fish and big game being plentiful in the surrounding country.

493.2	Albertine
516.4	Baker Brook
603.0	Caron Brook
676.0	Lac Baker, N. B.
736.0	Courchesne, Que.
672.0	Glendyne
650.0	Riviere Bleue
709.0	Estcourt
.....	Ste. Eleuthere
1259.0	Pelletier
1207.0	Picard
1140.0	Lapointe
.....	River Manie
1106.0	Lippee
.....	Bretagne
1111.0	Holliday
1202.0	Lefebvre
.....	Daly
1092.0	Lafontaine
1162.0	Monk
1252.0	Therien
1215.0	Bras d'Apic
1232.0	Ste. Apolline
1316.0	Langelier
1214.0	Rosaire
1114.0	Ste. Euphemie
996.0	Armagh
.....	St. Lazare
934.0	St. Damien
836.0	Abenakis
768.0	Ste. Malachie
744.0	Frampton
681.0	Ste. Claire
565.0	St. Anselme
455.0	St. Isidore
339.0	Beaudet
.....	St. Jean Chrysostome
219.0	Diamond
232.5	Charny
170.0	Bridge (south abutment)
19.2	Quebec (Palais Station)

Leaving Edmundston the railway continues to follow the St. John River until Baker Brook is reached, when it strikes a north-westerly direction. A few miles beyond, Baker Lake is encountered and skirted its entire length. Just before the end of the lake is reached the interprovincial boundary line is crossed, and the train enters the Province of Quebec. Beyond Courchesne, the first station reached in Quebec, the train follows the north shore of Long Lake for about one-third its distance. Then, at its narrowest point, it crosses to the south shore at a point near Glendyne, following the lake for the remainder of its length. At Estcourt, 55 miles from Edmundston, there is an upgrade from 708 feet to 1,283 feet in the course of eleven miles, followed by a drop of 150 feet in ninety miles. Heavy trains are broken up to go over the summits. Estcourt is pleasantly situated at the southern extremity of Pohenegamook Lake, a narrow body of water on the River St. Francis system. From Estcourt the railway strikes north until Pelletier is reached, when it turns west. The country through which the traveller is carried is typically French-Canadian, dotted with farms and pleasant, though, as a rule, small dwellings and outbuildings, and criss-crossed with numerous rivers and streams. At Abenakis the line takes a short and sharp turn to

the south, and just beyond Ste. Malachie crosses the Etche-

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min River, which, turning north, it follows to St. Anselme, where the same river is again crossed. Lying approximately southeast of Ste. Malachie is the site of the once famous Beauce gold mines. Reaching the banks of the St. Lawrence the train crosses over the famous Quebec Bridge. Half an hour later, and the traveler is at the picturesque Palais Station, in the ancient city of Quebec.

ACROSS CANADA

(Montreal to Winnipeg)**The City of Montreal**

78.0 Montreal Montreal has many attractions for the tourist. Being one of the oldest cities of Canada it is interesting from the historical point of view. When, away back in 1535, it was visited by Jacques Cartier, the site of the present city was an Indian village bearing the euphonious name of Hochelaga. Seventy-six years later the famous Champlain made a brief sojourn there. Under Maisonneuve, it in 1642 formally passed into French hands. The founders were not, however, on territorial conquest bent. They were a small party of religious enthusiasts inspired with an ambition to impart spiritual and secular education to the Indian aborigines. Nevertheless they took the precaution of erecting a picket around their humble dwellings, and mounting a cannon for use in case of emergency. The site of that venture is to-day known as Custom House Square. The first name given to this settlement was Ville-Marie.

It was from Montreal that in 1660 Dollard and his fifteen companions set out to meet at the Long Sault Rapids, on the Ottawa, a few miles above, the horde of Indians descending from the north to destroy the French settlements on the St. Lawrence. Although Dollard and his companions lost their lives in the venture, their heroic effort caused the Indians to abandon their enterprise. "It is stated on credible authority," history tells us, "that Montreal—Canada in fact—was saved at this critical juncture by the heroism of a few devoted Frenchmen". It was also from Montreal that Jumonville led a force for the purpose of surprising and capturing British positions on the Monongahela, an enterprise in which he was thwarted by George Washington, then an officer in the British colonial forces. In 1775 Montreal was occupied by American troops under General Montgomery, who, on December 31st of the same year, lost his life in an abortive attempt to capture Quebec.

Montreal is to-day a beautiful modern city, with a population, according to the 1921 census, of 618,506, and with su-

burbs of 713,000. It is the largest city in Canada. At the back of the city, a mile or two from the waterfront, is Mount Royal, an eminence of 763 feet, which gave the city its present name. In the days prior to the advent of the white man Mount Royal was the game park of Hochelaga, and in which during the early days of British occupancy moose were shot. To-day it is dotted with picturesque and stately homes and coursed by pleasant driveways and walks planned by Olmstead, the great park designer. At a depth of six hundred feet beneath its crown Mount Royal is punctured by a twin-tube tunnel three and a half miles long, owned and operated by the Canadian National Railways, whose head offices are in Montreal.

The harbor of Montreal is one of the most important in the Dominion, and has the unique distinction of being the farthest inland ocean port on the continent, being situated one thousand miles from the Atlantic. The harbor has a frontage of eight miles, has a depth of water ranging from 25 to 35 feet, and has berth accommodation for one hundred vessels. During the season of navigation ocean-going steamers to the number of over 1,000 enter and leave the harbor, and of inland steamers approximately 5,000. Less than a century ago the harbor had but two wharves with a depth of water of nine feet, while the size of the vessels then entering the port may be gathered from the fact that the shipping trade of that time could have been carried by one or two of the modern steamers which now frequent it. Vessels from inland waters could not enter the port at all, owing to the Lachine rapids above. The Lachine canal, enabling this to be done, was opened in 1825, and that with a depth of four-and-a-half feet in place of the fourteen feet now obtaining. While all craft use the canal when sailing westward, certain passenger steamers regularly negotiate the rapids when entering the port from the upper part of the river. There is a floating drydock in the port capable of accommodating the largest of ocean-going steamers. Being the most important shipping port in the Dominion for grain consigned to trans-Atlantic countries, the harbor is equipped with elevators having an aggregate capacity of nearly 11,000,000 bushels, which will be nearly doubled by new construction now under way. During 1922 nearly 160,000,000 bushels of grain were transferred from these elevators to ocean-going steamers—a total unequalled by any other sea port on the continent.

Spanning the river where the rapids storm and toss is the Victoria Jubilee Bridge opened in 1898, and replacing the old Victoria Tubular Bridge constructed thirty-eight years before. It is one of the largest bridges in the world, being a mile and a quarter in length, with 25 spans resting on 24

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piers. It is 65 feet in width, with double railway tracks, electric trolley tracks and a broad driveway. The cost was two million dollars.

Montreal is a city of churches, there being over three hundred, among them being several cathedrals. Many of the churches are famous either for their architectural beauty or historical relationship. The most famous is Notre Dame, whose lofty twin towers (227 feet high) are conspicuous from many parts of the city. Except for the cathedral of the City of Mexico, it is the largest church on the North American continent, having a seating capacity of 12,000. In one of its towers is a bell weighing 24,780 pounds, the largest in America.

The city is a large manufacturing, as well as an important financial and commercial centre, there being nearly 2,500 factories with an annual productive value of over \$581,000,000. The largest flour mill in the world, having a capacity of 6,000 barrels a day, is within the confines of the city. There are two sugar refineries, shipbuilding yards, bridge works, and a large number of factories turning out clothing, boots and shoes, tobacco and cigars, rubber goods, machinery, tools, etc.

As an educational centre, Montreal ranks high among the cities of the continent. McGill University, according to latest available statistics, has a student enrolment of 3,319, University of Montreal, 5,495, and Laval University 1,263.

61.0	St. Henri	Leaving Montreal westbound for Winnipeg,
68.0	Montreal West	the traveler is carried through an important
86.0	Rockfield	industrial part of the metropolitan city. La-
89.5	Dominion	chine, situated on Lake St. Louis (a broad-
115.0	Convent	ening of the St. Lawrence), is an interesting
131.0	Lachine	historical town with a population of 15,500.

Here Sieur LaSalle in 1666 built a stone dwelling, the remains of which are an inviting scene for tourists. It was from this seigniory that the famous adventurer embarked on his long journey of exploration to the west, in the hope that it would ultimately land him in China. It was because he believed that the St. Lawrence was the highway to the "Flowery Kingdom" that he gave Lachine its name (a la Chine). On this adventure he landed where to-day stands the City of Kingston, built a fort at Niagara, discovered the Mississippi and traced it to the Gulf of Mexico, and in 1687, while in the wilds of Louisiana, was murdered by his followers. On an evening in August, 1689, Lachine, by that time a thriving village, was destroyed by a band of Iroquis and its inhabitants massacred.

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99.5	Dixie	Until Ste. Anne de Bellevue is reached the
87.0	Dorval	points touched are located on Lake St. Louis,
89.0	Strathmore	and are favored summer resorts of Montreal
89.3	Valois	during the summer months. At Dixie, on
96.6	Lakeside	the left of the train, are the noted 18-hole
107.4	Pointe Claire	golf links of the Royal Montreal Golf Club,
104.5	Beaconsfield	while from the vicinity of Valois a pretty
105.5	Beaurepaire	vista is obtained of the lake, on which dur-
114.0	Baie d'Urfe	ing the summer months yacht races are held.

At Pointe Claire are the beautiful links of the Beaconsfield Golf Club. Devotees of the royal and ancient game have several other courses in this vicinity.

- 122.3 **Ste. Annes** This picturesque spot (known also as Ste. Anne de Bellevue) is situated at the west end of the Island of Montreal. Nestling near the shore of the river (the Ottawa), and within a stone's throw of the railway, is the ancient little church in which the early voyageurs stopped to pay their vows while paddling their way to the interior of the country, an experience which inspired Moore, in his "Canadian Boat Song", to write:

"Faintly as tolls the evening chime
Our voices keep tune and our oars keep time.
Soon as the woods on the shore look dim,
We'll sing at Ste. Annes our parting ymn.
Row, brothers, row, the stream runs fast,
The Rapids are near and the daylight's past."

Moore's former residence, a pretty stone house, is now occupied by a branch of the Bank of Montreal. Ste. Annes is a popular summer resort, where good black bass and maskinonge fishing is to be had. An interesting institution encountered while approaching Ste. Annes is the Macdonald College of Agriculture and Domestic Science, one of the most noted of its kind in the Dominion, with a handsome and striking group of buildings. There is also a hospital here for returned soldiers.

Immediately after leaving Ste. Annes the main channel of the Ottawa River is crossed by a steel bridge within a few hundred yards of the point where the waters of that famous stream join those of the St. Lawrence. Isle Perrot, about six miles wide, is then crossed. This island divides the Ottawa into two streams.

84.0	Isle Perrot	Crossing the Western arm of the Ottawa,
85.0	Vaudreuil	the village of Vaudreuil is reached. Here, on
150.0	Cedars	the right, is to be seen the ruins of an old
159.0	St. Dominique	fort built by early French settlers as protec-
160.0	Riviere Rouge	tion from the Iroquois and Mohawk Indians.

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160.3	Coteau Jct.	Good fishing, boating and shooting are to be had in the vicinity of Vaudreuil. A considerable quantity of tobacco is grown in the district. At Coteau Junction the train, leaving the Montreal to Chicago main line, takes a northwesterly direction.
176	St. Polycarpe	The country through which the traveler is carried was in the days of the French regime occupied by seignories, hence the peculiar narrow sub-division of the farms, the products of which are principally hay, oats, butter and cheese. A mile or two beyond Ste. Justine the railway crosses the boundary line between the provinces of Quebec and Ontario. Glen Robertson, the first station in the latter province, is a point from which a branch line of the Canadian National Railways
191	St. Polycarpe Jct.	
244	Ste. Justine, Que.	
261	Glen Robertson, Ont.	
256	Alexandria	
343	Greenfield	
355	Maxville	
288	Moose Creek	
208	Casselman	
232	South Indian	
249	Vars	runs to Hawkesbury, a town 21 miles distant on the banks of the Ottawa, and at which large pulp and paper mills are located. The sulphite pulp mill there is the largest in the British Empire. Alexandria has a population of 2,200, several factories, and is the centre of a good dairying district. Near Maxville is the birthplace of Ralph Connor, whose stories of the county (Glengarry) are familiar to lovers of fiction everywhere. The inhabitants of Glengarry County are chiefly of Scotch descent. A short distance beyond Casselman the Nation River is crossed and followed for a few miles. South Indian is a junction point from which a branch line runs to Rockland, an important lumbering town and summer resort on the Ottawa River, and having a population of about 3,500. Carlsbad Springs is renowned for the curative properties of its saline, sulphur and lithia waters.
225	Carlsbad Springs	

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Approaching Ottawa the train runs through the yards, dotted with extensive shops, of the Canadian National Railways, while to the left is to be seen the Rideau Canal linking the Rideau and Ottawa Rivers. Between these two rivers there is a variation of eighty-six feet in their respective levels.

The Capital City of Ottawa.

Ottawa is a city of many interests. As the capital of the Dominion it is naturally the centre from which radiates the political life of the Canadian Confederation. Ottawa owes its selection as the capital of the Dominion to the choice of the late Queen Victoria, the statesmen of the day not being able, owing to the contentions of Toronto, Montreal and Quebec, to come to a conclusion in the matter. The

choice was made in 1858, nine years before Confederation was consummated, and when Canada consisted of what is today the provinces of Ontario and Quebec. Its population is over 108,000.

The Parliament Buildings, consisting of a group of three imposing structures, occupy a commanding position on a high eminence overlooking the Ottawa River. The main and central block, containing the chambers of the Senate and the House of Commons, completed in 1865, was destroyed by fire in February, 1916. Of this building Anthony Trollope wrote, after paying it a visit: “I know of no modern Gothic purer of its kind or less sullied with fictitious ornamentations, and I know of no site for such a set of buildings so happy as regards both beauty and grandeur.” And the same might be said of the new building which has since arisen on the site of the old one, it being its prototype.

As far as situation is concerned one could scarcely conceive of anything superior to that which the city of Ottawa enjoys. Along its northern boundary flows the mighty Ottawa (known in Indian days as the river of the Algonquins), while from many parts of the city and particularly from the terrace of Parliament Hill, a magnificent view is obtained, on the Quebec side of the river, of the Laurentian Mountains that stretch on the one hand to the Gulf of St. Lawrence and on the other hand several hundred miles to the West. There is plainly visible, also on the Quebec side, a big gap in the Laurentian range which marks where the Gatineau River breaks its way through to the Ottawa, joining the latter a mile or two east of the Capital City. Within the limits of the city another river, the Rideau, joins the Ottawa, tumbling as it does so over a rocky ledge in the form of a ponderous veil, which led the first French voyageurs as they paddled in view of it to exclaim: “Le Rideau, Le Rideau!” And Le Rideau it still remains, only in Anglicized form. Up the Ottawa, and about a mile from Parliament Hill, are the Chaudiere Falls, boiling and smoking in their impetuosity, and where hydro-electric energy is developed for supplying light for the streets, power for the street railways and the factories of the City of Ottawa and for the town of Hull on the Quebec side of the river.

The park system of Ottawa is magnificent and intersected with picturesque and beautiful driveways with an aggregate length of about thirty miles. To the maintaining of Park and driveways financial assistance is rendered by the Federal Government.

Among the outstanding public institutions of the city are the National Victoria Museum, in which, in addition to its many rich and rare relics of the past, is an extensive collec-

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tion of trophies of the late war; the National Art Gallery, in which are hung many famous historical pictures; the Royal Mint; the Parliamentary Library, handsome and imposing in architectural appearance, and noted for its magnificent collections of books; Rideau Hall the official residence of the Governor-General and the Canadian Government's permanent Fisheries Exhibit. An Experimental Farm, 460 acres, is in the vicinity. The Central Station, located in the heart of the city, is a particularly handsome structure. On the opposite side of the street and connected with the station by a concrete tunnel, is the Chateau Laurier, one of the Canadian National's system of hotels.

Ottawa is an important commercial and industrial centre. There are about 180 manufacturing industries turning out lumber, paper, matches, marine gas buoys (only one in the world), cement, clothing, etc. Latest statistics give its manufactured products an annual value of about \$15,000,000.

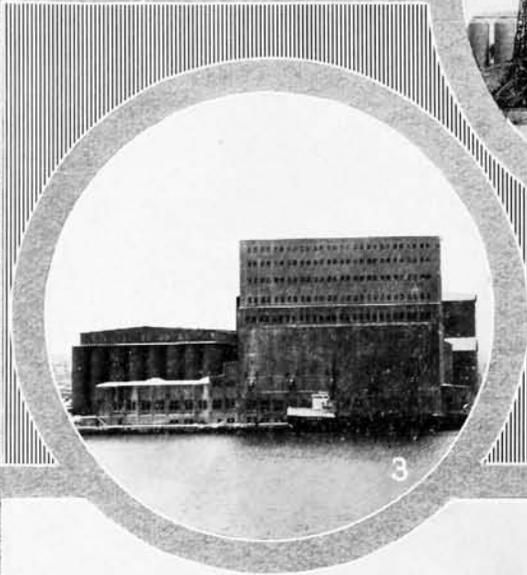
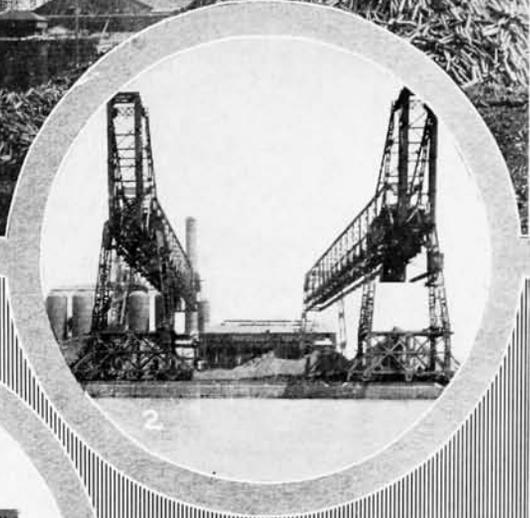
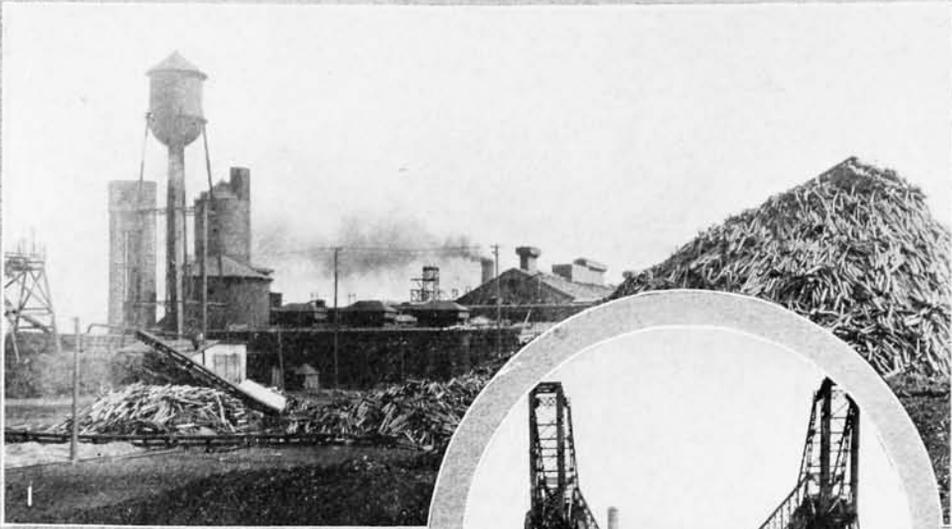
Hull, immediately across the river, is connected with Ottawa by two bridges. It has a population of 24,000, and is a busy industrial town, the annual output of its factories having a value of about \$15,000,000.

289.0	Rideau Junction	Striking west from Rideau Junction,
268.0	Bell's Corners	the line of the Canadian National
265.0	South March	Railways, after running through a
250.0	Malwood	fine stretch of agricultural country,
249.0	Dunrobin	again approaches the Ottawa River,
258.0	Woodlawn	which it crosses just below Fitzroy.
243.0	Fitzroy	Skirting the river on the Quebec side,
261.0	Pontiac	the thriving town of Arnprior is ob-
322.0	Norway Bay	served on the Ontario shore. A short
321.0	Bristol	distance farther on, Norway Bay, a
331.0	Clarendon	promising summer resort situated on
330.0	Portage du Dort	a fine strip of sandy beach, is passed.
398.0	Forester's Falls, Ont.	For the next twenty miles, or as far
511.0	Beachburg	as Portage du Fort, the route lies on
429.0	Finchley	the Quebec side of the river, but here
		a final crossing is made into Ontario.

Portage du Fort is a picturesque little town at the foot of a formidable series of rapids and falls with a combined drop of about 100 feet. In the old pioneer days a seven-mile portage led to Bryson at the beginning of the next navigable stretch above,—hence the name "Portage of the Strong," no weaklings being tolerated in the vicinity. In those days, navigation was by bark canoe, and commencing with the voyage of Champlain over three hundred years ago, a steady



1—C.G.M.M. Freighter loading in Montreal Harbor. 2—St. James Street, the Heart of Montreal's Financial District. 3.—Seminary of St. Sulpice, Place d'Armes, Montreal. 4—Panoramic View of Montreal from Mount Royal.



INDUSTRIAL ONTARIO:

1—Beaverboard Industry, Thorold. 2—Smelting at Port Colborne 3—C. N. Rys. Elevator, Port Arthur, Capacity Eight Million Bushels, the largest in the World. 4—Automobile Industry, Oshawa.

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stream of these picturesque craft went back and forth, to and from, the far-flung trading posts of Lake Huron and Lake Superior. No wonder the history of the Ottawa River is replete with interest and romance, and that its course is marked every mile or two by names conferred by the French voyageurs.

After the voyageurs came the lumbermen, holding sway for three-quarters of a century, and adding much to the history and nomenclature of the river. Their great rafts of squared timber, a couple of acres in area, dotted over with little sleeping cabins, dominated by the central cooking ca- boose with its open fire, and manned by a crew of from twenty-five to thirty giants in slouched hats, spiked boots and brilliant-hued neckwear, were almost as picturesque and unique as a brigade of great birch canoes sweeping up the river, with its fifty voyageurs straining at their paddles to the strains of “En Roulant ma Boule” or “La Claire Fontaine”. However, the romance of the river has gone to a large extent, though it may yet become one of the greatest river highways of the world should the projected Georgian Bay Canal be constructed. In the meantime the valley of the Upper Ottawa River abounds in natural wealth, not the least important part of which consists of such minerals as iron ore; marble of the purest white, blue and gray; phosphates, limestone, graphite, corundum and mica. There is still much timber available, while the water powers are enormous.

Leaving Dufort, the line traverses a fine agricultural country, passing through Beachburg, the centre of one of the best grain-growing districts in Ontario.

- 447.0 **Pembroke** Situated at the confluence of the Ottawa and Muskrat Rivers, is one of the principal towns in the Ottawa Valley, with a population of 7,900. That part of the Ottawa lying in front of the town is known as Pembroke Lake, a long stretch of navigable water. An hourly ferry runs to Alumette Island, and a steamer plies between the town and Des Joachims, fifty miles up the Ottawa. Pembroke was in its early days an important lumbering centre, and to-day is developing considerable activity as a manufacturing centre, its principal products being lumber, woolens, gloves, furniture, flour, electric specialties, leather, machinery, moccasins and matches. The last named, although of recent origin, promises to make Pembroke one of the leading match-making centres of Canada, and is capitalized by British, American and Canadian interests. Large plants have also been established for supplying one of the large match-making firms in England with splints. Three

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railway lines enter the town. The surrounding agricultural country is good, and excellent hunting and trout fishing are to be had in the vicinity. Ten miles from town, and lying to the north, is the Petawawa artillery training camp.

The Algonquin Park.

513.0	Hiam	Leaving Pembroke, the railway follows the valley of the Indian River, and about twenty miles from the town, and just beyond Dahlia, enters the far-famed Algonquin Park. This park covers an area of 2,721 square miles, is situated in the heart of the Highlands of Ontario, and is maintained by the Government for the entertainment of visitors and the preservation of wild game. It is one of the most beautiful of natural spots on the continent. In its primeval forests all kinds of wild animals common to the North American continent roam at will. Lakes and rivers, noted for their picturesque beauty and for the excellent game fishing they afford, are to be found in every direction. Of lakes alone there are nearly 1,000. For canoe trips, no greater attractions are to be found anywhere. Climatic conditions are ideal, largely the result of its high altitude, which at its highest point is 1,100 feet above sea level. Some one has described it as the "Land of your dreams and of forest and stream". And yet it is less than a day's journey by train from Canadian centres of population and but twenty-four hours' ride from New York and Boston.
498.0	Alice	
544.0	Indian	
750.0	Dahlia	
761.0	Kathmore	
745.0	Achray	
783.0	Brawny	
848.0	Agnone	
920.0	Radiant	
1028.0	Acanthus	
1038.0	Brent	
1070.0	Government Park	
1073.0	Daventry	
1008.0	Ascalon	
1000.0	Coristine	

The line of the Canadian National Railways traverses Algonquin Park for a distance of about eighty-two miles, during which are encountered a succession of rivers and lakes, while the scenic effects upon which the eye of the traveler rests are magnificent. Cedar Lake, one of the largest and most beautiful bodies of water in the park, is skirted for its total length. Brent, situated on its northern shore, is both a divisional point on the railway and a particularly convenient spot from which to embark on a canoe trip.

The southern section of the Park, including much territory offering splendid canoeing and fishing, is reached by the division running west from Ottawa to Depot Harbor. At Algonquin Park station, on this latter route, is the Highland Inn, and back from the line is Nominigan Camp, a central lodge in close proximity to a series of log cabins, all of cedar log construction and also operated by the railway.

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1143.0 Fossmill Algonquin Park is left at Kilrush, and running
1017.0 Wasing down the long grade towards Lake Nipissing,
890.0 Alderdale some fine views of an entirely new kind are to
819.0 Astorville be had, differing both from the rugged wilder-
749.0 Callander ness of the Petawawa Canyon and from the peace-
 ful prospect of Cedar Lake. The railway present-
 ly emerges on a sandy hillside; stretched out below lies a
 great plain dotted with tiny farms and clearings. In the
 middle distance is the shining surface of Lake Wistiwasing,
 and far away, twenty miles to the north, extends the valley
 of the Mattawa and the great escarpment of the Laurentian
 Hills, purpled by distance. Beyond Astorville the railway
 crosses the Wistiwasing River and follows it for a few
 miles. The line finally reaches the shore of Lake Nipissing,
 at Callander, an important distributing centre and shipping
 point for the lumber interests of the district. It is located
 at the extreme east of the Lake on an arm called South Bay.

Lake Nipissing is one of Canada's historical inland lakes. It has an area of 330 square miles, and being connected with Georgian Bay by the French River, was in the pioneer days of the country traversed by hardy French adventurers. It was by way of the Ottawa, Lake Nipissing and French River that Champlain in 1615 made his trip to Georgian Bay, whence with a body of Huron Indians he entered the Severn, crossed Lake Simcoe, and by way of the Trent River passed into Lake Ontario in an abortive attempt to conquer the Iroquois, an adventure for which the French had subsequently to pay dear.

North Bay to Cochrane.

687 North Bay Situated at the northeast angle of Lake Nipissing, North Bay was a generation ago a small clearing on the edge of the lake. To-day it has a population of 11,000 and is an important railway and commercial centre. the result of the advent of the steel highway, but more particularly of the opening up of the great mining districts in Northern Ontario, for which it has become the principal distributing centre. It is also an important manufacturing centre, and the headquarters for the French River tourist route, on which steamers are daily employed during the summer season. It is on the main line of the two transcontinental railway systems, and is the headquarters of the Temiskaming and Northern Ontario Railway, running from here to Cochrane, a distance of nearly 254 miles.

Greater Ontario.

Leaving North Bay over the tracks of the Temiskaming and Northern Ontario Railway, the train, skirting Trout Lake for almost its entire length, gradually turns north into that part of the province officially known as Northern Ontario, and aptly designated Greater Ontario because of the fact that it comprises an area of 330,000 square miles, while from its northern limit on James Bay to the southern boundary it has a length of 770 miles. This area is in turn divided into eight districts—Nipissing, Temiskaming, Sudbury, Algoma, Thunder Bay, Rainy River, Kenora, and Patricia. The railway traverses the two first-named districts.

Taken as the whole the route lies along one of the most interesting bits of country in the world. The scenery is as varied as it is beautiful. For mile after mile the train is winding its way through towering rocks and hills crowned with verdure and dotted with patches of pink fireweed. Frequently it is encountering rivers, lakes and streams, many of them of historical as well as of present importance, while towards its centre, and beyond, the route lies through wild plateaus of rich agricultural land dotted with pleasant farms.

Enormous Mineral Resources.

Northern Ontario's chief fame lies in its enormous mineral resources, for the variety and extent of which no other part of the known globe is its equal. In the Sudbury district are the famous nickle-copper mines from which are obtained over 85 per cent. of the world's supply of nickle. According to official figures of the Ontario Department of Mines the district had up to the end of 1921 produced nickel to the value of \$167,700,000 and copper to the value of \$58,700,000 since mining operations began a generation ago. These figures are based on value at the mines, and do not cover enhancements that accrue from subsequent refining processes, when precious metals are extracted. In the district of Nipissing there are the famous Cobalt and other silver areas, from which, since mining began in 1904, silver to the value of \$214,300,000 has been extracted, to say nothing of other metals, among them cobalt and arsenic, which have added many additional millions of dollars. Of cobalt it is the world's chief source of supply. In the Temiskaming district there are a number of gold-mining areas, the most outstanding of which up to the present is the Porcupine, the Hollinger being the greatest quartz gold producing mine in the world. Since mining began in 1910 Northern Ontario mines had up to the end of 1921 yielded gold to the value of \$87,600,000. Northern Ontario is to-day a larger producer of gold than

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any American State or Canadian Province. Up to the end of 1921 the silver mines in this part of the province had paid \$84,388,185 in dividends and the gold mines in about ten years \$23,140,734—a total of \$107,528,919.

The Great Clay Belt.

Northern Ontario is also famous for its Great Clay Belt of agricultural land, which from the boundary line of the Province of Quebec extends westward a distance of 400 miles and from north to south has a depth varying from 25 to 100 miles, while its total area is 16,000,000 acres. The soil is rich clay loam, and produces enormous crops of oats, clover, hay, etc. About 75 per cent. of this vast area is estimated by the Provincial Government to be good farm land.

The forest resources of Northern Ontario are enormous. An exploration made under Government authority some years ago determined the forest area lying north of the southern boundary to be 60,000,000 acres, and that in the district of Patricia, north of the Canadian National Railways transcontinental line from Quebec to Winnipeg, at about 100,000 square miles. The greater part of the timber is spruce, balsam, jackpine and poplar, the descriptions used by the great pulp and paper industry of the Province.

Possessing as it does so many lakes, rivers and streams, Northern Ontario naturally has great possibilities for the development of hydro-electric energy. Already much has been accomplished in this direction for use at mines, saw mills and factories and for lighting the streets and homes of the various towns and villages in that part of the province.

<p>654 746 789 908 1055 1222 1167 1045 1029 1040 1053 1028 996 954 1015 1063</p>	<p>North Bay Junction Trout Mills Lounsbury Feronia Widdifield Mulock Tomiko Joko Riddle Osborne Diver Otter Bushnell Kenny Redwater Doherty</p>	<p>Leaving North Bay Junction there is a gradual rise in the altitude of the railway, and which increases, with few exceptions, for a distance of about ninety miles. Rocks abound on all sides and here and there are pleasant, but rugged, little valleys, rich in wild flowers during the season. Although the stations are remarkably close to each other, settlement is sparse in this part of the line. Natural scenery, however, there is in abundance. The numerous streams encountered afford excellent opportunities for fishing and canoeing, while in the adjacent forests the sporting hunter will find about all that his heart can desire.</p>
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989 **Timagami** The station at Timagami is situated on a comparatively narrow arm of the famous Lake Timagami, and makes a convenient starting point for a holiday tour on that waterway.

Lake Timagami has an area of ninety square miles, and is one of the most charming of Canada's inland summer resorts. As it is included in the Timagami Forest Reserve, it is practically destined to be preserved in its natural beauty for all time to come. At least a thousand islands dot the surface of the lake and its shores are punctured with innumerable and inviting little bays. For natural and picturesque beauty it can scarcely be surpassed. Although there is no heather upon its banks, an enthusiastic Scotchman once remarked that it recalled to his mind the famous Loch Katrine. As a scene for camping and canoeing Lake Timagami is becoming increasingly popular, while for the variety and extent of its game fish no part of the continent can surpass it.

992 **Owaissa** Latchford is a village of about 250 inhabitants, and is a lumbering centre, saw mills
1037 **Rib Lake** being located here. It is a convenient
1066 **Johnson** starting point for the river and land route
922 **Latchford** to the Montreal River gold and silver mining
934 **Gillies Depot** areas; also for the Timagami Forest Reserve.

The Silver Mining District.

841 **Cobalt** The town is the centre of the great silver mining camp, and although it has only been in existence less than a score of years, is now a prosperous town of about 4,500. Immediately in front of the town, and close to the railway, is Lake Cobalt, which, in order to facilitate the procuring of the silver that occupied veins beneath its surface, was a few years ago pumped out. From the railway an excellent view is obtained of some of the mills in which the silver dug from the mines is treated. It was on the shore of Cobalt Lake that silver was first discovered, and the discovery was made one Sunday in 1903 by two lumber contractors engaged in connection with the construction of the railway, they having, while in the act of throwing pebbles into the water, picked up several nuggets of the white metal. These nuggets were native silver, and their find led to an influx of prospectors.

764 **Haileybury** Both these towns are pleasantly situated on
638 **New Liskeard** the shore of Lake Temiskaming, and in the summer time are points from which steamers regularly run to various places of interest on that lake. Both

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towns are connected with Cobalt by an electric line. Lumbering is common to both, and each has its saw mills. Haileybury, until the conflagration of the autumn of 1922, had a population of 3,800, and is the seat of a Roman Catholic Cathedral. The town is rapidly being rebuilt, and will doubtless in time exceed its former importance. New Liskeard is at the head of Lake Timiskaming, has a population of 2,300, and like its sister town is a pleasant summer resort. Haileybury and New Liskeard are situated in an excellent agricultural district, the Clay Belt beginning a short distance south of the former town, while near the latter is a Government Demonstration Farm.

Historical Lake Temiskaming.

Lake Temiskaming is one of the famous historical waterways of Canada, and is the headwaters of the Ottawa River, which empties into the St. Lawrence above Montreal. Consequently, in the early history of the country, the lake was included in the highway leading from French Canada to the Hudson's Bay. There is a rather interesting bit of history regarding the discovery of the lake. In 1685 two French adventurers, paddling down the Abitibi River and Lake from James Bay, found their way into Lake Timiskaming, and thence by the Ottawa to Montreal. By this adventure they pioneered a new route to Hudson's Bay. With this discovery the French authorities at Montreal conceived the idea of sending out an expedition by the new route for the purpose of surprising and overthrowing the forts held on the shores of Hudson Bay by the Hudson's Bay Company. This expedition, under the famous D'Iberville and others, accomplished its purpose, and the forts captured were held until seven years later they were reduced by British war vessels sent out for the purpose.

Lake Temiskaming has an area of 117 square miles, and is to-day a delightful summer resort, with excellent facilities for canoeing, camping and fishing, while there are steamers for those who want to navigate its waters without "paddling their own canoe".

631	Uno Park	Uno Park is a village situated in one of
645	Maybrook	the oldest settled parts of the Clay Belt.
722	Thornloe	Earlton, located in a fertile farming coun-
816	Earlton Junction	try, is a point from which a branch line
728	Heaslip	runs to Elk Lake, 28½ miles distant.
		From the latter a daily stage runs to
		Gowganda, one of the important silver-producing areas of
		the northern country.

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680	Englehart	Englehart is a divisional point, and a busy
667	Chamberlain	little town with a population of about 800.
710	Wawbewawa	The surrounding district is rich in timber, and
775	Krugerdorf	the town has saw mills. It is the centre of a
882	Mindoka	pulpwood industry. There is electricity for power and lighting purposes. In 1913 the greater part of the town was destroyed by forest fires, but has since been rebuilt. A short branch line runs from Engle- hart to Charlton, situated at the foot of Long Lake, navi- gable for forty miles, and the centre of a good lumber and agricultural district.
925	Boston Creek	The railway here traverses a district which
969	Rosegrove	has extensive and promising gold areas.
1032	Dane	Larder Lake, into which there was a rush of
1007	Swastika	prospectors in 1906, is seventeen miles from
1009	Kenogami Lake	Dane, and is connected with the latter point
1022	Sesekinika	by a Government road. Swastika is the
1034	Bourkes	gateway to the Kirkland Lake gold field,
960	Yorkston	next to Porcupine the most important gold-
945	Ramore	producing district in the province, having a
908	Vimy Ridge	total output in 1921 of \$1,529,363. A short
878	Belleek	roadway connects Kirkland Lake with Swas- tika. Approaching Kenogami, the train follows the Blanche River. Kenogami Lake, which gives the village its name, lies a short distance to the west. A few miles beyond Sesekinika the railway crosses the height of land. The waters of the innumerable lakes, rivers and streams thereafter encountered flow into Hudson Bay.
861	Matheson	Matheson is the gateway to the gold mines in the
872	Watabeag	Township of Munro and the Lightning River
905	Homer	districts. There is also a boat line running from
922	Nushka	here to Abitibi and Twin Falls. Monteith is the
922	Monteith	site of a large lumber mill, and has an electric
904	Kelso	development plant. Near Monteith is a Govern- ment Demonstration Farm, on which is also a school for the training of returned soldiers and sailors for agricultural vocations. Thousands of acres of excellent farm lands are to be found in the vicinity.

The Porcupine Gold Fields.

946	Porquis Junction	This is the entrance to the world-renowned Porcupine gold fields, a branch line running westerly to Timmins, thirty-three miles distant. Porcupine, situated on Porcupine Lake, is twenty-four miles distant. In addition to the famous Hollinger mine, which in 1921 yielded gold to the value of \$9,051,276, there is also in the district
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the Dome and the McIntyre mines, which in the same year produced gold to the value of \$2,290,264 and \$1,827,761 respectively. In all the Porcupine area produced gold to the value of \$13,169,301 in 1921, since when there has been a large increase in output.

Seven miles northeast of Porquis Junction, and reached from the later by a branch line, is Iroquois Falls, a town with a population of about 1,200, and the site of one of the largest pulp and paper mills on the continent. The falls have been utilized for the development of hydro-electric energy, and seventy-thousand horsepower is available. The town is the centre of an extensive timber district, and good hunting and fishing are to be obtained in the vicinity.

1008 **Nellie Lake** From Porquois Junction to Cochrane, a distance of about 23½ miles, the train traverses a country dotted with numerous small lakes and crossed by rivers. At times the lines is within a short distance of the Abitibi River, flowing into James Bay, and having its origin in Lake Abitibi, a magnificent body of water having an area of 356 square miles, and noted for the attractions it affords for fishing and hunting. At Cochrane the train runs westward over the Quebec to Winnipeg main line of the transcontinental system.

Cochrane to Winnipeg.

911.0 **Cochrane** One of the divisional points on the Transcontinental and the terminus of the Temiskaming & Northern Ontario Railway. Preliminary work for extending the latter line to James Bay is at present under way.

Although founded a little over a dozen years ago, Cochrane has a population of nearly 3,500, and is steadily growing in importance as a business, industrial, and railway centre. The farming settlements in this vicinity are being rapidly taken up. The land offered by the Ontario Government for homesteading reaches from here to Hearst, and includes fifteen townships, exclusive of the two townships of Jacksonboro.

861.0	Frederick	There are settlements at Frederick, Bus-
883.0	Buskegow	kegow, Hunta and Driftwood. Thirty
881.0	Hunta	miles west of Cochrane, the Mattagami
898.0	Driftwood	River is reached. Here the traveler is
860.0	Pullen	in the neighborhood of one of the most
	Smooth Rock Falls	interesting industrial developments in
769.0	Jacksonboro	New Ontario. Three and one-half miles
792.0	Tudhope	north of the big steel bridge which spans
797.0	Strickland	the Mattagami River are Smooth Rock
746.0	Fauquier	Falls, a power site capable of developing

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794.0	Moonbeam	12,000 horsepower of electric energy. The power rights and extensive timber limits stretching for many miles on both sides of the river, have been acquired by a company known as the Mattagami Pulp and Paper Company, Limited. This company has now under development 10,000 horsepower of hydro-electric energy for operating its pulp mill, which has a capacity of 150 tons of sulphite fibre per day. An immense concrete dam, 380 feet long, has been slung across the river, harnessing the current for the purposes of electric generation. The power house is located below the falls, while on the bank of the river just above rises the big pulp mill. In the spring of 1916 the site of the great power works was in its primitive condition. A wild cataract poured all uncurbed over the huge grooved hummock of rock that gave its name to the waterfall. Trees grew in all their natural luxuriance right down to the edge of the river. To-day, a vast clearing has been made in the forest; dwellings, public schools, churches, and excellent hotels have been built, and a population of several hundred men, women and children have come to live within sound of the falls. The town is connected by a branch railway with the main line of the Canadian National.
780.0	Kitigan	
714.0	Kapuskasung	
764.0	Secord	
779.0	Harty	
744.0	Opasatika	
823.0	Lowther	
769.0	MacBey	
750.0	Mattice	
778.0	Fryatt	
815.0	Omo	
807.0	Hearst	
836.0	Ryland	
815.0	Penhall	
793.0	Akova	
797.0	Kabina	
788.0	Wapiti	
746.0	Bertram	
772.0	Ameson	
749.0	Nagogami	
689.0	Fraser	
679.0	Savoff	
625.0	Teltaka	
617.0	Pagwa	
681.0	Wilgar	
719.0	Flint	
799.0	Blanche	
852.0	Ogahalla	
893.0	Watini	
972.0	Lynx	
997.0	Grant	

The Mattagami Pulp and Paper Company's enterprise represents an investment of about two million dollars, with prospects of further developments as the industry grows. The company owns 900 square miles of timber limits, which will yield, it is estimated, about three million cords of spruce pulpwood. In addition to the power at Smooth Rock Falls, it has additional powers higher up the river at Yellow Falls and Island Falls, which will furnish another 12,000 horse power when required.

This development on the Mattagami River is the first big undertaking of the kind west of Cochrane. It is undoubtedly the forerunner of several other important enterprises, for the pulpwood resources of the country, coupled with the splendid water powers and the fine transportation facilities provided by the railway, will not long pass unobserved by capitalists in search of profitable investments.

At Jacksonboro, the New Ontario Colonization Company has townships that are being rapidly settled. The village has a population of about 250, and there is a good school. The lumbering operations give employment to many. The Mattagami River flows from here to the north, effecting a junction with the Moose River, which flows into James Bay.

At Fauquier is what is locally known as the Ground Hog River settlement and experimental farm. There are evidences of settlement also at Moonbeam and Kitigan.

Kapuskasing, adjacent to the Kapuskasing and Opasatika Rivers, promises to become a town of considerable importance, and particularly in view of the fact that it is being laid out under a plan prepared by the Ontario Government. Over two thousand acres have been set aside for the municipality, of which 221 acres compose the town site proper. The plans provide for a population of 2,500. The idea in surrounding the town with a large area of undivided land is the prevention of the erection of buildings not in keeping with the Government's architectural plans. Present population is a little under 1,000. Situated on the river bank is a large pulp mill, costing \$4,000,000 and owning timber limits of about 50,000 acres in area.

The soil in the country surrounding Kapuskasing is of the finest variety, and is gradually coming under settlement. Near the townsite the Dominion Government has established an agricultural experimental station through which the line of the Canadian National Railways passes.

Excellent fishing is to be obtained in the Kapuskasing River. Moose are plentiful in the woods and wild duck abundant in the fall.

There is quite a good settlement at Mattice, and fine fishing can be obtained on the Missinabi River, also the best of hunting. From Mattice there is an old-established route to Hudson Bay by canoe, and the Hudson's Bay Company have a trading store here.

Hearst (population 500) is a railway division point, with an English church and public school. Farming is the chief industry, hundreds of acres having been cleared and now under cultivation.

There are several good stores in Hearst, and quite a large trade is carried on with the surrounding settlements. For the sportsman there are many opportunities, the fishing of the Mattawishkwia River being very fine, and the best of hunting being obtainable in the vicinity. Guides and canoes can be engaged, and there is fair hotel accommodation. From Hearst, the Algoma Central Railway runs to Sault Ste. Marie.

West from Hearst the land has not yet been thrown open for settlement, and there are many miles of practically uninhabited country abounding in great lakes and intersected by many rivers, so that there are opportunities everywhere. At Kabina there is the Kabinagama River, and at Ameson the Skunk and White Rivers.

From Ameson the Nagogami River can be followed for many miles in a canoe, and a splendid outing enjoyed with the best of fishing. Guides can be obtained at Grant. The Ontario Government has an experimental farm under way along the Nagogami River, and have been very successful in raising corn, cabbage, potatoes, wheat, oats, peas and barley, both vegetables and grains giving wonderful productions.

Highwood Falls, on Nagogami River, half a mile north of the railway, has wonderful water power awaiting development. The White and Skunk Rivers, emptying into the Nagogami a mile below, flow through a virgin forest that will produce millions of cords of pulpwood.

Several gold and silver deposits have been discovered and staked out along the shores of the Nagogami north of the railroad.

Near Savoff station there is splendid trout fishing in the Savoff River and at Martin Creek. There is no accommodation here of any kind, so parties would need to go properly equipped. The fishing is so near the station that guides are not necessary.

Two miles east of Pagwa station flows the Pagwachuan River, north into the Kenogami River, which in turn empties into the Albany, and thence into James Bay at Fort Albany. This fort at the mouth of the Albany was erected by the French in 1690, and after many a battle between French and English was finally captured by the latter in 1693 and handed over to the Hudson's Bay Company.

As a canoe route the Albany has few equals. By this route the Chalybeate Springs near Hat Island on the Albany River may be visited. For many decades the Indians from far and near sought the medicinal waters as a last cure for their hereditary diseases. For many acres surrounding these springs the trees are blazed and marked with syllabic characters designed and introduced by James Evans, an early Wesleyan Missionary among the Crees, and which practically all the Indians can read and write, telling each other in this manner of the cures, deaths, births, etc. that have taken place at this particular spot.

Written entirely phonetically, it is unhampered by irregularities, and can be readily acquired by one Indian from an-

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other. So general is their knowledge of this sign language that every Indian camping place and every point where canoe routes diverge become local post offices, where letters written on birch bark, often, of course, containing only an account of trivial occurrences, but giving the opportunity to convey news of importance, are left for the information of following parties.

Just below Chipie Island are springs of liquid clay, and near the mouth of the Henley River is the site of Old Fort Henley, which was built in 1740 to prevent the Indians from communicating with the French.

In size the Albany is comparable with the Ottawa, and at high water can be navigated by powerful river steamers from its mouth to Martin Falls. In two of the stretches known as “The Long Openings”, the river is so straight that, sitting in a canoe and looking from one end of them, the sky and water appear to meet on the horizon.

At Wilgar there is the Dog River, at Flint is the Flint River and the Moose River, at Ogaming the Black River, and at Ogahalla the Kenogami. These are all fine fishing streams, and it is hardly necessary to state that none of them have been spoiled by hog anglers.

Grant is a railway division point. The village has about 500 population, with good stores, neat houses, hotels and a good school. Two miles east of Nakina are the Twin Lakes with the railway practically dividing them. Each about sixteen miles in length and studded with numerous well wooded islands, with miles of sand beaches, they are considered one of the many beauty spots of Northern Ontario.

1049.0	Opemisha	Between Grant and Penequani for seventy miles the line is through a territory where gold discoveries have been made and claims have been staked in every direction. The most important finds have been at Kowkash, and numerous prospectors have been from time to time active in this district. Surface mining has been carried on to considerable extent, but more serious efforts are ultimately probable.
1021.0	Nakina	
1036.0	Exton	
1078.0	Cavell	
1050.0	Kowkash	
1043.0	Paska	
1123.0	Redmond	
1065.0	Tashota	
1053.0	Penequani	
1035.0	Ombabika	
1093.0	Minataree	
1010.0	Weatherbee	
969.0	Ferland	
921.0	Willet	
975.0	Green	
1028.0	Wagoming	Tashota station lies in the path of a gold mining camp. Many discoveries of gold-bearing quartz have been made in the district immediately surrounding the station and several working mines have been developed. The district is regarded as an ex-
1121.0	Armstrong	

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1256.0	Collins	tremely promising one. Prospecting for new discoveries is continually in progress, and development work on many different claims is expected shortly to place them in the category of mines. A good deal of ore averaging from \$8.00 to \$14.00 per ton in gold values has been obtained. Some values run as high as \$80.00 to the ton.
1337.0	Jacobs	
1351.0	Allenwater	
1424.0	Bucke	
1215.0	Robinson	
1227.0	Smith	
1201.0	McDougall Mill	

There is fine fishing on the Kowkash River. The whole country to the north is intersected by streams that afford excellent sport. At Minataree, the old post road leading to the trading post of Revillon Freres at Port Hope is crossed. From Willet or from Ferland stations the northern shores of Lake Nipigon are easily reached. Canoes and guides can be obtained at either

Grant or Armstrong. There are good trout streams near Armstrong.

Armstrong is another of the railway division points. The population is about 300. There is fair hotel accommodation and good stores where sportsmen's outfits and supplies can be obtained.

Lake Nipigon.

Lake Nipigon lies approximately between longitude 87° 35' W. and 89° 10' W., and between latitude 40° 5' N. and 50° 30' N. Its northern boundary is the Canadian National Railway, whilst the Nipigon Mountain Range lies along its southern coast. Lake Nipigon, 852 feet above the sea level, is some seventy miles long and forty miles wide.

The Indians "Great Bay of the North", Lake Nipigon, has a history dating back to 1671. It is shown on the Jesuits Relations map of that year, but for almost two centuries following the first exploration little additional knowledge of the country north of Lake Superior appears to have been made public. Numerous fur traders must undoubtedly have traversed its streams and portages, but they have left no written records that are accessible. Such knowledge as was gained with respect to the country was the property of private interests, and was never made public. Following the occupation of certain districts by French traders from Three Rivers and Montreal, the two great rival corporations, the North-West Company and the Hudson's Bay Company, had important trading posts on Lake Nipigon nearly two hundred years ago. It was not until 1860 that any official survey was attempted, and in 1905, the Ontario Government

set aside an area of about 7,297 square miles around Lake Nipigon as a forest reserve.

Lake Nipigon is considered one of the most beautiful bodies of water in Ontario, with innumerable well wooded islands of varying size. Its shores are deeply indented by bays, separated one from another by very long points or promontories, some of them stretching out into the lake for many miles. This makes it possible to paddle from the shelter of one island to another, and to cross most of the bays even in the most unfavorable weather. Its waters are very clear and cold, and around the shores of the lake and the islands are miles of sand and gravel beaches. At the present time there are no permanent settlements of importance along the shores of this body of water. The total Indian population of the district is a little over 500, distributed in a number of reserves located at the mouth of Gull River, at the foot of McIntyre Bay, Sand Point, and at Jack Fish Island. On most of the reservations the inhabitants have small gardens in which they cultivate potatoes and a few other vegetables, but their chief source of food supply is the fish from Lake Nipigon, particularly sturgeon, white fish and grey trout.

At Nipigon House, near Jack Fish Island, the Hudson's Bay Company has an old-established post, with a permanent resident agent in charge. There is also an Anglican mission at the Reserve on McIntyre Bay, and a school at Gull Bay. The Nipigon Reserve is a good hunting country, particularly for moose. As to fish, there is no doubt at all of their being there. They put themselves in evidence when they gather at their spawning places. Maskinonge, lake trout (from two to seven pounds), pike, pickerel and sturgeon abound. The Nipigon River has been so satisfying to sportsmen heretofore that few have taken the trouble to investigate the lake above this river and the vast wilderness around it. Sportsmen will now be prompted to reach the northern shores of the lake by rail, take a chance at the practically virgin fishing grounds there and reach the Nipigon river from above.

A mile east of Willet station the Mud River, a deep and navigable stream, flows into Lake Nipigon. This river is also used as a canoe route to the White Sand and Wabinoosh Rivers. The Kenah, Rapid, Seymour, Roaring, Marten, Camp and Mountain streams, all teeming with speckled trout, empty into the northern end of the lake. A steam launch is being operated from Willet to the White Sand and Wabinoosh Rivers, and can be engaged for a cruise along the shore of Lake Nipigon at a reasonable rate. With numerous ideal sites for camping and for hunting and fishing lodges, Lake Nipigon is destined to become one of Canada's foremost playgrounds.

Altitude

It is a place where the essence of the north gets into the blood.

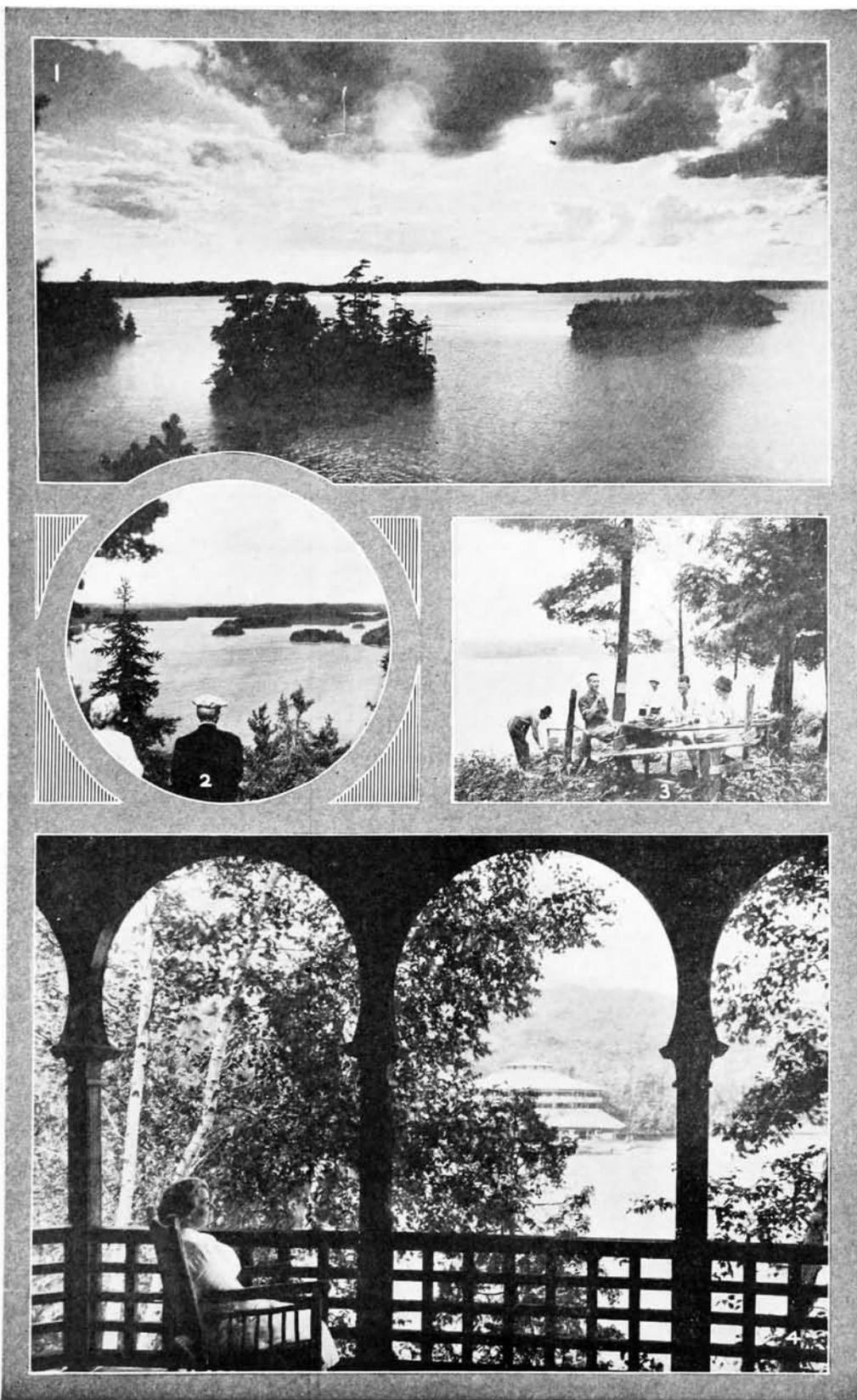
At Ogaki there is a fine view of Sturgeon Lake, and the railway passes through a canyon of wonderful scenic beauty. At Allenwater guides can be obtained, and there is a Hudson's Bay store where supplies and outfits can be procured for either fishing or hunting. Four miles south of Bucke station lies Sturgeon Lake, on which is located the St. Anthony gold mining property.

- 1197.0 Sioux Lookout** At Sioux Lookout the branch line from Fort William connects with the main line. Here is quite a lively railway centre, with a population of 1,127, substantial houses, good hotels, stores and public school. It is situated at the end of Pelican Lake, which is navigable for twenty miles by motor boat. From Sioux Lookout is to be obtained one of the shortest routes to Hudson Bay. The town is situated in a good lumbering district, and near it has recently been discovered an immense deposit of copper ore carrying gold and silver values. The deposit has a width of sixty feet and has been traced for a distance of seven miles. It lies within a mile of the Canadian National Railways. Fine grades of white marble and black granite have also been found in the district. The fishing for pike and pickerel is excellent here, and also at Abraham and Minitaki Lakes. There is good trout fishing at Vermilion Lake, 12 miles distant.

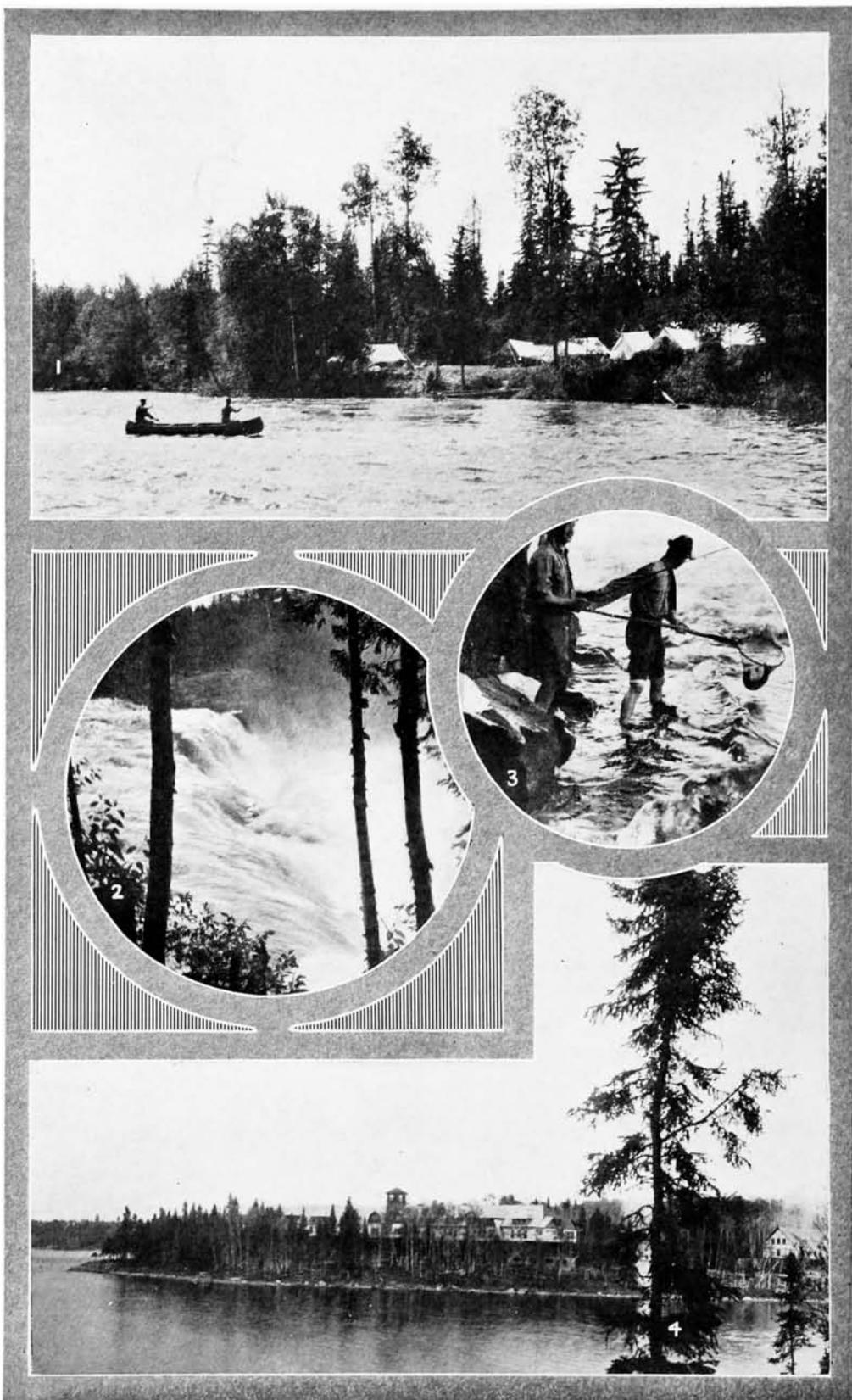
The scenery around Pelican Lake, and also at Abraham Lake is delightful, and there are abundant opportunities for excursions by water, as sailing boats as well as motor boats can be engaged. The Indian guides are skilful canoemen. Arrangements for boats and guides can be made through the station agent. By following the Sturgeon River the Albany River is reached, which can be navigated right into James Bay. Moose are plentiful almost everywhere. With the development of the surrounding country, Sioux Lookout is gradually increasing in importance as a business centre.

From Fort William and Port Arthur to Sioux Lookout.

- | | | |
|---------------|--------------|---|
| 750.0 | Alba | In the neighborhood of Fort William and Port |
| 920.0 | Baird | Arthur are rich farm lands where many settlers |
| 1084.0 | Crest | have located. The Ontario Government is con- |
| 1041.0 | Dona | structing roads, which will prove a boon to the |
| 1200.0 | Ellis | farming community. The mineral deposits in the |
| 1357.0 | Flett | neighborhood give promise of developing one of |
| 1445.0 | Griff | the largest industrial centres in Canada. It is an |
| 1487.0 | Horne | area rich in gold, silver, nickel, copper, iron and |
| 1582.0 | Raith | iron pyrites. |



Summer Scenes in the Highlands of Ontario—Ontario's Most Popular Playground.



1—A Delightful Camp on the Nipigon. 2—Virgin Falls. 3—Netting a Nipigon Trout. 4—Minaki Inn, on the Winnipeg River.

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1555.0	Linko	The line between Fort William and Sioux Lookout plays an important part in the grain movement from Manitoba and the Northwest to the head of the Great Lakes. It is also the rail link with the main line of the Canadian National Railways, for passenger and freight traffic, which has traversed the Great Lakes to the Twin Cities, and destined for points in the Northwest and Pacific Coast. Being sparsely settled, the country through which this branch line runs provides good hunting. Deer, bear and foxes are numerous, and in the fall there is good partridge and wild fowl shooting. Near Larson the line crosses the height of land. The country through which the railway runs is liberally dotted with small lakes and bisected with small rivers.
1537.0	James	
1558.0	Kelly	
1567.0	Larson	
1593.0	Mack	
1617.0	Knowlton	
1596.0	Oscar	
1520.0	Petry	
1459.0	Quorn	
1465.0	Reba	
1465.0	Sowden	
1470.0	Tannin	
1428.0	Unaka	
1403.0	Valora	
1338.0	Watcomb	
1304.0	Hunt	
1338.0	Yonde	
1311.0	Zarn	
1237.0	Alcona	

ACROSS CANADA

From Sioux Lookout to Winnipeg.

1211.0	Pelican	The railway from Sioux Lookout to Winnipeg traverses another picturesque region. Hudson may be considered the station or starting point for the last Great North, “The District of Patricia”. By canoe or motor boat, across Lost Lake and down the slow flowing current of the English River Lac Seul is reached.
1173.0	Hudson	
1252.0	Webster	
1309.0	Taggart	
1311.0	Sunstrum	
1316.0	Millidge	
1302.0	Richan	
1300.0	Freda	
1346.0	Hunter	
1289.0	Morgan	
1147.0	Quibell	
1247.0	McIntosh	
1239.0	Canyon	
1232.0	Favel	
1291.0	Jones	
1200.0	Farlane	On Lac Seul is a Hudson’s Bay Post, the chief distributing point for the Company’s posts through the District of Patricia. It is not an uncommon sight, when the fur brigade brings its harvest of furs in early June to this post, to count hundreds of tepees, pitched along the sandy shores of the lake with the real aboriginal Indians, their wives, sons, daughters, husky dogs and brand new babies.
1133.0	Brinka	
1083.0	Redditt	

A gasoline transport service is operated on this lake by the Company, and weekly trips are made to and from Hudson station. The Armstrong Trading Company also operate a boat on this lake in connection with their fisheries, making their headquarters at Hudson.

Lac Seul is some 95 miles in length. The English River flowing out of its northern end near Pine Ridge post affords

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a most attractive and interesting canoe trip to Lake Winnipeg, or to Minaki by way of Sand Lake.

Lac Seul has been used as a trading centre for over a century, and it is predicted that in the near future it will be recognized as one of the leading health resorts in Canada. Backed by pine forests, and with air and pure water, it would afford an ideal site for a sanitarium for those afflicted with pulmonary diseases.

Quibell within the past three or four years has grown into an important farming community. Several hundred acres have been cleared. The soil has been found particularly adapted for vegetables and garden truck, the produce finding a ready market in Winnipeg.

Between McIntosh station and Farlane, Canyon Lake, stretching for many miles in seemingly endless panoramas of varied beauty, flanked by lofty hills and dotted with verdure-clad isles, is continuously in sight. This is Nibigami—the country of lakes—and from here until the prairie country is reached the eye revels in scenes of rare beauty.

Minaki station is in the heart of this lovely country, and at a site most favorable is the Minaki Inn, a modern and commodious summer hotel.

The Minaki Inn

1090.0	Ena	Mee-Naw-Kee—Beautiful Country—The Minaki
1067.0	Minaki	Inn, a new summer hotel, is operated by the
1194.0	Wade	Canadian National Railways.
1102.0	Malachi	The Inn has accommodation for 350 guests,
1136.0	White, Ont.	and is situated in a beautiful natural park of fourteen acres. It has been so built that every room in the entire structure has an outlook of exceptional attraction, a panoramic vista of water and woodland. The ut- most care has been taken to leave undisturbed the natural beauty surrounding the Inn. The many densely wooded knolls and look-out points in the vicinity afford shaded, cool places on warm summer days.

Bathing beaches and bath houses have been prepared on a sheltered bay close to the hotel, and the water of the river and lakes being quite soft and throughout the season at a perfect temperature, the comfort and safety of the guests is assured.

Minaki may be justly termed the home of the maskinonge, but in addition to this species of the finny tribe are to be found the finest varieties of lake trout, pickerel, whitefish and sturgeon. Sturgeon captured by the Indians have been brought in weighing as much as 138 pounds. Guides who are familiar with the adjacent lakes are available, and

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can assure the most exacting fisherman a fine day's sport with the trout, while the novice who is satisfied with other varieties may fish from the rocks or boats in the immediate vicinity of the hotel. Minaki is also a convenient centre for the big game hunter, for this territory is the home of moose, bear and deer, while as a point from which extensive canoe trips can be made it is unsurpassed. By way of Winnipeg River, Winnipeg Lake and the Red River it is possible to reach the Manitoba Capital by canoe or motor boat. This route lay within that followed by the troops under Wolseley, when journeying to Winnipeg in 1870 to suppress the first Riel Rebellion.

The Lodge is a separate building situated close to the main building of the Inn, and resembles it in design and furnishings. During the midsummer season it is operated as an annex to the Inn, but as it is a complete hotel in itself, with dining-room and kitchen facilities, in addition to its cosy bedrooms, its fire-places, lounges and music room, it can be operated separately earlier and later in the season than the main building when the full accommodation of the latter is not required.

The numerous bungalows on favored sites denote Minaki and its environments is rapidly growing in favor as a summer resort for residents of Winnipeg and the prairie provinces.

- | | | |
|--------|--------------------|---|
| 1157.0 | Ophir, Man. | The boundary line between Ontario and Manitoba is just west of White Station. |
| 1109.0 | Dott | |
| 1048.0 | Brereton | At Anola the railway line clears the forest and enters upon the prairie, passing through a section of the great wheat area of this fertile province. The change to perfectly level country is almost startling. As far as the eye can see there is nothing to obstruct the vision, and villages far distant loom up with remarkable clearness. The Canadian National repair shops are located at Transcona, and here also the railway has an elevator with a capacity for 1,000,000 bushels of grain. While capable of extensive storage, its principal function is to serve as a transfer point for grain en route east over the Canadian National Railways. The grain is graded and weighed as it passes through the elevator, and under a Government certificate of quality it is reloaded and shipped east. |
| 1011.0 | Hoclor | |
| 940.0 | Elma | |
| 949.0 | Lewis | |
| 902.0 | Hazel | |
| 902.0 | Vivian | |
| 843.0 | Anola | |
| 799.0 | Dugald | |
| 766.0 | Transcona | |
| 755.0 | Winnipeg | For particulars regarding Winnipeg see page 129. |

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QUEBEC TO COCHRANE.

19.2 Quebec The air line of the Canadian National Railways from Quebec to Winnipeg, thence to the Pacific Coast, traverses a wondrously picturesque part of the Dominion, and which until the last few years was in the main beyond the fringe of civilization. And although prosperous towns and villages and fertile farms are now to be seen, the greater part of the line runs through a country still in its pristine glory—vast in the extent of its primeval forests, picturesque and varied in its scenic effects, cut by mighty, rushing rivers and dotted with beautiful lakes. Certain points in the vast interior which the train traverses also possesses historical interest. This is particularly true of points touching the vicinity of great rivers running into Hudson Bay, which, in the early pioneer days, when there were neither roads nor railways, served as highways for fur traders and marauding Indians.

The express service between Quebec and Cochrane, at which point connection is made with the express trains operating between Montreal and Winnipeg, is modern in appointment, while the roadbed is noted for the substantial character of its construction. The Union Palais Station, whence the start is made, is strikingly artistic in design and in keeping with the quaint, Old-World architecture of the "Ancient Capital". The distance from Quebec to Winnipeg over the Canadian National Railways is 1,350 miles, and is the shortest of all rail routes between the two cities.

165.0 Cadorna After leaving Quebec, the railway follows the valley of the St. Charles River for several
165.0 Bridge
257.0 Cap Rouge miles, gradually climbing the slope of the vast promontory which separates the St. Charles from the St. Lawrence, and at the eastern extremity of which the city of Quebec is built. As the train mounts higher and higher, a panorama of rare attractiveness unfolds, the wide fertile valley spreading out in the foreground and beyond stretching the rugged outline of the Laurentian Mountains, with their rich purple coloring.

Passing through some heavy rock cuttings, the track suddenly emerges on the brow of Cap Rouge, with the broad St. Lawrence rolling proudly seaward immediately below. Here a junction is made with the main line of the Canadian National Railways, and if the traveler will look back to the left, he will see the towering cantilevers of the famous Quebec Bridge rising quite close at hand.

216.0 St. Augustin Just beyond the junction of the line from the
238.0 Neuville Union Palais Station and the line from the
264.0 Dombourg Quebec Bridge, the railway crosses the Cap

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205.0	St. Basile	Rouge Viaduct. This is an immense structure,
240.0	Portneuf	second only in importance to the bridge itself,
144.0	St. Marc	and from it magnificent views in both direc-
126.0	St. Casimir	tions are to be had, which should by no means
361.0	St. Prosper	be missed. From this point until the railway
410.0	St. Adelphe	turns north up the Batiscan Valley at St. Pros-
583.0	Hervey Jct.	per, the line follows the north shore of the

St. Lawrence westward, sometimes running in full view of the River and at other times cut off from it by intervening hills. The paper mills at St. Basile have an extensive output of building and roofing paper. In the vicinity of St. Marc are extensive quarries, which are being actively worked, and which produce a fine quality of stone in much demand for building purposes. The lime plant produces fifty tons per day. The country right along is well populated, and there are many thriving French-Canadian villages to be seen. Nineteen miles beyond St. Prosper, the Canadian National Railway from Montreal is crossed at Hervey Junction, and here connection can be made with trains to and from the Canadian commercial metropolis.

768.0	Gouin	The railway crosses several rivers beyond
797.0	Doheny	Hervey Junction—among them, Riviere aux
713.0	Milieu	Mortis, Milieu, Brochet, Beauce—which have
684.0	Lac Chat	given the names to the stations here men-
713.0	Brochet	tioned. Most of them afford the best of
754.0	Bousquet	sport for the angler. They are all tributaries
697.0	Lac a Beauce	of the St. Maurice River, which is here being
713.0	Morency	approached. At Lac Chat there are two

sawmills.

The St. Maurice is one of the most important rivers in Canada from the industrial standpoint, and in the development of the great basin which it drains the Canadian National Railway is destined to play a most important part. The river has a length of 350 miles and a watershed of some 17,000 square miles in area. It flows through richly timbered areas, and enormous quantities of lumber are carried down by it annually to the pulp and paper and lumber mills that have been erected on its banks. Its course is broken by a dozen falls and rapids which are capable of developing 1,000,000 horsepower of electrical energy. At the present time there are important power developments at Shawinigan Falls, twenty-one miles above the confluence of the St. Maurice and the St. Lawrence at Three Rivers, at Grand Mere, twelve miles above Shawinigan Falls, and at La Tuque, a flourishing town 103 miles from Three Rivers. With expansions at present under way, there will, within a year or two, be approximately a total of

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close to 470,000 horsepower of hydro-electric energy under development at these three industrial points on the St. Maurice.

- 551.0 **La Tuque** Population 5,600. A town of rapid growth, lively business centre, with modern stores and many fine residences. The town is well built, with water, sewerage system, and electric light. La Tuque has good schools, both French and English, a convent boarding school and a business college. It also has a Catholic church, an Episcopal church, and a well-equipped hospital.

La Tuque is also an important centre for great lumbering operations. Upwards of six thousand men go into the woods from here for the winter, and are paid off in the spring. The Brown Corporation are the largest operators, having timber limits of over three thousand square miles. Their pulp mill is one of the largest in the country, with an average output of 130 tons a day. The saw mills cut over ten million feet of lumber annually, and the plant covers an area of seven hundred acres. The company also operates a mill at St. Casimir, the output being between fifteen and twenty thousand cords of pulpwood.

La Tuque being situated in an immense territory of rich forest growth, abounding with moose, bear and smaller game, with an unknown number of lakes, large and small, and being intersected by numerous rivers and streams that teem with fish, is an excellent centre for the sportsman. The territory has been made accessible to the sportsmen by the establishment of camps at convenient distances, and guides, who are born woodsmen and know their business thoroughly, can be had at a reasonable rate. Lying north and approximately between La Tuque and Weymount, is a mixed farming and dairying district.

- 507.0 **Fitzpatrick** Three miles beyond La Tuque is Fitzpatrick, the first division point west of Quebec.
- 728.0 **Stirling** Leaving Fitzpatrick, the railway crosses
Cressman to the left bank of the St. Maurice and
Creek des Prairies for the next seventy miles follows the
819.0 **Vermillion** valley of the picturesque watercourse in
1033.0 **Darey** a northwesterly direction. The scenery
972.0 **Crespel** is wild and impressive in its rugged
grandeur. On either side tower massive
rocky hills, compressing the river into a narrow gorge,
through which the water pours tumultuously along. The
railway skirts the torrent, now running close to its margin on
a narrow ledge of rock and again mounting higher and higher
on the breast of the towering hillsides. There are magnificent

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views to be seen all along this portion of the route, and travelers should be on the lookout for them.

At Cressman, the railway leaves the St. Maurice, which here makes a wide detour to the north, and follows its tributary, the Vermillion River, for some distance. Creek des Prairies is the gateway to a great hunting and fishing district, and near Vermillion Station is the headquarters of a large sporting club. The Laurentide Paper Company of Grand Mere have extensive lumber operations in the vicinity. The railway now mounts the height of land lying between the Vermillion and the St. Maurice valleys, passes Darey at the summit and drops to the main river near Crespel.

901.0	Flamand	Up to this point there have not been many indications of lumbering operations, but from now
909.0	Joybert	until the railway leaves the main river at Manouan, frequent camps are to be seen. At Fla-
999.0	Windigo	mand is located the principal camp of the Waya-
999.0	Ferguson	gamack Pulp and Paper Company of Three
1030.0	Vandry	Rivers. At Windigo and Ferguson, the Brown
1154.0	Weymount	Corporation of La Tuque carry on extensive op-
1168.0	Sanmaur	erations. At Vandry, the Belgo Pulp and Paper
1171.0	Manouan	Company of Shawinigan Falls, and at Weymount the Laurentide Pulp and Paper Company of Grand Mere, maintain large camps. About fifty-two miles above Manouan, at the confluence of the Manouan River with the St. Maurice, and above La Loutre Falls, is one of the most notable public works of the day in Canada, viz., the Gouin Reservoir.

The Gouin Reservoir.

The Gouin, originally named La Loutre, is the largest artificial reservoir in the world, having a capacity of 160,000,000 cubic feet and a water area of 300 square miles. The famous Assouan Reservoir in Egypt, hitherto the largest, has a storage capacity of 82,000,000 cubic feet. The dam of the Gouin reservoir is 1,720 feet long, 80 feet high, 69 feet wide at the base, and 20 feet wide at the crest. The flow of water is regulated by means of ten gates, each 7.5 feet by 12 feet, and capable of discharging 18,000 cubic feet of water per second.

Although the St. Maurice is one of the mighty rivers of Quebec, yet owing to the variations in the flow at different seasons of the year a loss of power for the development of hydro-electric energy at such important industrial points as Grand Mere and Shawinigan was necessarily experienced. It was for the purpose of overcoming this that the Provincial Government, through the Quebec Streams Commission, in 1915, began the construction of the dam. Now, as a result

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of the completion of this vast storage basin, instead of there being seasonable variations in the flow, no less than 1,000,000 horsepower are permanently available.

1187.0	Cann	Leaving the St. Maurice River at Manouan, the
1464.0	Hibbard	railway now strikes almost due west to Parent,
1376.0	Casey	passing several small lakes on the way.
1434.0	McCarthy	Branches of the Gatineau, a river which joins the
1467.0	Wykes	Ottawa, near the city of Ottawa, are crossed both
1401.0	Parent	on approaching and leaving Parent. The Gatineau Industrial Company have extensive lumber mills both here and at Gatico, six miles west. Lying north, and ap- proximately between Parent and Doucet, is a district which has been found to be adapted to the cultivation of potatoes, corn and tobacco.
1410.0	Timbrell	At Oscalanea the St. Maurice River is again in
1454.0	Strachan	view. Lake Oscalanea, after which the station is
1424.0	Greening	named, is one of the headwaters of the River,
1357.0	Oscalanea	and it is possible starting from here by canoe, to make a trip through a long chain of lakes back to Manouan, a distance of 157 miles. Milledge & Edwardson have a trading post at Oscalanea, where hunters and fisher- men can be outfitted.
1347.0	Clova	The run from Oscalanea to Doucet, the third
1478.0	Coquar	division point, is through a country very sparsely
1454.0	Monet	settled. There are, however, possibilities for the
1448.0	Tarrien	enjoyment of sport, as lakes and rivers are
1421.0	Langlade	abundant. Doucet is a little railway settlement,
1383.0	Dix	with the usual equipment to be found at a
1314.0	Bolger	division point. Nottaway is important because
1299.0	Forsythe	it is the first fair-sized settlement in what may
1219.0	Doucet	be described as New Quebec. Three fisheries
1202.0	Press	ship from this point to United States markets.
1172.0	Signal	From this point to La Sarre, at the boundary
1138.0	Forget	between Quebec and Ontario, land is being taken
1102.0	Megiskan	up rapidly by settlers from the older parts of
1030.0	Nottaway	the province. The story of the migration into
1007.0	Goulet	this vast new district, following the completion
1025.0	Coffee	of the railway, is a modern romance. It is the
1062.0	Uniacke	result largely of the devoted endeavor of one
1078.0	Natagan	man, L'Abbe Ivanhoe Caron, Colonization Mis- sionary of Abitibi and Temiskaming, who, since
1124.0	Fisher	the spring of 1913, has organized and conducted
1051.0	Landrienne	to the district several excursions of settlers from Old Quebec. These people are brought from the same par- ishes and settled together, so that they avoid the hardships of going into a country surrounded by strangers. So success-

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ful have been the colonization efforts in this particular district that it makes a story of outstanding interest.

The Bell River crosses the railway at Nottaway on its course from Grand Lac Victoria, via a chain of other lakes, to James Bay. From Nottaway to the far north a canoe trip can be made its entire length. Motor boating is possible to the north-east arm of Lake Shabogama. It is 345 miles by this route to Rupert's House on James Bay, and the round trip would require a little over a month, including a stop-over of a few days at the Bay. An alternative route returning is via the Natagan River from Taibi Lake south to where the Natagan crosses the line of railway. The Bell River and Shabogama Lake contain pike and pickerel of immense size. By the north-east branch of Shabogama Lake, canoe trips can be made to Laurentian Lake through a region which is as yet practically unknown and unmapped. Here are dozens of beautiful clear-water lakes, full of speckled trout that rise hungrily to the fly, even in mid-summer—fish ranging from quarter-pounders to five pounders.

1002.0 Amos Amos is one of the most promising towns in the making along this part of the railway. Not yet a dozen years old, it already has a population of 1,500, and many settlers are expected this season. It has already become an important business centre. There are stores here that carry on an extensive trade with the surrounding country, and supply the Indians that reside between here and James Bay with outfits and provisions, taking their furs in return. The Indians transport their goods by canoe in the summer and use dog teams in the winter. A busy trading day is a picturesque sight. Amos first became known when gold was discovered on lakes lying to the south. Over 3,000 acres of land have been taken up in the vicinity of Amos, and there is any quantity of good land awaiting settlement. The town has two saw mills.

The choice of canoe trips from here is really wonderful. Up to the present these waterways have been known only to Indian traders and a few white men. The Harricana River divides the town of Amos, flowing northwards in an irregular course of 300 miles to James Bay. Going down the river is not practical, however, on account of the many rapids and consequent long portages. From Amos to the south the river is navigable for good sized motor boats, and by this route the sportsmen may make connection with various streams and rivers that afford hundreds of miles of canoeing. The Harricana has its birth in the midst of a country abounding in picturesque lakes, which are all more or less connected by a network of streams and rivers. It is doubtful if any other

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part of Canada can furnish better opportunities for a summer outing, for it is possible to motor or paddle for days and hunt and fish without restraint.

Lake de Montigny, a part of the Harricana system, and about thirty-five miles from Amos, is the scene of some of the most promising gold mining developments in the Province of Quebec. Claims being developed are located both on the shore and an island near the centre of the lake. Extensive deposits of molybdenite, some of which have been brought under development, are found on the Harricana south of Amos.

The Canadian National Railways have issued special booklets which contain the latest information relating to the sporting possibilities in a country abounding in game and fish.

- 1051.0 Spirit Lake** Here the Canadian Government established its first detention camp during the war. At one time some 2,500 Austrian and Bulgarian prisoners were interned here and employed in clearing and improving land.
- 1048.0 Vilmontel** O'Brien is a railway division point. Several
1073.0 Launay settlers have taken up land near here, and the
1020.0 O'Brien place is becoming quite a lively business cen-
1007.0 Authier tre. It is locally known as Robertson Lake,
951.0 Makamik this being the name of a fine body of water
883.0 La Sarre within sight of the station.
945.0 Dupuy At La Sarre there is a settled section, and the
910.0 La Reine place is a centre for fishing operations, white-
fish being taken from the Whitefish River and
from Lake Abitibi and shipped to New York. At La Reine
station a good deal of land has been cleared, revealing good
soil. There is excellent fishing for pike and pickerel in the
Okikodosk River, the fish being of very large size. Between
here and Goodwin, the boundary line separating Quebec and
Ontario is crossed. A sign marks the actual spot.
- 944.0 Goodwin** The country which the train traverses is thickly
883.0 Mace covered with spruce, balsam and other descrip-
889.0 Low Bush tions of trees. Rivers and streams are fre-
942.0 Kirke quently encountered. The soil is part of that
989.0 Hughes comprising the famous clay belt of Northern
983.0 Norembega Ontario. Nature is to be seen in her primeval
857.0 Brower beauty and ruggedness on either side of the
895.0 Abitibi railway, and everywhere good fishing and hunt-
911.0 Cochrane ing are to be obtained. Goodwin is the first
station encountered after the train crosses the
interprovincial boundary line. The traveler is

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now well within the vicinity of Abitibi Lake, a body of water 356 square miles in extent, noted for the part it played as a highway during the early history of the country. The lake is still a point of interest, but for the sportsman, and not the adventurer. For its fishing Abitibi Lake has an excellent reputation. Between Mace and Low Bush the traveler sees much of the famous lake, its northern shore being skirted by the railway. Low Bush derives its name from the Low Bush river which crosses the line at this point. Abitibi is on a branch of the Abitibi river, once a highway for canoe travel to James Bay.

For particulars regarding continuance of route along the air line from Cochrane to Winnipeg see pages 73 to 83.

QUEBEC TO CHICOUTIMI
(Through the Laurentide Park).

19.0	Quebec	To sportsmen and lovers of nature the
556.0	Valcartier	Laurentide National Park is rich in its at-
706.0	Riviere a Pierre	tractions. The park which lies north of the
.....	Linton Jct.	City of Quebec, comprises 2,500 square
1195.0	Lake Edward	miles of wild mountainous country intersec-
550.0	Chambord	ted with rivers and streams and dotted
19.0	Chicoutimi	with lakes. The line runs through Valcartier, a little over 16 miles from Quebec.

Here was the site of Canada's famous military camp, at which the first Canadian contingent received its preliminary training in 1914. Lake Edward, the largest body of water between Quebec and Lake St. John, possesses great attractions for the sportsman, whether angler or hunter. It has a length of twenty miles, is beautifully wooded to the water's edge and is dotted with numerous picturesque islands. The waters of the lake are clear and cool and in its depth linger monster red-bellied trout, often running in weight from four to six pounds. Outfits, canoes and guides can be obtained by those who wish to either fish or hunt.

At Chambord Junction, 176 miles from Quebec, the railway divides into two branches, one of which runs to Dufferin and the other to Chicoutimi, each skirting Lake St. John. Chicoutimi is not only famous as a Summer Resort, but as an important industrial centre as well, particularly in connection with the manufacture of pulp, of which large quantities are annually exported to Great Britain. There are lumber mills, tanneries, a furniture factory, and other wood-working plants.

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The town is well-served with hydro-electric energy for power and lighting purposes, and has a population of about 9,000.

From the north the best entrance to the Laurentide Park is at Metabetchouan. From this point it is a fifteen-mile drive to Lac de la Belle Riviere, at which the Superintendent has a camp; from the end of the lake it is only six miles by canoe to the Riviere aux Ecores, a famous fishing ground, where splendid speckled trout may be caught. The most notable fishing in the Park is at the discharge of the Grand Lac Jacques Cartier, there being speckled trout of remarkable size here.

MONTREAL TO TORONTO

46.0	Montreal	For details regarding Montreal see page 58.
61.0	St. Henri	Leaving Bonaventure station, the railway
68.0	Montreal West	traverses the western suburbs of Montreal,
86.0	Rockfield	noted for the large industrial plants located
89.5	Dominion	there, while a short distance to the south is
115.0	Convent	the Lachine Canal. Lachine, a busy town,
131.0	Lachine	with a population of 15,500, is delightfully
		situated on Lake St. Louis, a broad-
		ening out of the St. Lawrence. It is of considerable
		interest historically, and is the point at which tourists can
		embark for a trip through the Lachine Rapids to Montreal.
99.5	Dixie	All the stations in this group are within the
87.0	Dorval	vicinity of Lake St. Louis, and all are to a
89.0	Strathmore	more or less extent summer resorts, particu-
89.3	Valois	larly for residents of Montreal. At Valois, situ-
96.6	Lakeside	ated on a little arm of the lake, a charming
107.4	Pointe Claire	view of the latter is obtained. Lake St. Louis
104.5	Beaconsfield	is a beautiful sheet of water, and during the
105.5	Beaurepaire	season is the scene of many yacht races. The
114.0	Baie d'Urfe	physical character of the country in the vicin-
		ity of the lake lends itself to golfing. At Dixie
		there is the eighteen-hole links of the Royal Montreal Golf
		Club, while at Pointe Claire is the links of the Beaconsfield
		Golf Club. Both are popular with golf players.
122.3	Ste. Annes	Ste. Annes, or Ste. Anne de Bellevue,
84.0	Isle Perrot	with a population of 2,212, is situ-
85.0	Vaudreuil	ated on the Island of Montreal where
150.0	Cedars	its western extremity rests on the
159.0	St. Dominique	Ottawa. Near the railway is a pic-
160.0	Riviere Rouge	turesque little church, which in the
160.3	Coteau Junction	early days of the French regime

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- 162.0 St. Zotique was visited by voyageurs while en
 167.3 River Beaudette, Que. route up the Ottawa River, and
 173.9 Bainsville which Moore has immortalized in
 163.6 Lancaster his “Canadian Boat Song”. Ste.
 182.9 Summerstown Annes has a number of industries,
 and is the site of the Macdonald
 Agricultural College, noted for the striking group of its
 buildings as well as for its high standard of efficiency. The
 town is a popular summer resort.

Leaving Ste. Annes, the railway crosses the Ottawa River, a few hundred yards above its confluence with the St. Lawrence, over a steel bridge, landing upon Isle Perrot, an island six miles wide. Traversing the latter, it crosses to the western bank of the Ottawa and enters Vaudreuil, near which is to be seen the ruins of an old French fort, erected in 1687 to protect the inhabitants against attacks from Indians. At Coteau Junction a branch of the main line runs north to Ottawa. Proceeding west from Coteau Junction the traveler crosses the most westerly county of the Province of Quebec fronting on the St. Lawrence, and a couple of miles beyond River Beaudette enters the Province of Ontario.

- 191.0 Cornwall Cornwall is a busy industrial town of about 7,420 and is situated on the St. Lawrence at the terminus of the Cornwall Canal. The town had its origin in 1787, when disbanded soldiers of British regiments, instead of returning home, settled there. To-day it has a number of large industries, among them being cotton and paper mills and furniture factories. Total factory product has an annual value of \$8,627,000. It is particularly well situated for the development of hydro-electric energy, obtaining power from the Cedar Rapids Power Line as well as from the canal at its door. The town is served by three railway lines, one of which crosses nearby the St. Lawrence to the southern side of the river, and thence into American territory. Mixed farming and dairying are the agricultural features of the surrounding district. There is also good fishing and hunting in the district, while eight miles distant is Stanley Island, a noted summer resort. Immediately opposite the town is Cornwall Island, some five miles in length. Also from about opposite Cornwall to the ocean both banks of the St. Lawrence lie wholly within Canadian territory.

- 199.0 Cornwall Junction About five miles beyond Aultsville,
 255.0 Mille Roches standing on the banks of the St. Law-
 227.0 Moulinette rence, can be seen the granite shaft
 235.0 Wales erected to commemorate the Battle of

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- 236.0 **Farran's Point** Chrysler's Farm fought in the vicinity in 1812, the encounter being between Canadian and American troops, victory falling to the former. Morrisburg, with a population of 1,445, is largely an industrial town, its principal products being stoves, tacks and cheese boxes. The surrounding country is largely interested in the dairying industry, and mixed farming. Facilities for fishing and boating are good, and there are natural mineral waters in the vicinity. Morrisburg is connected with Waddington, N.Y., by ferry service. The Morrisburg Canal lies a short distance west of the town, while at Iroquois is the terminus of the Galop Canal, both constructed to overcome rapids in the St. Lawrence in their respective vicinities. There are extensive starch and syrup works at Cardinal.
- 308.0 **Prescott** Prescott, population over 2,600, is on the St. Lawrence, and a port of call for all steamers plying on the river. A car ferry runs between the town and Ogdensburg on the opposite southern shore. Prescott is the foot of lake navigation, craft bound for Montreal and below (except passenger steamers which shoot the rapids) taking the various canals en route. Here there is a grain elevator of 1,000,000 bushels capacity and a number of industries, among them being Government marine works. Among its principal objects of interest are old Fort Wellington, named in honor of the hero of the Battle of Waterloo, and the tomb of Barbara Heck, the founder of Methodism in Canada.
- 300.0 **Maitland**
- 280.0 **Brockville** This is a divisional point, has a population of over 10,000, and is situated on the St. Lawrence at the foot of the far-famed Thousand Islands. All steamers running east and west call here, and there is direct communication with the New York and New England States. The town was named Brockville in 1811 in honor of Sir Isaac Brock. During the War of 1812 the town was invaded by American troops, in return for which citizens of Brockville assisted in the subsequent assault and capture of Ogdensburg. The headquarters of the dairy industry of Eastern Ontario are located here. It is also an important manufacturing centre, the principal products of its factories being hardware, furnaces, stoves, tools, lawn mowers, carriages, auto trucks, furniture, apparel of various kinds, condensed milk, and iron castings. Brockville is a favored point for those desiring to fish in the waters of the St. Lawrence for

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maskinonge, bass and pike, while excellent trout fishing is to be had in nearby lakes.

284.0 **Lyn** At Gananoque Junction connection is made
 285.0 **Yonge's Mills** with the Thousand Islands Railway for
 335.0 **Mallorytown** Gananoque. The latter is situated at the
 332.0 **Lansdowne** very heart of the Thousand Island district,
 306.0 **Gananoque Jct.** has a population of 3,700, and has a number
 304.0 **Findley** of important industries, among the products
 302.0 **Rideau** being hardware, vehicle springs, axles, car-
 270.0 **Kingston Jct.** riage wheels, shovels, forgings, electric
 meters and boats. Just beyond Rideau the
 railway crosses the Catarauqui River, a part of the Rideau
 system. Here from the car window is to be seen one of the
 locks, whereby vessels are raised to the little lake above.

273.0 **Kingston** Situated on Lake Ontario at the mouth of the
 St. Lawrence, is one of Canada's most interesting
 beauty spots. As early as 1673 a fort was erected here by
 Frontenac, the Governor of New France, and for generations
 bore the name of that worthy. Later the fort and its sur-
 rounding lands were granted to La Salle as a seigniory,
 and until the latter built a fort at Niagara was the further-
 most trading post under French Government. In 1758 it
 passed into the possession of the British, and eventually be-
 came Kingston in name. A generation after passing under
 British rule it was selected by a party of United Empire
 Loyalists as the site of their new home, and from that time
 gradually increased in importance, until it is to-day an im-
 portant city with a population of 21,753. During the War
 of 1812 Kingston was an important military and naval centre.
 It is still of some importance as a military centre. The Mili-
 tary College here is an institution which is held in high es-
 teem throughout the Empire for the efficiency of the training
 it imparts. Another of its important educational institutions
 is Queen's University, originally founded by the Presbyterian
 denomination, but now a non-sectarian institution. Ports-
 mouth, on the outskirts of the city, is the site of the Pro-
 vincial Penitentiary.

Kingston is an important industrial centre. There are
 here large locomotive works, textile mills, smelting plants,
 and a number of metal and woodworking factories. Total
 factory products have an annual value of about \$9,000,000.

As a summer resort Kingston ranks high, particularly in
 view of the fact that it is at the starting point for both
 the Thousand Island region and the Rideau River and Canal
 district.

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284.0	Collins Bay	Collins Bay is situated at the head of a pretty
324.0	Ernestown	little arm of Lake Ontario. This bay is
320.0	Fredericksburg	skirted by the railway. Fredericksburg is
312.0	Napanee	a junction point from which travelers make
335.0	Marysville	connections for Tweed and Deseronto. Na-
334.0	Shannonville	papanee, derived from the Mississauga Indian

word, Naw-Paw-Nay, meaning flour, is situated on the Napanee River, emptying into the picturesque Bay of Quinte, and is the centre of a rich agricultural district. The town has several industries. and a population of about 3,000. Immense beds of marl, composed of disintegrated ancient sea shells, are located in the vicinity.

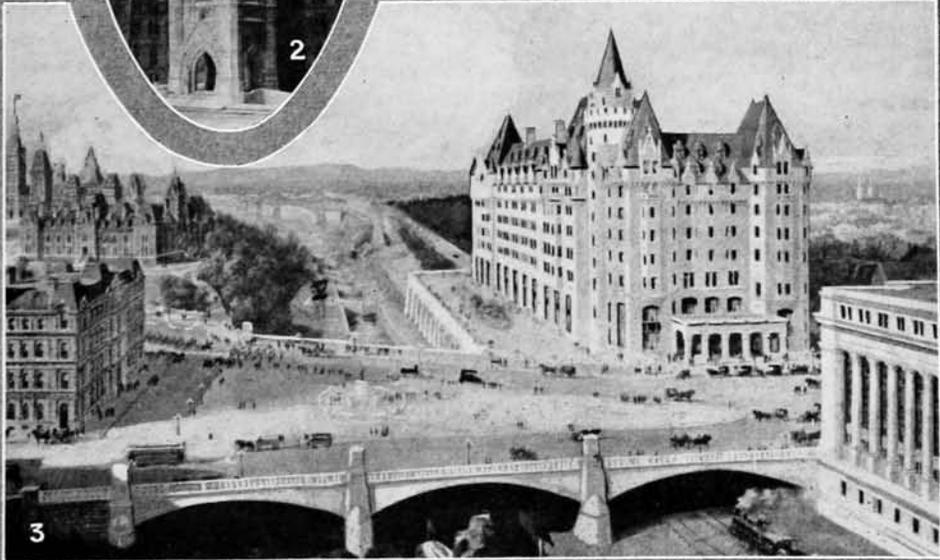
- 295.0 **Belleville** The city is an important industrial, railway and lake shipping centre situated at the confluence of the Moira River with the Bay of Quinte. It is recorded that Samuel de Champlain spent, with his followers, a winter here. The Bay of Quinte was part of the highway traversed by early French explorers on their way to and returning from the west.

A wide variety of products are turned out by the factories of the town, among them being locks and hardware specialties, machinery and boilers, evaporated fruits, furniture, and wearing apparel. There is electric ferro-molybdenum furnaces, and in the vicinity of the town talc and flourspar mines. The surrounding country is noted for its adaptation for fruit-growing and dairying.

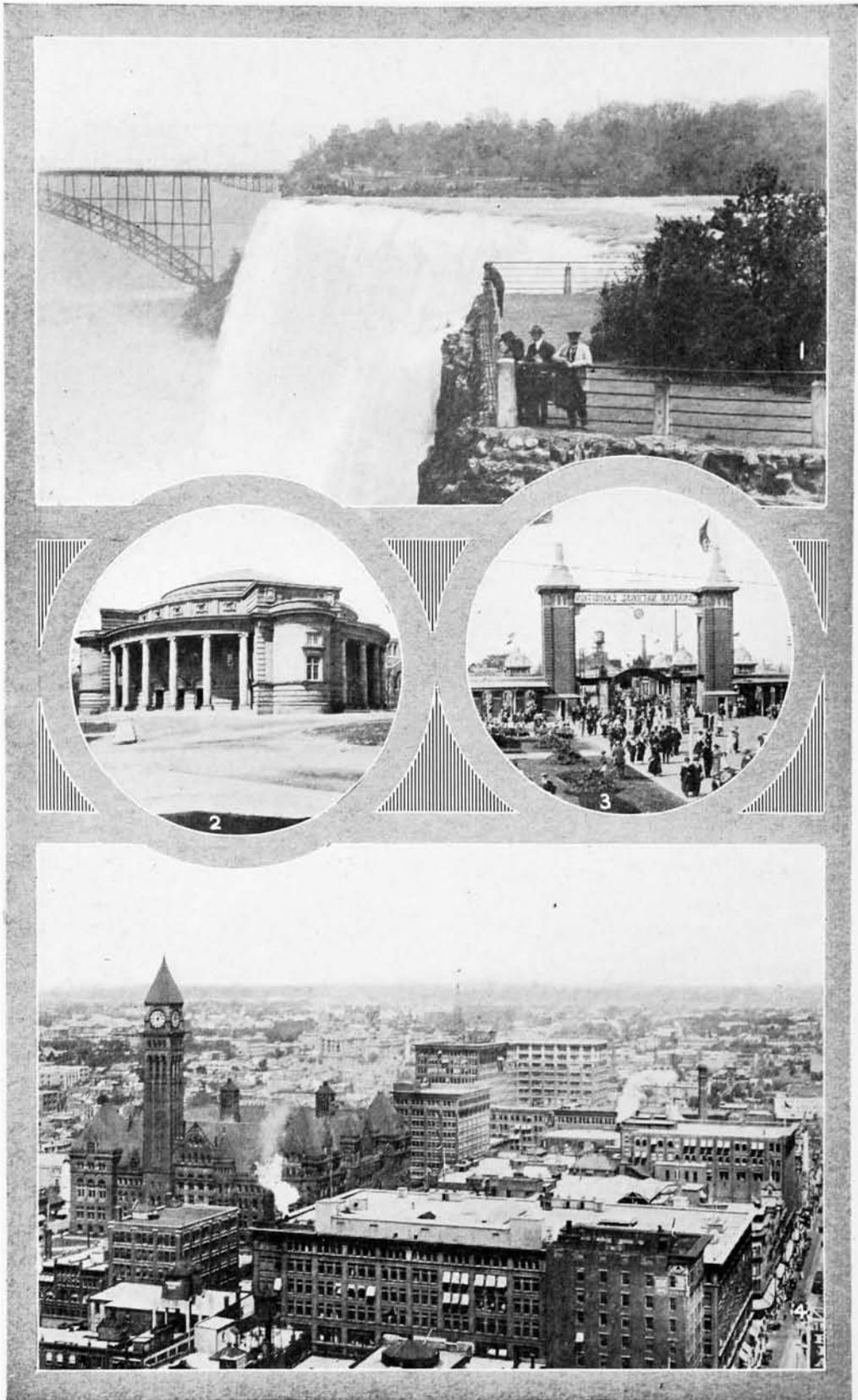
Among its educational institutions are the Albert College, Provincial School for Deaf and Dumb, St. Agnes School, and a large business college. Population of the city is about 12,200.

- 280 **Trenton** Situated as it is at the head of the Bay of Quinte, where the waters of the Trent River debouch, its site became well-known to the early French explorers, who by way of the Trent, Rice Lake, and waters beyond made their way into Lake Simcoe and thence by the Severn River, into Georgian Bay, a trip which, thanks to the canals recently completed, can be made by motor-boat and eventually by small steamboats. The town is on the line of three railways, and during the summer there is daily steamboat service with Rochester, N.Y.

During the Great War, Trenton was the site of a large Government plant, occupying over 250 acres, for the manufacture of high explosives. This plant is now being operated by a private corporation for the manufacture of sulphuric acid, artificial fertilizers and pharmaceutical preparations. On the river near the town is one of the large power-houses



1—Chaffey's Locks, Rideau Lakes, Ont. 2—Memorial Tower, Parliament Buildings, Ottawa. 3—The Chateau Laurier, Ottawa, Ont.



1—Niagara Falls, from the Canadian Side. 2—Convocation Hall, and
3—Entrance to Canadian National Exhibition, Toronto.
4—Bird's Eye View of Toronto.

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of the Provincial Government Hydro-Electric Commission, thus ensuring an ample supply of electricity for the various industries and for street lighting and domestic purposes. Rice Lake was the headquarters of the Mississaugua Indians, a branch of the Objibways. In the neighborhood of the town are iron ore, limestone, marble and various descriptions of timber. Excellent facilities for fishing, boating and canoeing are to be had. Population is nearly 6,000.

- 290.0 Smithfield** Leaving Trenton, and running in a southwesterly direction, the traveler, a few miles before entering Brighton, obtains a magnificent view of Presqu' Isle Bay and the broad waters of Lake Ontario beyond, the latter being sixty miles wide at this point. There is also to be seen parts of Prince Edward County and Presqu' Isle Point, the latter jutting four miles into the lake, and in early days given consideration by the Government as the site of the provincial capital. Now it is a popular summer resort and in season a good place for duck shooting. Brighton is an old town with a population of 1,500. Grafton is a picturesque little town possessing considerable popularity as a summer resort.
- 302.9 Brighton**
- 321.0 Colborne**
- Wicklow**
- 283.1 Grafton**
- 295.1 Cobourg** This is one of the oldest towns along the lake shore, and during the summer months has a large number of visitors, a large proportion of whom are Americans. Its popularity with Americans had its origin during the war between the Northern and Southern States, a good many Southern families taking refuge here. Some of the finest residences in the town are owned by Americans. The town has a population of about 5,327, and is surrounded by an excellent mixed farming, dairying and fruit-growing district. Cobourg is connected with Rochester, N.Y., by a car ferry, a steel steamer 316 feet long and with a speed of seventeen knots an hour being employed in the service, which is maintained the year round. Besides the railway cars and freight carried the steamer has accommodation for 1,000 passengers.
- 286.0 Port Hope** The town is picturesquely situated and has the most important harbor on the north shore of Lake Ontario between Toronto and Kingston. It is an important railway centre and a junction point for the Northern Division of the Canadian National Railways giving access to the famous Kawartha Lake district in the north, touching the City of Peterboro en route. Port Hope has a number of large industrial plants, the principal products of which are enamelware, files, plumbers' supplies, preserved and canned goods, leather, varnishes, farm implements, iron pipe, clothing, etc., annual value of which is about \$2,000,-

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000. Population is about 4,500. As a summer resort it has many attractions.
- 392.0 Newtonville** Bowmanville is a busy industrial town with a population of over 3,200. It has some of the largest automobile tire, organ and piano factories in the Dominion. Among other lines manufactured are tin fruit and vegetable containers, gloves and canned goods. The harbor can accommodate large lake steamers, has an excellent bathing beach, and affords good facilities for boating and canoeing. It is the centre of an excellent apple-growing, mixed farming and dairying district.
- 395.2 Newcastle**
- 261.5 Bowmanville**
- 379.0 Darlington**
- 333 Oshawa** For its size, it is one of the best industrial towns in Canada. Its most outstanding industry is the manufacturing of automobiles, in which a couple of thousand men are employed. Oshawa is also one of the largest producers in the Dominion of malleable iron castings. Other important factory products are iron pipe fittings, pianos, organs, textiles, leather, sheet metals, and canned goods. The town has an excellent supply of hydro-electric energy obtained from power generated on the Trent River. The annual factory output of the town, according to the latest available statistics, has a value of \$35,500,000. The town derived its name from an Indian chief and means "Over the Water". Population is about 15,000. Being situated on Lake Ontario, Oshawa is accessible by water during navigation.
- 267.0 Whitby Junction** Whitby is the judicial centre of the County of Ontario, and is one of the oldest towns in that part of the country. Its population is nearly 3,000. There are several industries, its most important products being harness, leather, and horse blankets. Standing on an eminence north of the railway, as the town is approached from the east, is an imposing building now occupied as a ladies' college, but was originally erected by a wealthy man who aimed to emulate the estate of an English aristocrat, an effort which was beyond his power to maintain. A branch line runs north from here, passing en route through Lindsay, an important industrial town and one of the gateways to the Kawartha Lakes.
- 287.0 Pickering** The country through which the train travels is noted for its mixed farming and dairying activities. Pickering was originally a Quaker settlement. At Dunbarton the traveler obtains a view of a picturesque body of water known
- 280.2 Dunbarton**
- .280.6 Rosebank**
- 264.9 Port Union**
- 545.3 Scarboro**

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546.0	Scarboro Jct.	as Frenchmen's Bay and of Lake Ontario beyond.
425.0	York	At Rosebank the railway comes into close contact with the northern shore of Lake Ontario and crosses the picturesque River Rouge there.
330.0	Riverdale	
254.0	Toronto	

Closely skirting the lake for three or four miles, the train gradually ascends the Scarboro escarpment, in a distance of eight miles the altitude increasing by over 280 feet. Lying on the lake shore about one mile south of Scarboro Junction, is one of the world's most noted deposits of glacial clay. Similar in form to that of a massive cathedral roof, it towers over three hundred feet above the waters at its base. Geologists from all parts of the world have visited its site. From Scarboro a branch line runs north, taking in many well-known towns, among them being Lindsay, Peterboro and Orillia. York is the terminal of the Eastern and Northern Division of the railway, and the extensive freight yards are visible from both sides of the railway. The station is within the confines of East Toronto, a suburban town now a part of the City of Toronto. Leaving Riverdale station the traveler sees on his left the large marsh lands which are being reclaimed for industrial sites for the City of Toronto. Several hundred acres have already been reclaimed and occupied by large industrial plants. Continuing along the waterfront of Toronto Bay, across which can be seen Toronto Island, a noted summer resort, the train enters the Union Station, lying about one hundred yards to the east of which is the magnificent new Union Depot, now almost ready for occupancy.

(See page 104 for particulars regarding the City of Toronto.)

OTTAWA TO TORONTO.

(Via Rideau Lakes)

The route of the Canadian National Railways from Ottawa, the Federal Capital, to Toronto, the capital of the Province of Ontario, lies through an interesting, and, generally speaking, old settled part of the country. The distance between the two cities is a little over 257 miles. Leaving the Central Station the railway follows the Rideau River until Rideau Junction, seven miles distant, is reached. This river is part of the canal system running from Ottawa to Kingston, work on which began in 1826 and was sufficiently completed in 1832 to permit a steamer to traverse its full length. The system is really the conversion of two rivers (the Cataraqui and the Rideau) into one stream. The work was undertaken by the British Government in order to provide a military highway from Lake Ontario to the Ottawa River and hence by the latter to the Great Lakes, owing to the diffi-

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culties experienced during the War of 1812 in getting supplies to troops operating on the latter at that time. The original cost of converting the two rivers into a continuous navigable waterway was nearly four million dollars. In 1857 the system was transferred by the British Government to the Canadian authorities who have since expended in improvements a great deal more than the original cost. During the French regime, and anterior to it, what is to-day the Rideau canal system was used by the Iroquois when making raids into the interior of the country. Now it is largely used as a summer tourist route.

- 289.0 Rideau Jct. From Rideau Junction the line continues in a southeasterly direction, and a few miles beyond Fallowfield crosses the Jock River, one of the principal tributaries of the Rideau system. This river is subsequently followed for some distance along its southern bank.
- 304.0 Merivale
- 309.0 Fallowfield
- 312.0 Twin Elm
- 312.0 Richmond
- 425.0 Munster
- 377.0 Dwyer's Hill Richmond is one of the earliest settlements in the Ottawa Valley, and is an agricultural country of some importance. A few miles beyond Nolans the railway skirts the southern shore of Mud Lake. In the meantime the train has been gradually ascending what is known as the Limestone country, and surmounting a low flat-topped ridge enters the town of Smith's Falls.
- 448.0 Nolans
- 406.0 Smith's Falls At this place the railway again encounters and crosses the Rideau canal system, which here, flowing out of Rideau Lake, takes a sharp turn to the south. The town owes its original existence to a waterfall on which an enterprising Canadian built a mill, but which is to-day the site of canal locks. Smith's Falls is an important manufacturing, railway and commercial centre, with a population of about 6,800. The principal manufactured products are agricultural implements, malleable castings, stoves, sashes and doors. Annual value of factory output is nearly \$2,500,000. There is a good supply of hydro-electric energy, the distributing plant being owned by the municipality. Being situated within seven miles of Rideau Lake, where there are a large number of cottages, it is an important summer resort.
- 429.0 Lombardy
- Newboyne
- 456.0 Portand
- 421.0 Forfar
- 408.0 Elgin
- 447.0 Chaffey's Locks
- 465.0 Perth Road
- After crossing the Rideau Canal the railway continues in a southwesterly direction, supplying a service which has greatly facilitated access to the numerous bodies of water constituting the Rideau Lake system. Half a dozen miles out of Smith's Falls the railway crosses the Otter River and a few

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437.0 **Sydenham** miles beyond skirts the southern shore of the lake bearing the same name. At Portland the line comes within close vicinity of the southern shore of Rideau Lake, one of the largest bodies of water on the system, and in which salmon up to twenty-five pounds have been caught. Portland is a popular resort and a distributing centre for other points on the adjacent lakes. From Forfar a branch of the Canadian National Railways runs to Brockville, situated on the St. Lawrence, just where the river leaves the Lake of the Thousand Islands. This same branch runs in a northerly direction to the pretty little town of Westport, on the Upper Rideau Lake, passing en route the village of Newboro on the summit level of the canal. Upper (or Little) Rideau Lake is at the top of the watershed. At one point its waters flow toward Kingston and at another toward the Ottawa River. Another peculiarity about this lake is that it has no visible inlet. Chaffey's Locks, occupying a narrow neck of land dividing lakes Indian and Opinicon, is delightfully situated. These lakes, which are dotted with pretty, wood-covered islands, are here connected by a winding river equipped with locks to make it navigable. Jones' Falls, a picturesque spot, are near Chaffey's Locks.

In this part of the country the Trenton limestone formation is replaced by the Laurentian, while the fine elms previously to be seen are supplanted by pine trees. Then follows a 10 mile ride through a wilderness of rocks and swamps, relieved at intervals by pretty little lakes, to Perth Road, so named because of its being on the main highway running from Kingston to the town of Perth, situated on the Tay canal north of the Rideau Lakes, and having a population of 3,800. A few miles beyond Perth Road, and the Laurentian rocks disappear and the Trenton limestone formation again comes into evidence. Following the northern shore of Sydenham Lake for its entire length (about three miles), the town of Sydenham is reached.

491.0 **Harrowsmith** Climbing a limestone escarpment, and touching the highest altitude on the line between
 462.0 **Yarker** Ottawa and Toronto, Harrowsmith is reached
 412.0 **Camden** after a run of nearly four miles. The town
 352.0 **Newburg** is situated on the stream emptying Sydenham
 318.0 **Strathcona** Lake, and from it can be obtained a beautiful view of the surrounding lake country. At Yarker, on the Napanee River, is encountered the Bay of Quinte Railway, now owned and operated by the Canadian National Railways. The railway now follows the valley of the Napanee River, in which are situated the villages of Camden, Newburg, and Strathcona.

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324.0 Napanee This is one of the oldest municipalities in the district, and is the county town of Lennox and Addington. It is situated on the Napanee River, which is from here navigable to the Bay of Quinte, lying about half a dozen miles to the south. The town is the centre of a good farming and dairying district, and among its local industries are a vegetable and fruit cannery, furniture factory, saw and planing mills, foundry and machine shop, creamery, and motor boat works. In the vicinity are brick and cement clays. Population is a little over 3,000.

From Napanee to Toronto, a distance of a little over 135 miles, the train runs over the double-tracked system of the Canadian National Railways. For particulars regarding the towns on this part of the route see pages 96 to 99.

Another regular service is also given from Napanee to Toronto over a line of the Canadian National Railways, which runs further inland than the former route. This route is as follows:

324.0 Deseronto Leaving Napanee, a run of a little over six miles brings the traveler to Deseronto, an important town on the shore of the Bay of Quinte. The town has an extensive waterfront and is a port of call for steamers plying the St. Lawrence route. As a summer resort it is noted; good bathing, boating, and fishing are to be had. There are several important industries in the town, among them being a blast furnace making charcoal pig iron, powder and explosive plants, match factories, a cheese factory, and a number of large wood-working plants. The town is the centre of a rich grain, cattle and fruit-growing district, and has an excellent supply of hydro-electric energy for power, street lighting and domestic purposes. Its population is 1,847.

252.0 Shannonville Leaving Deseronto, the railway skirts for
 **Thurlow** nearly thirty miles the shore of the Bay of Quinte, of which picturesque body of water, with Prince Edward County lying along its southern shore, the traveler obtains an excellent view. North of the railway, between Deseronto and Shannonville, is an Indian reservation. At Point Anne, lying on the bay shore near Thurlow, are a large cement plant and extensive quarries.

258.0 Belleville From Trenton a branch line of the Canadian
310.0 Bayside National Railways runs through Prince Edward
263.0 Trenton County—the only island county in the Province of Ontario—to Picton, passing en route near the Murray Canal uniting the waters of the Bay of Quinte with those of Presqu' Isle Bay.

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342.0	Smithfield	Leaving the Bay of Quinte, the line ascends to a somewhat higher level, and for some miles traverses a part of Ontario that is noted for the quality of the apples it produces, picturesque glimpses of Lake Ontario being at intervals obtained.
319.0	Brighton	
.....	Colbright Jct.	
314.0	Cobourg	
355.0	Port Hope	
516.0	Orono	
473.0	Oshawa	
256.0	Don (Queen St. E., Toronto)	

From Port Hope the railway gradually turns inland, and climbing a long easy grade to an elevation of nearly 300 feet above Lake Ontario, traverses a remarkable strip of sand and gravel marking the beach of the ancient lake named by geologists “Iroquois Lake”. Oshawa, which is passed some little distance beyond its northern boundary, is the last of the Lake Ontario towns encountered on the route. From here, the line takes a further turn inland, traversing one of the most pleasant and prosperous farming districts in the Dominion, finally making its descent into the picturesque valley of the Don River, following it to Toronto’s harbor front. A further run of a couple of miles along the latter brings the train into the Union Station—the terminus.

ACROSS CANADA

(Toronto to Winnipeg via Port Arthur and Fort William)

THE PROVINCE OF ONTARIO.

Ontario affords a variety of attractions to the tourist. It is particularly well situated in respect to waterways. Beginning at its eastern boundary to where its western limits touch the Province of Manitoba, the territory of Ontario has a continuous water front. From the Ottawa to the head of the Great Lakes there is the St. Lawrence System, with its lakes and rivers, while from Lake Superior to Lake of the Woods there are the Pigeon and Rainy Rivers. The interior of the province is particularly noted for the number of its rivers and lakes. In all the Province of Ontario has a water area of 41,383 square miles, or about three hundred square miles in excess of the total water area of the State of Ohio.

From north to south the province has a length of 1,075 miles and from east to west a width of 1,000 miles, while its area is 407,262 square miles. Its population is 2,933,662, according to the census of 1921. Until Confederation in 1867, Ontario was known as Upper Canada.

Settlement of the province can not be said to have actually begun until 1783, in which year ten thousand United Empire Loyalists from the United States took up free-grant land. To-day Ontario stands first among the provinces in respect to population and in annual value of

manufactured products, field crops, minerals, and live stock upon its farms. Field crops during the three years ending 1922 had an annual average of about \$283,000,000, while the official figures for 1921 gave the province 6,229,985 head of livestock valued at \$224,024,000. Mineral products had an annual average value of over \$60,000,000 for the three years ending 1921.

Gold alone had in 1921 a value of \$16,322,629, the largest in the history of the province, and 76.45 per cent. of the total for the Dominion. Ontario is now not only producing more gold than any other Canadian province, but any State in the American Union as well. Production of silver in 1921 was 9,877,465 ounces, or over 75 per cent. of the Dominion's total. The nickel mines of the province produce 85 per cent. of the world's total supply.

Ontario has about 16,500 manufacturing establishments, capitalized at \$1,583,161,271, and having a total annual output of nearly \$1,800,000,000. The province is richly endowed with waterpowers, 6,808,190 horsepower being available. In the development of hydro-electric energy remarkable progress has been made during the past decade, the total amount at present being generated for power, lighting and heating purposes being in excess of 1,300,000 horsepower. One of its plants on the Niagara River is the largest in the world, having an ultimate capacity of 650,000 horsepower.

Toronto—the Provincial Capital.

254.0 Toronto Toronto was founded in 1793, being designated York. Its present name was conferred in 1834, when it was incorporated as a city, and in Indian nomenclature means "place of meeting", it having been a point at which a start was made over the lengthy portage to Lake Simcoe, whence early voyageurs paddled by way of the Severn River into Georgian Bay. In part this portage is negotiated by the Canadian National Railways lines running north.

The city is pleasantly situated on ground gradually sloping to a range of hills in the north. Its land area is nearly thirty-three square miles, and along the waterfront it has a length of about twelve miles. In its down-town district it has skyscrapers which are the highest within the British Empire. Population is nearly 522,000, without suburbs, making Toronto the second largest city in the Dominion, while the value of its factory products amounts to over \$500,000,000 annually.

As a summer tourist centre it occupies an important position. Both transcontinental systems of railways enter the city. During the season of navigation Toronto is an important steamboat centre, being the home port from which

Altitude

boats depart for Niagara, Charlotte, the Thousand Islands, Montreal, Quebec and points on the Lower St. Lawrence.

The harbor of Toronto is an exceptionally fine one, being protected from the open waters of Lake Ontario by an island three or four miles in length. Since 1914 extensive improvements have been continuously under way for the purpose of creating new docks, industrial sites, parks and driveways in the vicinity of the harbor. The expenditure entailed is \$25,000,000, and is being jointly borne by the Dominion Government and the city.

As an educational centre Toronto ranks high, the University of Toronto, with its affiliated colleges, having an annual student enrolment of approximately 6,000. It is the legal centre of the province. For the charm and beauty of its residential districts Toronto has a continental reputation. The Provincial Museum no tourist should omit seeing. The city has an admirable system of public parks, the total area of which is nearly 2,000 acres.

The Canadian National Exhibition, held in Toronto every fall, is the largest annual exhibition in the world, the attendance of visitors exceeding one million.

Eighty-two miles from Toronto the Falls of Niagara are reached. The passage of time has not detracted from the sublime spectacle afforded by this famous cataract, nor has it lessened the number of visitors who are annually drawn to the banks of the gorge to witness the waters of Lake Erie come tumbling in one grand plunge over a precipice, one hundred and sixty-four feet in height, in their mad rush towards the ocean by way of Lake Ontario and the St. Lawrence River. While there are waterfalls of greater height, the immense volume of water and the sheer descent of the unbroken plunge, give to Niagara a sublimity which height alone cannot impart. The tumultuous rapids above the falls, and the deep gorge below, add not a little to the grandeur of the scene, while the historic traditions associated with the entire neighborhood render a visit to Niagara an event which is remembered as long as life lasts.

Leaving Toronto for Winnipeg, the traveler has the choice of two routes. The one is by way of Washago, Parry Sound, Sudbury Junction, and the “Twin Cities” of Port Arthur and Fort William, and points in the Rainy River district. The other runs directly north to North Bay, thence over the Temiskaming and Northern Ontario Railway to Cochrane, where the main line of the Canadian National Railways, running from Quebec to Winnipeg, is followed to the Manitoban capital.

256.0 **Don** Leaving the Union Station for Winnipeg via the

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465.0	Duncan	"Twin Cities", the train, running eastward for a couple of miles, follows the northern shore of Toronto Harbor. Thence it ascends the valley of the Don River, which, although now extensively occupied by industrial buildings of various kinds, still retains much of its original verdant beauty. Many fine private residences crown the high banks of the valley, the most outstanding of which is the palatial home of the Lieutenant-Governor of the Province. The train also passes through Toronto's principal zoological gardens. Turning eastward, passing en route the large brick works for which the locality is noted, the train gradually ascends from the Don Valley and, on the plateau above, enters a rich agricultural country, which it traverses for many miles.
.....	Thornlea	
764.0	Richmond Hill	During the course of a few miles' run the altitude rapidly increases, at Vandorf attaining a height of over a thousand feet. The country traversed is not only rich in agricultural resources, but possesses many bits of pleasing scenery, among which are some delightful little valleys. Most of the centres of population in this part of the country, while not large, are picturesque, prosperous, and of some commercial importance. A few miles beyond Pefferlaw, a quaint village with a long history, the traveler is brought within the vicinity of Lake Simcoe, a body of water 271 square miles in area, in the pioneer days of the country lying within the route of adventurers paddling their way into the upper lakes, and now famous for its summer resorts, a large number of which circle its shores. Its waters are blue and translucent, afford fair fishing, and are exceedingly well adapted for canoeing, motor-boating and sailing. The train follows the shore line of the lake closely for several miles, thus affording the traveler an excellent view of its waters, its islands, its picturesque summer resorts, and the blue hills which fringe it in the distance.
907.0	Gormley	
1001.0	Vandorf	
936.0	Pine Orchard	
784.0	Mount Albert	
755.0	Zephyr	
759.0	Cedar Brae	
759.0	Pefferlaw	
748.0	Port Bolster	
748.0	Maple Beach	
748.0	Cedarhurst	
751.0	Beaverton	Beaverton, situated on the shore of Lake Simcoe, is a busy little commercial town serving an excellent agricultural district, while it has considerable fame as a summer resort. Proceeding from Beaverton, the railway continues for some distance in the vicinity of Lake Simcoe, and near Gamebridge crosses the Trent Valley Canal where it enters the lake. At Washago
740.0	Gamebridge	
767.0	Brechin	
756.0	Udney	
787.0	Rathburn	
723.0	Washago (G.T.R. Stn.)	
.....	Washago (C.N. Rys. Stn.)	

Altitude

the traveler reaches the head of Lake Couchiching, a picturesque little body of water of nineteen square miles, which is connected with Lake Simcoe by the Narrows near Orillia. In this lake the Severn River, flowing into Georgian Bay, has its source. Near Washago is the Couchiching-Severn Canal, a part of the Trent Valley Canal System, and affording a connecting link for craft bound for the upper lakes, an undertaking which until a couple of years ago was confined to canoes, the Severn Falls at Washago necessitating a portage.

712.0	Sparrow Lake	A short distance out of Washago the train comes in contact with the Severn River, traversed over three centuries ago by Champlain. Although the river is in view but for a short space of time it is sufficiently long to enable the traveler to obtain some magnificent glances of its placid waters and verdant banks. The Severn affords excellent fishing, and particularly maskinonge, bass and pickerel. Almost immediately on leaving the Severn, the train strikes Sparrow Lake.
734.0	Ragged Rapids	
782.0	Southwold	
780.0	Connell	
759.0	Torrance	
776.0	Bala Park	
.....	Park Beach	
785.0	Bala Road	
.....	Medora	
824.0	Footes Bay	
800.0	Lake Joseph	
.....	Lake Joseph Wharf	
786.0	Gordon Bay	
774.0	Rosseau Road	
759.0	Falding	
759.0	Otter Lake	

The latter has of recent years developed into a most popular resort. The shores reflect in miniature the

beauties of its larger and more famous neighbors to the north, the Muskoka Lakes. Its proximity to Toronto—the distance can be covered in less than three hours—renders its resorts particularly convenient to week-end visitors.

North of Sparrow Lake the land becomes more rugged, until the traveler is in the real Muskoka country, with its rocks and trees, its hills and valleys, its many lakes and streams, each disclosing fresh beauties as the train winds in and out and round about. On that section of the Severn River which is crossed near Ragged Rapids there are situated three plants for the development of hydro-electric energy for power and lighting purposes, for towns covering a radius of nearly 120 miles. Before reaching Torrance the line passes Echo and Clear Lakes. On the former there is a summer camp occupied by devotees of Walt Whitman, near which, on a promontory known as Gibraltar Point, an enthusiastic admirer has carved a profile of the famous American poet. Bala Park is the first stop on the renowned Muskoka Lakes.

Altitude

Here steamers are in waiting to carry tourists to such destinations as they may have in mind on Lake Muskoka. Lakes Rosseau and Joseph are the heart and centre of this and of countless lakes and rivers and have long been the Mecca of travellers and summer visitors from all parts of United States and Canada.

The Canadian National Railways' Lake Shore Line has two stations on Lake Joseph which are reached shortly after passing Bala Park. The first of these is Lake Joseph Station which is the natural gateway to all the famous resorts on both Lake Joseph and Lake Rosseau. Passengers will here find the best connections for Hamil's Point, Port Sandfield, Woodington, Clevelands, the Royal Muskoka, Windermere, Port Cockburn, Stanley House, and all other points on the lakes.

A mile beyond Lake Joseph Station, there is a second stop, at Gordon Bay, which is a convenience for cottagers in the vicinity. Then between Gordon Bay and Parry Sound, the next important point on the line, there are four wayside stations, each giving access to smaller lakes, which in their way are quite as attractive as the larger lakes just passed.

642.0	Parry Sound	Parry Sound, population 3,500, is one of the most important ports on the Georgian Bay, that wonderful arm of Lake Huron, the shores of which are studded with a multitude of islands, large and small, a great many of which are occupied by summer cottages, ranging from the modest to the most pretentious. At Parry Sound connection can be made with steamers running to Chicago, Sault Ste. Marie, and other lake ports. There are several industries in the town, among them being saw mills, planing mills, chemical works, boat-building, spool and button factories. The town has excellent waterpower, and has under development about 1,000 horsepower of hydro-electric energy. Parry Sound is a popular summer resort, there being numerous islands in the neighborhood. Good hunting and fishing are to be had.
822.0	Waubamic	
.....	Zebra	
822.0	Boakview	
820.0	Deer Lake	
779.0	Bolger	
.....	Burton	
704.0	South Maganetawan	
713.0	North Maganetawan	
716.0	Drocourt	
717.0	Still River	
626.0	Mowat	
.....	Ludgate	
.....	Cranberry	
631.0	Key Junction	
647.0	Pickerel River	
640.0	Hartley Bay	
.....	Baywater	
646.0	Porlock	
629.0	Burwash	
695.0	McVittie	
732.0	Waterfall	
.....	Quartz	
752.0	St. Cloud	North of Parry Sound, the Canadian

Altitude

820.0

Coniston

National Railways' line passes through a territory fairly ribboned with waterways and offering all manner of allurements for the camper, the canoeist and the fisherman. It is a country of spruce-shadowed lakes and wild and lonely rivers, where game and fish are still plentiful. From almost any station along the line access may be had to territory rich in all that contributes to the pleasure of the city man in search of sport and pastime. There are camping sites and stopping places at Shawanaga, Deer Lake, Bolger, the Maganetawan and the Still, Pickerel and French Rivers, all of which are noted for their black bass fishing.

At the small settlement of Waubamic the railway crosses the highroad to the village of McKellar. This is the last maintained highroad crossed for a hundred miles.

Deer Lake Station is on Gooseneck Lake, which it is necessary to traverse to reach Deer Lake, one of the most attractive of the northern lakes.

At Bolger the line crosses the stream which connects Bolger Lake with Ka-She Lake, both flowing into the Maganetawan River, the south branch of which is the next stopping point. From this crossing to the north branch of the river is four and a half miles, through a thickly wooded country, and a favorite camping ground for the hunter. Five miles further north the gorge of the Still River is crossed on a span 106 feet above the water, and for some miles the surrounding country is very rough, but picturesque.

From Key Junction a branch runs down to Key Harbor, a port on Georgian Bay, with large elevator facilities for handling the products of the Moose Mountain iron mines.

Still proceeding north, the line crosses the Pickerel and French Rivers, in which there is excellent bass and 'lunge fishing, and then follows the Wahnapiatae River for some distance. This is not a very turbulent stream, but it has one beautiful waterfall which can be seen from the train. Here power is being developed and transmitted to the town of Sudbury. Near Burwash there is a provincial industrial farm for the detention of men convicted for terms of less than two years. At Quartz, silica is mined in large quantities and shipped to the smelter at Copper Cliff, where it is used as a flux. At Todd, in the township of Laura, the Ontario Government has an experimental farm. Coniston practically owes its existence to the Mond Nickel Company, which is operating large mines in the vicinity. They have erected reduction works and have built a model town for their employees. One of the company's plants, with its towering chimney, can be seen from the station.

Altitude

872.0	Sudbury Junction	From Sudbury Junction a short branch
856.0	Sudbury	runs to Sudbury. The latter is one of
.....	Bertrands	the principal towns in that part of the
968.0	Hanmer	country and has a population of over
1003.0	Capreol	8,600. Its chief importance industrially

lies in the fact that it is situated in the famous Sudbury nickel district, at least 85 per cent. of the world's nickel supply being obtained from the mines operated therein. Among other industries are planing mills, brick-yards, sash and door factories, a flour mill, machine shops, foundries, and a creamery. The town owns its electric plant, and has an electric railway running to Copper Cliff, the site of the nickel smelting plants. Sudbury is an important railway centre, a number of branch lines running therefrom. It is also a substantial wholesale distributing centre.

At Hanmer there is an interesting community of French-Canadians successfully engaged in agricultural pursuits. Capreol is one of the most important divisional points on the Canadian National Railways system. The main lines both from Toronto and Ottawa meet here.

1021.0	Whistle	Beyond Capreol, the railway enters the val-
1033.0	Nandair	ley of the Vermilion River, which it follows
1084.0	Milnet	for some forty miles. This is a glacial val-
1156.0	Sellwood Jct.	ley, remarkable for its low elevation, continu-
1187.0	Anstice	ity, and directness. It cuts almost at right
1244.0	Raphoe	angles to the general direction of the ordinary
1278.0	Laforest	ridges and valleys of the country, thus af-
1336.0	Thor Lake	fording a valuable connecting link in reach-
1314.0	Felix	ing the height of land and that great clay belt

lying back of Lake Superior's watershed, which is so rich in fertile soil, minerals and timber. Geologically, the valley is most interesting because of the enormous drift that has been carried through and piled up during the glacial epoch. The debris has been deposited, first as huge boulders up the stream and then as the gravel flats around Capreol.

From Milnet a short spur branches off to Sellwood, where the Moose Mountain iron mines on the west branch of the Vermilion are located. The ore from these mines is shipped to Key Harbor on Georgian Bay, whence it is transhipped by barges for smelting. There is a plant at Sellwood for the briquetting of iron ores, which are shipped to manufacturers of ferro-silicon. Beyond Milnet the valley becomes even more picturesque, narrowing to a veritable gorge or canyon, thus expanding again into a series of very beautiful little lakes.

Altitude

1344.0 **Ruel** Passing from the Vermillion gorge the track
 1313.0 **Stupart** crosses the upper reaches of the Wahnapiatae,
 1306.0 **Westree** and shortly after enters Ruel. This was at
 1234.0 **Ostrom** one time the end of steel, and during construction
 days a place of considerable activity. It is to-day
 the point of departure for the promising new Shining Tree
 mining district, and many sportsmen make it a stopping-off
 place for their expedition on the Opickinimika. At Ruel
 itself there is good land and much timber, so that a little
 settlement has grown up and supplies for the sportsman or
 prospector are obtainable. From now on the line traverses
 a big game country, the resources of which have scarcely
 been touched. Moose and fur-bearing animals abound.
 Rivers and lakes afford the finest fishing in America—
 speckled and lake trout, maskinonge, bass, pike and pickerel,
 with great quantities of white fish and sturgeon available in
 the larger lakes for commercial purposes. All these at-
 tractions, and more, are described in detail in the Railways’
 publication dealing with the “Out of Door” and to which spe-
 cial attention is directed.

Leaving Ruel, the line follows the Oshanagana and the
 Muskegogama Rivers until Minnesinaqua Lake is reached.
 This lake, and all the leading rivers and lakes for the next
 300 miles, discharge into Hudson Bay. The Minnesinaqua
 discharges into the Mattagami River, and a few miles down
 stream the long-established and important fur-trading post
 of the Hudson’s Bay Company at Mattagami. From Ostrom,
 on the west bank of the lake, the line ascends the Macaming
 River, and then leaving it crosses the end of Windegozegun-
 zing Lake. The term “Windego” means the bad spirit which
 plagues the Indians, and is responsible for all their bad luck.
 The particular spirit associated with this lake was, after a
 furious struggle, drowned in its waters, and then turned
 into a rock, the legendary stone just showing above the
 water almost under the railway embankment. Report has
 it that it was a descendant of this fellow who upset one of
 the canoes of the survey party and ended the career of a very
 promising young Montrealer.

Passing a number of other very pretty lakes, the rail-
 way at length reaches and descends into the valley of the
 Ground Hog River, crossing its waters just before entering
 Kukatush.

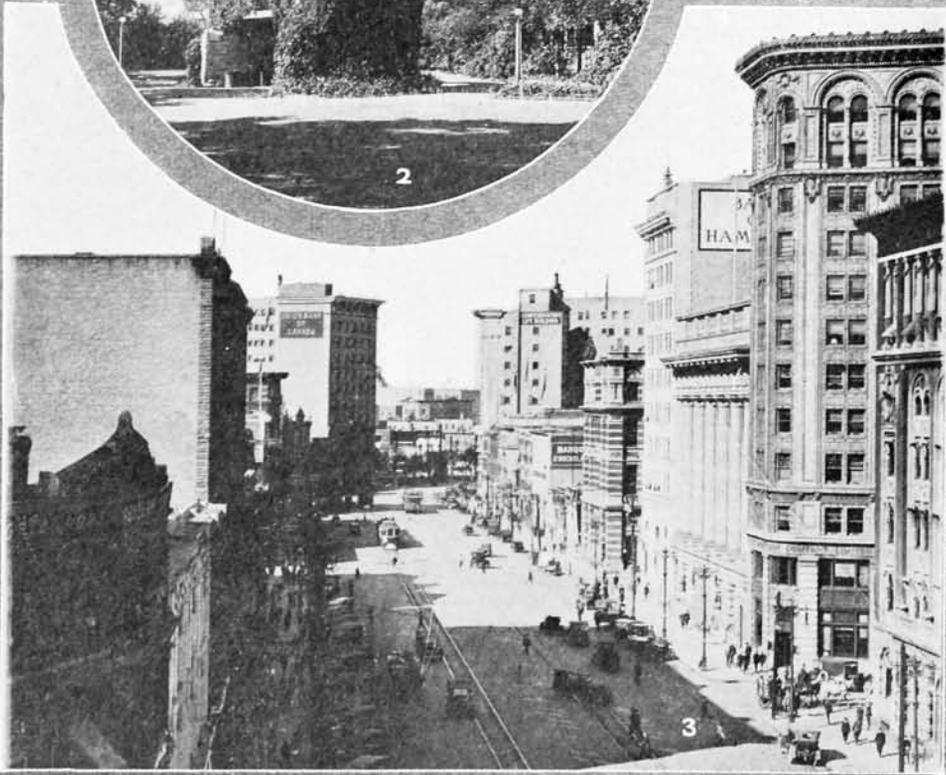
1138.0 **Kutatush** The Ground Hog is one of the several large rivers
 1109.0 **Palomar** which combine to form the Moose River. Among
 1147.0 **Slaterock** the others are the Abitibi, the Mattagami, the
 Kapuskasing and the Missinabi. At Kukatush, is
 is said, a bloody fight occurred years ago between the native

Altitude

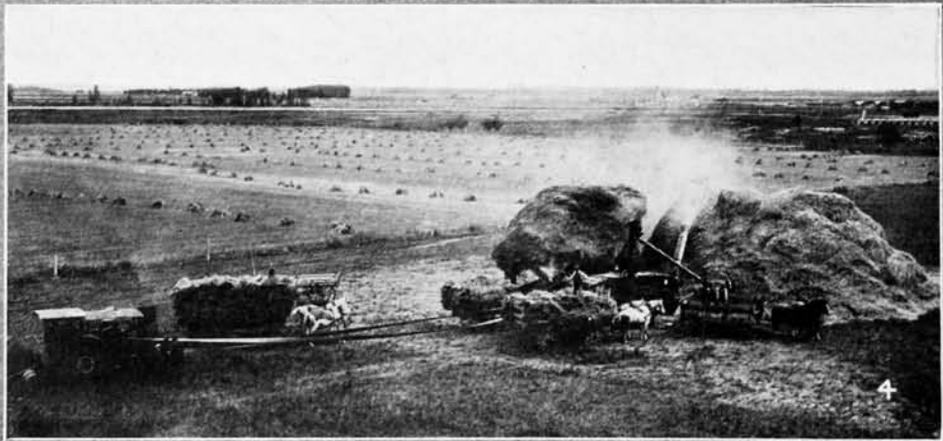
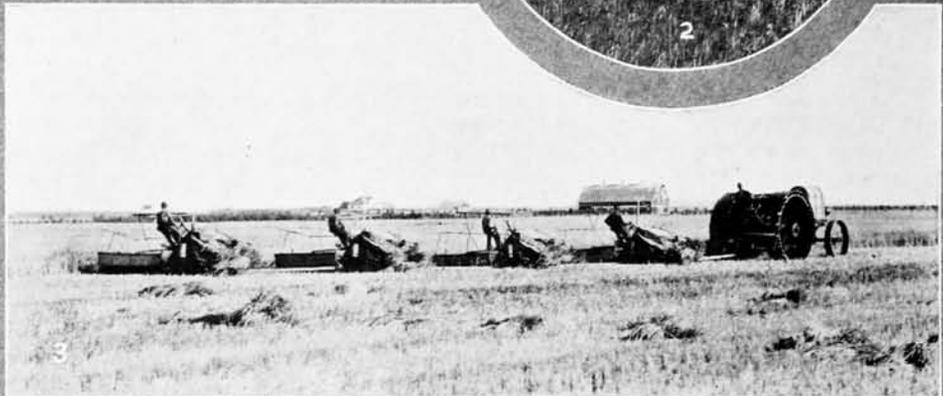
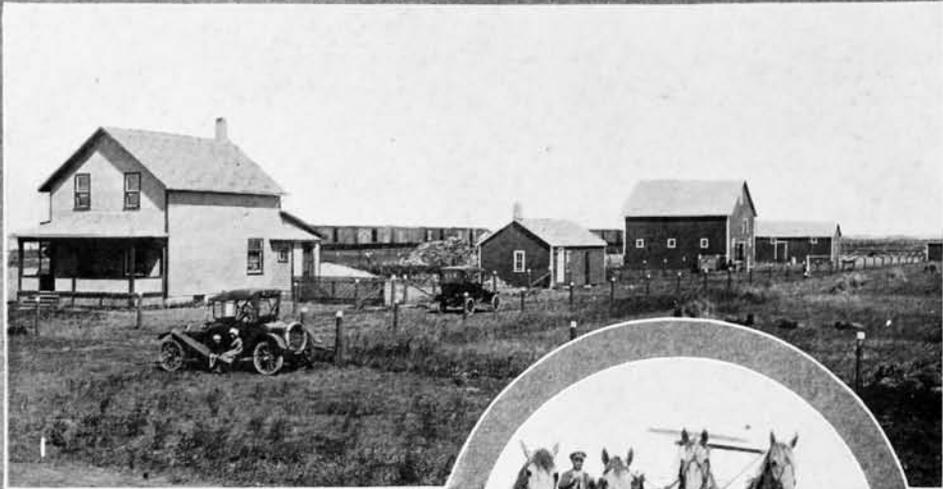
Crees of the Moose River basin and the Iroquois, who sometimes crossed Lake Huron and penetrated far into the interior, though they seldom got as far north as this.

Beyond Kukatush, the railway first comes into contact with a corner of the great clay belt of Northern Ontario, and the line, which has up to this point been running more north than west, now bends to the westward. A number of other waterways are crossed, among them being the Piscanogama, which is bridged just before entering the divisional yard at Foleyet.

- 1078.0 **Foleyet** Foleyet is coming to be a centre for sportsmen
 1043.0 **Shawmere** and tourists, and from it a large number of
 1182.0 **Missonga** splendid canoe routes are available. Leaving
 1095.0 **Oatland** Foleyet, the track runs into the midst of a
 076.0 **Agate** rocky region, interspersed with numerous lakes,
 1102.0 **Dunrankin** the whole forming a section of much scenic at-
 1036.0 **Ilkestone** traction. A little farther on the great clay belt
 is again touched in the valley of the Trout
 River, which the line follows down to Kapuskasing Lake.
 Crossing, beyond Agate, the Kapuskasing River, which flows
 from the lake, the scenery changes in character. Rock cuts
 become comparatively rare, and there is much arable land
 on all sides. A prominent feature in the landscape is Mount
 Horden, an isolated hill rising out of the plain to a height
 of 500 feet or more, and named after the ex-Bishop of
 Rupert's Land. Just beyond the station of Peterbell, the
 Missinabi River is crossed.
- 1031.0 **Peterbell** Missinabi means "big stone", referring probably
 1019.0 **Argolis** to the high rock bluff on the lake in which
 1045.0 **Fire River** it originates. It is the largest stream crossed
 1071.0 **Dishnish** by the railway in 400 miles of country, and
 1137.0 **Minnipuca** has for many years been one of the best canoe
 1164.0 **Neswabin** routes to James Bay. Many a brigade of canoes
 laden with furs worth thousands of dollars have
 found their way by this route either to Moose factory on
 James or to Montreal, via Michipicoten, and the portages
 have been worn smooth by the feet of hundreds of trappers,
 traders and explorers.
- 1086.0 **Oba** A comparatively uninteresting country is now tra-
 versed, and at Oba the line of the Algoma Central
 Railway is crossed. This railway was started as one of the
 Clergue enterprises. It has its headquarters at Sault Ste.
 Marie on the south, and extends north to the Canadian Na-
 tional Railways second transcontinental line at Hearst.
- 1120.0 **Albany Forks** At Albany Forks a natural phenomenon oc-
 1032.0 **Macduff** curs. The Oba River, coming up from the



1—Union Station, C.N. Rys., Winnipeg, Man. 2—Fort Garry Hotel; Remains of Old Fort Garry in foreground. 3—Main Street, Winnipeg, Man.



The "Granary of the Empire."
Farming Scenes in the Prairie Provinces.

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1058.0 Penhurst south, divides into two parts, one branch
 1037.0 Shekak running off in a northeasterly direction.
 while the other continues due north. One
 branch joins the Albany River, the other the Moose River.
 Another excellent sporting territory is now approached,
 where moose and bear abound, duck are plentiful, and the
 rivers are fairly alive with brook trout running to five
 pounds or more. Here great records in catch and weight are
 made annually. Canoe routes are numerous, portages are
 easy, and the scenery is surprisingly beautiful. Notable
 among the waterways are the Shekak, the Nagagami, the
 Stoney, the Obakamiga, descriptions of which are given
 in the booklets already mentioned.

1088.0 Hornepayne Proceeding westward from Hornepayne, the
 1123.0 Lennon line first crosses the Osawian River, which
 1128.0 Tondern flows north into the Albany, and then the
 1093.0 Obakami White Otter, which flows in the opposite
 1049.0 Lux direction into Lake Superior. In the mean-
 1087.0 Osawian time the summit is crossed at the unusually
 1051.0 Hillspport low elevation of 1088 feet above sea level.
 998.0 White Otter At Gamsby the line recrosses the summit
 1049.0 Taradale to the Hudson Bay slope at an elevation of
 1130.0 Gamsby 1130 feet. The country is comparatively
 1108.0 Arms featureless until Longlac is reached. This
 1121.0 Caramet name was adapted to perpetuate the local
 1122.0 Pagwachuan name—Long Lake—which was unsuitable for
 1099.0 Seagram a station name on account of its use else-
 1036.0 Longlac where. As a gathering place for tribal In-
 dians; as a fur-trading centre for the Hudson’s

Bay Company for upwards of a century, and as a post more
 recently for Revillon Freres—the great French company—
 Longlac possesses a great deal of historical interest. Many
 sportsmen have visited these regions, and writers of note
 have written most interestingly of its many and varied attrac-
 tions. Just west of Longlac the line to Port Arthur crosses
 the Kenogam River close to its outlet from Long Lake. The
 railway here is at the most northerly point touched by this
 route of the Canadian National Railways east of Winnipeg.

Long Lake itself is quite a remarkable body of water,
 varying in width from one to three miles, while it extends
 to the south for some fifty-five miles. At its farther ex-
 tremity it is only thirty miles from Lake Superior at Jack-
 fish Bay. Long Lake being a natural barrier between east
 and west, the Canadian Northern engineers, when laying out
 the route, were compelled to run the line north to within
 thirty miles of the Transcontinental division of the Canadian

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National Railways, and now that these two lines are under the same management it has been decided to build a 29½-mile cut-off from one line to the other. This connecting link will start about three-quarters of a mile west of Longlac station and will join the Transcontinental about two miles west of Nakina. The plan has many economical advantages: It will give the Canadian National System the shortest line from both Toronto and Montreal to Winnipeg, and will improve routing of other traffic.

1107.0	Octopus	From Longlac the line bends southwesterly
1085.0	Langmuir	towards Lake Nipigon. After passing through
1137.0	Bankfield	a low, flat country and skirting Little Long
1139.0	Keemle	Lake, the "divide" is crossed again for the
1092.0	Kinghorn	fourth time, and at Wildgoose Lake the valley
1088.0	Jellicoe	of the Sturgeon River is entered. The track
1066.0	Nezah	follows this valley along the shores of No
1032.0	Jackpine	Turkey and Partridge Lakes. The rather pe-
1010.0	Beardmore	culiar name of the first of these lakes origi-
974.0	Warneford	ated from an experience of one of the survey
976.0	Fairloch	parties whose Christmas fare missed connec-
927.0	Macdiarmid	tions and arrived too late for the festive day.

An imperceptible divide separates the Sturgeon from the Blackwater, on which is located the next divisional point of Jellicoe. The source of this name is unmistakable, and needs no explanation. From here to Fairloch, the line follows the valley of the Blackwater, where it comes within sight of Lake Nipigon. Nipigon is supposed to be a corruption of the Indian "Aweenipigo", or "the water which stretches far", and that is precisely the impression that is obtained as its wide expanse is first viewed from an elevation of nearly 100 feet.

863.0	Orient Bay	Three miles across the lake, and near its
744.0	Cameron Falls	outlet, may be observed the Virgin Islands.
616.0	Nipigon	Further off, on a clear day, may be described
		the peaks of a mountain. Still further off,
		and to the north, lie the Shakespeare Islands. A good map
		of the district and a detailed description of this great hunting
		and fishing region is to be found in the Railways' publication,
		"Nipigon".

At Orient Bay, the railway has erected a hostelry for sportsmen, "Nipigon Lodge", in connection with the Prince Arthur Hotel at Port Arthur. Guides and outfitters are available, and sport of the rarest may be promised any fisherman who cares to visit these most famous of angling waters. Here the speckled trout are large of body, fin and tail, owing

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the great volume and strength of the currents with which they must contend, and they put a game fight.

A change in the character of the rock formation is now apparent and accompanying it appears a marked difference in the scenery. For two hundred miles before reaching Lake Nipigon, the railway ran through low rounded hills of Laurentian and Huronian rock. Now, it suddenly encounters the Animikie and Keweenawan formations, the former of which is characterized by flat-topped vertical mountains of basalt, a volcanic overflow which covers most of the country between this point and Port Arthur. These formations contain deposits of silver, iron, and zinc ores. This basalt is very hard, and has resisted denudation to a remarkable extent. Some of the summits rise over 2,000 feet above sea level, and are the highest points in Ontario.

The scenery now becomes rugged and grand. Between Fairloch and Macdairmid occurs the only tunnel on the main line between Toronto and the Rockies. After skirting Orient Bay for several miles, the track diverges into the old pre-glacial channel of the Nipigon River, which had been dammed up by the glacial drift in much the same way as was the original channel of the Niagara River, and comes out upon the river itself near Cameron Falls. Here the Ontario Hydro-Electric Commission, utilizing the magnificent rapids for which the river is noted, has constructed a power plant for the development of energy for power and lighting purposes. The plant has an ultimate capacity of 75,000 horsepower, of which less than one-third is at present being utilized. In the stretch of river between Virgin Falls, at the outlet from Lake Nipigon and Cameron Falls, a distance of about thirty-five miles, some 200,000 horsepower is in sight.

Three miles below Cameron Falls, the track crosses to the west bank, and, skirting Lake Helen, one of the extensions of the river, arrives at its mouth at Nipigon Bay on Lake Superior. Here is located the village of Nipigon, the site of another old fur-trading post, which is still carrying on business. It is a notable outfitting place for tourists, sportsmen and prospectors.

624.0	Robford	Leaving Nipigon the line of the Canadian
675.0	Coughlin	National Railways skirts the western shore
627.0	Hurkett	of the bay, passing close under Cape Crawford,
667.0	Dorion	and strikes across country towards
737.0	Ancliff	Black Bay, another large inlet of Lake Superior,
854.0	Pearl	of which one or two distant views
834.0	Pass Lake	are presently obtainable. There now commences
740.0	Sibley	a long, intermittent ascent of the

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656.0 Silver Harbor backbone of the peninsula separating Black
 623.0 Wild Goose Bay and Thunder Bay. Finally, at Pass
 648.0 Current Lake, at an elevation of 832 feet, the line

emerges from a rocky defile, and comes within sight of Thunder Bay. The view is superb. The bay, lying nearly 250 feet below, is apparently close at hand. Mackay's Mountain and Pie Island, though twenty-five miles distant, loom up boldly, while Caribou Island seems almost underneath. At Sibley, a gradual ascent carries the track over the great viaduct, forty feet high, and nearly half a mile long, which spans the Blende River. Then, running through a long rocky cut which forms a gateway to the city of Port Arthur, the first of the famous twin cities at the head of Lake Superior is reached. The station is situated close to the wharves, and almost directly below the Prince Arthur Hotel, which overlooks the harbor and bay.

615.0 Port Arthur Port Arthur and its neighbor to the west,
 612.8 Fort William Fort William, occupy a commanding position at the head of the Great Lakes. They together form the gigantic spout through which there pours each year the golden flood of grain from the vast agricultural areas of the Prairie Provinces, while as the connecting points between the navigation of the Great Lakes and the rail systems of the West, their importance in the transportation life of the country is paramount.

The Twin Cities have a spacious outlook. On the opposite side of the bay rises the bold rocky promontory of Thunder Cape, beyond which lies Silver Islet. This islet, although less than an acre in area, yielded silver to the value of \$3,250,000 during the few years it was operated as a mine. Overlooking the harbor is Pie Island, a mountain of columnar basalt, with Mount Mackay towering to the west.

Naturally, one of the most interesting features of the Twin Cities are the facilities provided for the transshipment of grain from cars to ships, and this is effected by means of immense elevators. Fronting on the shore of Lake Superior and the Kaministiquia River there are thirty-two of these elevators, in the main of steel and concrete construction, and capable of holding 56,000,000 bushels of grain, while the total quantity passing through them during a season has reached 370,000,000 bushels. The 56,000,000 bushels which these elevators are able to hold at the one and same time would fill 37,333 railway cars of 1,500 bushels capacity each or equal to over 746 train loads of fifty cars each. The terminal elevator of the Canadian National Railways at Port Arthur is the largest in the world, having a total capacity of 8,000,000 bushels. This elevator has a track capacity of

thirty cars, and it is estimated that under conditions of emergency 600 cars of wheat could be unloaded in a single day. With cars averaging 1,000 bushels, this feat would mean the elevating, weighing, and binning of 600,000 bushels within the twenty-four hours. The grain is conveyed in hoppers, from the cars to the top of the elevators, where it is weighed again and distributed into the bins. Then, when being transferred to a lake vessel, it is drawn from the bottom of the bin, again elevated to the top of the building, where it is once more weighed and poured into the shipping bin, whence it is spouted into the hold of the waiting ship through shipping legs. There are five of these shipping legs to each of the two working houses, each leg having a capacity of from 9,000 to 10,000 bushels an hour. Under ideal conditions 100,000 bushels an hour could, therefore, be unloaded. With the completion of new elevators which it has been decided to construct the total elevator capacity of the "Twin Cities" will exceed sixty million bushels—an amount surpassing that of any other similar centre in the world.

In addition to large dockage facilities and waterside terminals, the Canadian National Railways have one of the finest plants on the continent for handling the coal arriving on incoming freighters and transferring it to railway cars for rapid distribution to eastern and western points. At Port Arthur, also, is located one of the Railway's excellent hotels, the Prince Arthur, which stands within a stone's throw of the station, and has a splendid outlook over Thunder Bay. It was erected in 1910, and is a six-storey fireproof building of handsome construction. Its appointments vie with the best of those to be found in the leading hostelries of larger and older cities. A magnificent rotunda carried to the full height of two stories and round the walls of which extend a series of mural paintings portraying the building of the railway into the city, is a prominent feature. The dining room is located on the first floor, and is approached from the rotunda by a marble staircase. Here the service, provided by capable attendants, harmonizes with the excellent cuisine. Bedrooms, which are all twenty feet long, are all outside rooms. The first three floors are furnished in mahogany, while the upper floors are done in fumed oak. Altogether the hotel is designed to give the maximum of comfort to every guest.

Port Arthur, with a population of about 15,000, fronts on Lake Superior. It is an important industrial, as well as shipping, centre. Here is one of the largest shipbuilding yards in the Dominion; also a drydock 750 feet long. Fort William, situated on Lake Superior and the Kaministiquia River, has a population of over 20,500. Among its indus-

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tries are large flour mills, car shops, stove works, starch factory, pipe and tube mills, and woodworking plants.

Both cities are noted for the attractions they afford to summer tourists. From them many pleasant trips can be taken, both by land and water. Within a short distance excellent fishing and hunting are to be obtained. During the summer season connection is made with the Great Lakes Steamship Service via lakes Superior and Huron, through the Soo locks and special train at Sarnia for Toronto.

- 629.8 Westford Proceeding westward from Fort William, the line
630.0 Mount follows the valley of the Kaministiquia River for about twenty-five miles. Traversing this Valley the eye encounters many bits of picturesque scenery. To the left will be noted the valley of the Slate River. Here and in the Pigeon River Valley to the south, the old fur traders' route from Grand Portage, some good farm land will be found. Settlers are raising fine crops, and are beginning to pay more attention to vegetables for which there is a market in the Twin Cities. Remarkable yields of potatoes have been obtained, as high as 400 bushels to the acre being reported in favorable seasons.
- 723.3 Twin City Junction At Twin City Junction a branch line
750.0 Jelly bends off, crossing the Kaministiquia
915.4 Kakabeka Falls River a few miles farther up and following the valley of the Whitefish River to Whitefish Lake, and so on to North Lake, near the international boundary. Meanwhile, the main line, after diverging from the Kaministiquia for a short distance, approaches the river again at Kakabeka Falls. These are one of the most beautiful waterfalls in Ontario, and they are visited annually by thousands of excursionists. Power is developed here and transmitted to Port Arthur and Fort William.
- 945.0 Hume Between Mokomon and Rowan, the line bends
1003.7 Mokomon westward from the Kaministiquia valley and
1129.0 Rowan ascends the valley of the Mattawin River. Just
1202.0 Glenwater before reaching Shabaqua, the Mattawin is left
1242.4 Shabaqua behind, and the road enters the valley of its
1442.4 Mabella tributary, the Shebandowan, which presently
1481.8 Rossmere broadens into the beautiful expanse of She-
1486.0 Kabaigon bandowan Lake. Here may be seen the re-
1516.0 Kashabowie mains of Lord Wolseley's headquarters, oc-
1541.0 Keego cupied by him during the Red River Expedi-
1570.8 Huronian tion of 1870. The country on all sides is pic-
turesque, and undoubtedly contains mineral
wealth. South and west of Mattawin are the Green Lake

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iron deposits, which, it is expected, will eventually prove producers of magnetic iron ore of commercial value. South of Kashabowie, near the head of Shebandowan Lake, lie the Round Lake copper fields. Between Huronian and Windigo, the line crosses the height of land between the watersheds of the Great Lakes and Hudson Bay for the last time, and begins the descent to Rainy Lake.

Quetico Provincial Park.

1486.4 **Windigo** Windigo is situated on Lake Windigoostewan, and is the most convenient place from which to reach Quetico Park. This park has an area of 3,700 square miles and is situated in the heart of the Rainy River District. Here Nature abounds in all her primeval beauty, and will for all time continue to do so, the Provincial Government of Ontario having set it apart for that purpose. Within its forests fastnesses deer, moose, bear and other wild animals, under Government protection, abound, while its numerous lakes, rivers and streams afford the best of fishing. Maskinonge, trout, bass and pickerel are common, and in adjacent lakes sturgeon are to be obtained. Within the confines of the park there are regular, mapped out trips both by land and water, taking the tourists into secluded spots where the only inhabitants are the wild animals of the forest. Scenic effects within the park are noted for their beauty and extent. Shooting within the park is prohibited, but visitors equipped with cameras may have all the opportunities they desire for getting pictures of big game, such as moose, deer and bear.

The Rainy River District, of which Quetico Park is a part, has an area of nearly 27,000 square miles, and as early as 1687 its lakes and rivers became a highway for French voyageurs who attempted to paddle their way to the Western Plains, the sites of some of their old trading posts and forts still being in evidence.

1439.9 **Abiwin** Before the railway was built, the main route of
 1483.1 **Kawene** travel was from Windigo down Lake Windigoostewan towards Fort Frances—the celebrated Dawson route. It was the old French trader’s trail, re-discovered by Roderick Mackenzie of the North-West Fur Company in 1797, and known then as the Kaministiquia route. The railway, however, strikes almost due west to Abiwin on Mink Lake. This is a favorite stopping place for campers and fishermen, who can get splendid sport in Mink, Elbo, Crooked Pine and other lakes in the vicinity. Seven miles farther west, at Kawene, is the headquarters of the Superintendent of Quetico Park. The work of opening up portages, building roads and

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bridges, and making the Park generally accessible is being carried on from this base.

1368.1 Hematite At Hematite, the line enters the valley of the Atikokan River, and presently reaches the divisional point of that name, where are to be found engine shops and the usual equipment of such a place.
 1356.0 Olcott
 1284.2 Atikokan
 1280.1 Overflow
 1282.6 Elizabeth There are extensive iron ore deposits in the neighborhood, but, at the present time, on account of there being no ready market for non-Bessemer ore, active operation is at a standstill. North of Atikokan are gold areas that have received more or less attention from mining men for some years. Many of the deposits are valuable, but from lack of scientific handling have not been profitable in the past.
 1264.0 Banning

1311.0 Flanders Between Overflow and Banning, the line enters the valley of the Seine, which it follows to a point midway between La Seine and Mathieu. Here the river is crossed, and the line cuts overland to the Little Turtle River, both the Seine and the Little Turtle being tributaries of Rainy Lake.

The line now skirts Little Turtle Lake, and passing Farrington and Bear Pass, swings round the end of Redgut Bay, a lake-like indentation of Rainy Lake, which it crosses near its outlet to Sewell Bay.

1200.7 Mine Centre Mine Centre is, as the name implies, the headquarters of a mining district. It flourished some years ago. Few of the mines are being operated at the present time. There is a good general store and hotel, and the farmers from the surrounding district create a certain amount of trade. After crossing the end of Redgut Bay, the line skirts Grassy Portage Bay and comes out on the shore of Rainy Lake

itself just beyond Rocky Inlet. Here there is encountered one of the engineering marvels of the route, a double-track granite causeway three miles in length, connecting a series of little rocky pine-clothed islets and forming a bridge across the lake. The building of this causeway was commenced in 1910. In July of that year station men were starting short fills out from the shores of some of the islets. On September 16 of the same year, the first big "shot" was fired, and in October digging by steam shovels was inaugurated. During the winter two shovels were kept at work, and the following summer four were in commission. Until the fall of 1912 these four shovels, attended by eight standard gauge locomotives, two donkey engines and sixty dump cars, for-

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warded a steady stream of rock to the fill. The biggest output in one month was 50,000 cubic yards of rock. For one steam shovel in a day the record was 155 cars, or about 900 cubic yards. Some single rocks loaded by these 90-ton shovels weighed more than 20 tons. On May 1, 1911, dumping commenced on the second channel filling, 3,000 feet across. Forty train loads of rock every day for a year were dropped before this was completed. Repeated for two weeks at a time this dumping was continued within a car-length before the track could be extended. Of the so-called big shots, 75 were fired, averaging from 10,000 to 15,000 cubic yards. The largest contained 56,000 pounds of dynamite, and broke up 50,000 cubic yards of rock. The total rock filling will aggregate nearly a million cubic yards measure, solid, in original position. The average haul was one mile. Copper deposits are found within the vicinity of Rainy Lake.

1122 3 Fort Frances Shortly after crossing the lake, the busy manufacturing town of Fort Frances is entered. This is a place that is rapidly coming to the front on account of the plentiful power available. It is located on the Rainy River, which here forms the international boundary line. Across the river is International Falls, Minnesota, an important centre where large pulp and paper mills and other industries are located. On the Canadian side the principal industry is that of the International Pulp and Paper Company, which supplies practically all the newsprint paper to the newspapers of Western Canada. Among other important industries are lumber and planing mills, cement works, and brick yards. Fort Frances has a population of about 3,100 and is a popular resort for tourists and sportsmen, good fishing and hunting being obtained in the vicinity. An excellent view of Chaudiere Falls is to be obtained from the town.

A good deal of historical interest attaches to the neighborhood. In May, 1732, La Jeremaye, who had been sent by the French explorer, La Verendrye, to Lac La Pluie, built Fort St. Pierre, where the Rainy River discharges into Rainy Lake. The same year La Verendrye himself stopped at the Fort on his way to the Lake of the Woods. On this ground the feuds of the great fur-trading companies were fought out. The North-West Company, the Hudson's Bay Company, and later, Astor, had forts here. It is still a station of the Hudson's Bay Company, their present offices standing on the site where they have been trading for over a hundred years.

From Fort Frances, the D. W. & P. division of the Canadian National Railways runs southeastward to Duluth,

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traversing a great lumbering country. Virginia, one of the most important places on this line, is the principal town in the iron mining district of Mesaba. It is, however, chiefly noted for its lumber mills, that of the Virginia and Rainy River Company having a capacity of 1,000,000 feet of lumber in 24 hours. Duluth, the terminus of the line on Lake Superior, is unique in its activities, handling the largest tonnage of natural products of any port in the world. Over 10,000 ships arrive and depart from its harbor during the year, having a total tonnage of over 40,000,000 tons. The grain elevator capacity is 41,000,000 bushels. One of the principal reasons for the activity at Duluth is that there lies within easy shipping distance of its harbor the largest bodies of hematite iron ore yet discovered, and this, of course, produces an enormous tonnage.

1146.5	Crozier	From Fort Frances the line strikes due west
1134.1	Lavallee	through Crozier, Lavallee and Devlin to Emo,
1149.6	Devlin	cutting off a great elbow of the river. Emo
1106.1	Emo	is of great interest to antiquarians and stud-
1107.0	Tobas	ents of anthropology, because in the vicinity
1108.7	Barwick	may be seen the work of the ancient mound
1123.6	Stratton	builders. These were made the subject of in-
1085.5	Pinewood	vestigation by members of the British Associ-
1103.0	Sleemans	ation a few years ago, and the researches of
1088.6	Rainy River	that learned body form the subject of a most
		interesting monograph.

From Emo to Rainy River, a town with a population of 1,500, the track follows the river fairly closely. Workshops of the Canadian National Railways and lumber mills are located in the town. Here, where the stream curves north to enter Lake of the Woods, the railway crosses to the American side, and for about fifty-five miles runs through the State of Minnesota.

1084.3	Baudette, Minn.	The route by the Rainy River and Lake of
1113.9	Pitt	the Woods was that taken by the early ex-
1140.0	Graceton	plorers on their way to Lake Winnipeg,
1146.0	Cedar Spur	and thence up the Saskatchewan. Over this
1154.0	Williams	route for the first time went La Verendrye
1163.8	Roosevelt	in 1732, establishing Fort St. Charles on a
1086.6	Swift	peninsula on the west side of the Lake of
1070.7	Warroad	the Woods. There he remained, while his
1092.0	Middleboro	son, Jean, explored the Winnipeg River
1072.6	Sprague, Man.	to its mouth, and established Fort Maure-
		pas. He was probably the first white man
		who ever went from the Lake of the Woods to Lake Winni-

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peg. The following year, Verendrye, on returning from Montreal, found the little garrison at Fort St. Charles at the point of starvation. He despatched his son to meet the heavily laden canoes following him for the purpose of obtaining and bringing back supplies. Jean took the most active voyageurs in light canoes, and with Father Aulneau made an early start. The party made a stop for breakfast when they reached the island off Oak Point, the narrow peninsula which guards the entrance to Rainy River. What actually happened will never be known, but on landing the whole party were massacred by Sioux Indians, who came from the vicinity of what is now Warroad. The bodies of the murdered Frenchmen were afterwards discovered and buried at Fort St. Charles. A stone cairn now marks the site of the old fort and the burial place of the intrepid voyageurs.

1143.7	South Junction	Passing through Baudette, Williams, Swift,
1178.0	Vassar	Warroad and other stations in the State of
1247.0	Badger	Minnesota, the line enters the Province of
1194.0	Carrick	Manitoba a few miles before reaching
1233.0	Woodridge	Sprague. Between Sprague and Vassar at
1161.0	Sandilands	South Junction, a branch line from Emerson
1122.0	Bedfords	joins the main line. This road was built
1012.0	Marchand	for the purpose of bringing grain from
934.0	La Broquerie	Southern Manitoba and avoiding the haul
886.0	Giroux	into Winnipeg, and the consequent added con-
831.0	St. Anne	gestion at that point during the grain sea-
808.0	Dufresne	son. Bedford has been somewhat of a fac-
794.0	Lorette	tor in building up the city of Winnipeg, for
769.0	Navin	a large amount of the gravel used for con-
761.8	Paddington	crete and mortar in Winnipeg building op-
763.0	St. Boniface	erations was hauled in from this point.
773.7	Winnipeg	Here, it will be observed, the line emerges

from the wooded region surrounding the Lake of the Woods, and as it crosses the shore line of the ancient lake beach, the traveler gets his first glimpse of the great billowy sweep of the famous prairie country. This district has been largely settled by French-Canadians, though to the south there is a thriving colony of Mennonites. Evidences of the productiveness of the country are seen in the elevators erected at the stations along the route. The line finally passes through St. Boniface, and crossing the Red River, enters the Union Station at Winnipeg on elevated tracks.

See page 129 for details of Winnipeg.

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TORONTO TO WINNIPEG.

(Via Muskoka District and by T. & N. O. Ry. to Cochrane)

Leaving the Union Station, Toronto, for Winnipeg, via the Muskoka and Lake of Bays District, North Bay, and Cochrane, the traveler is carried through the western part of the city, occupied by industrial plants and commercial houses. Gradually turning northward, the train traverses, when beyond the limits of the city, a picturesque and fertile agricultural country dotted with many villages and small towns, some of which have an interesting history.

- 883.7 **Aurora** Crossing the upper reaches of the Humber River, the line takes a northeast direction, and after a run of a few miles enters Aurora, an old and interesting business town, with a population of 2,300, situated in an excellent agricultural district, where mixed farming and dairying predominate.
- 769.8 **Newmarket** Newmarket is one of the most important towns lying north of Toronto. Among its industries are a large tannery producing a variety of fine leathers; a woodenware factory; large office furniture factory, and cheese and butter factories. The first pencils made in Canada were produced in Newmarket. A large college for boys, situated on an eminence overlooking the river, and owned by the Friends' denomination, has during the last few years been used as a Government hospital for soldiers mentally affected during the Great War. Population of the town is a little over 3,600.
- 741.6 **Holland Landing** Shortly after leaving Newmarket the train gradually turns northwest. Holland Landing is of historical interest from the fact that in pre-railway days it marked the end of the portage from Toronto Bay for trappers, traders and Government officials journeying north to Georgian Bay via Lake Simcoe and the Severn River. From Bradford village, after crossing the Holland River, the train again runs directly north and in the course of a few miles' run is in the vicinity of Lake Simcoe, which it skirts for some distance.
- 724.1 **Bradford**
- 734.2 **Allandale** Allandale is at the head of Kempenfeldt Bay, an arm of Lake Simcoe, and is a junction point of the Canadian National System, two branch lines terminating here. Barrie, a little over a mile eastward, and also resting on the shore of Kempenfeldt Bay, is a commercial town of about 7,000 and popular as a summer
- 725.7 **Barrie**

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resort; excellent facilities for boating, canoeing, bathing and fishing to be had here. Barrie is the county town of Simcoe, and is surrounded by a rich agricultural and dairying district.

- 723.5 **Orillia** The town is delightfully situated on Lake Couchiching close to the Narrows connecting the latter with Lake Simcoe. In the early history of the country it lay in the route of the canoe highway to Georgian Bay, the voyageurs passing through the Narrows on the way to the portage at the head of the Severn River. One of the first white men to establish himself on the site of the Orillia of to-day was a Frenchman who left his native country during the reign of terror. Arriving in England on St. George's Day, he tacked on to his own name that of Britain's patron saint, and thus became Quetton St. George. At Orillia, where the Indians dubbed him as "White Hat", he became a trader, and after making his fortune returned to his native land.

Orillia has a population of almost 9,000, and is an important industrial and commercial town as well as a famous summer resort. Delightful canoe trips can be taken from here, and there are excellent facilities for bathing and fishing. Its importance on the Trent Valley Canal route from Georgian Bay to Lake Ontario has been enhanced since the completion of the canal at the head of Lake Couchiching, connecting the latter with the Severn River.

The Muskoka Lake District.

Following Couchiching Lake for its entire distance, the train enters Washago, close to which are the falls leading from the latter lake into the Severn, and which are now circumnavigated by the canal opened two years ago. From here the train enters the famous Muskoka Lake district, the altitude perceptibly increasing. At one time the district was noted for its white pine trees, and most of these have been sacrificed to the commercial necessities of the age, it is still liberally covered with forests of less important trees. Back in the early days, a local poetess, anticipating the fate of the giant pine, wrote:

“Weird monarchs of the forest! ye who keep
Your solemn watch betwixt the earth and sky,
I hear sad murmurs through your branches creep,
I hear the night wind's soft and whispering sigh,
Warning you that the spoiler's hand is nigh.”

There are two versions regarding the origin of the name “Muskoka”. One is that it is derived from an Indian chief

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whose name, in its Anglicised form, meant "Clear Sky". The other is that it is derived from that of a Chippewa chief—Musquukkey, whose name is attached to a treaty signed in 1815 concerning certain lands in the district.

But whatever may be the origin of its name, the Muskoka Lake district is to-day one of the most delightful and famous of the continent's summer resorts, attracting visitors from all parts of both Canada and the United States. The district is one mass of lakes and rivers, delightful in situation and noted for the facilities they afford for bathing, fishing and canoeing. Towering rocks and hills clothed in rich verdure abound, while the islands which dot the lakes add to the charm of the scenic effects. Picturesque summer cottages and well-appointed hotels are encountered in every direction. But aside from the picturesque beauty of the district, it is equally famous for the health-giving qualities of its climate, and particularly for patients suffering from tubercular and nervous complaints. As a result of its high altitude, nearly 800 feet above sea level, the air is dry and rare, which has led to the establishment of several sanitariums in the district.

- 815.1 **Gravenhurst** Gravenhurst, located on Muskoka Lake, is a gateway to the magnificent system of rivers and lakes, for which this part of the country is noted. The town is a little over 111 miles from Toronto, and has a population of 1,500. During the tourist season the through trains run direct to Muskoka Wharf, whence well-appointed steamers leave daily for various points on the different lakes.

The Lake of Bays District.

- 951.2 **Huntsville** Continuing through the "Highlands of Ontario", a further journey of 34½ miles brings the tourist to Huntsville, a town with a population of 2,246 and the gateway to the famous "Lake of Bays" district. The altitude here is even higher than in the Muskoka district. The lakes in this district are delightfully situated, nestling as they do amid high, rocky banks clothed in rich verdure, and connected with each other in many instances by pretty little rivers, which greatly add to the attractiveness of the locality for canoeists. For fishing the opportunities are excellent, maskinonge, bass and pickerel being plentiful.

In addition to a large number of summer cottages the Lake of Bays has some excellent hotels, the Bigwin Inn and the Wa-Wa being the equal of anything on the continent. The former stands on an island, once famous as a camping ground of the Iroquois Indians, two and one-half miles long by one mile wide.

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.....	Melissa	Proceeding north the train crosses numerous
1070.4	Novar	rivers and streams and skirts several small
1082.0	Scotia Junction	lakes. At Scotia Junction the branch line
1038.5	Elmsdale	of the Canadian National Railways from
983.5	Katrine	Ottawa to Depot Harbor, on Georgian Bay,
.....	Hodsons	is crossed. There is good fishing and hunt-
		ing in this vicinity. Katrine is within a
		short distance of Doe Lake.
970.6	Burks Falls	This is the headquarters of the Maganetawan
		system of navigation, on the waters of which
		there are a number of pleasant summer resorts, and which is
		particularly popular with Americans from the Southern
		States. Facilities for fishing and canoeing are excellent.
		The Maganetawan River empties into Georgian Bay.
.....	Kennedys	Leaving Burks Falls the train crosses
1099.9	Sundridge	the north branch of the Maganetawan
1157.9	South River	River and is soon skirting Stony Lake,
.....	Deans	following it its entire distance. Sun-
1026.8	Trout Creek	dridge is situated almost at the upper
855.4	Powassan	end of the lake. Beyond South River
832.0	Nosbonsing Crossing	the railway passes on a narrow strip
670.2	Callander	of land between Marsh and Bacon
673.6	Nipissing Junction	Lakes, two small bodies of water. At
		Callander the train approaches close
		to the shore of Southeast Bay, an arm of Lake Nipissing.
687	North Bay	From North Bay to Cochrane the track of the
		Temiskaming and Northern Ontario Railway,
		the Provincial Government line, is followed. For particulars
		of this route the traveler is referred to pages 67 to 73.

ACROSS CANADA

THE PROVINCE OF MANITOBA.

That Manitoba is a province possessing many and diversified attractions to the traveler there can be no doubt. For over two centuries, during which it bore the name of Rupert's Land, it was under the rule of the Hudson's Bay Company, and to the outside world was a vast wilderness with furs as its only commercial product, and its inhabitants, except for a few white men connected with the company, Indians and half-breeds.

When in 1870 the Hudson's Bay Company surrendered its right for the sum of \$1,500,000, Rupert's Land came into the Canadian Confederation as the Province of Manitoba. Although it then politically became a part of the Dominion, geographically it was for some time separate therefrom. There being no railways the only methods of ap-

proach to it from the eastern part of Canada were by either long water courses or from the United States boundary line by roadways across the prairie. The first railway connection with eastern Canada came in 1885, in the December of which year the first train load of wheat (sixteen cars) left the province.

During the half century which has elapsed since it was confederated with the Dominion the province has made marvellous headway, both in respect to population and material wealth. From a few thousand at Confederation its inhabitants, according to the census of 1921, now numbers 610,118, while the railways which traverse the province have an aggregate mileage of over 4,403 miles.

The basic industry of the province is agriculture. For its hard wheat it had a world-wide reputation within a short time after the advent of the railway. The field crops for the three years ending 1922 had an annual average value of \$103,651,800. The live stock industry is becoming increasingly important, the total number of cattle, horses, sheep and swine on the farms of the province being, according to the estimates of 1921, nearly 1,400,000, the value of which is placed at \$65,635,000. Total dairy products in 1921 had a value of \$12,589,431.

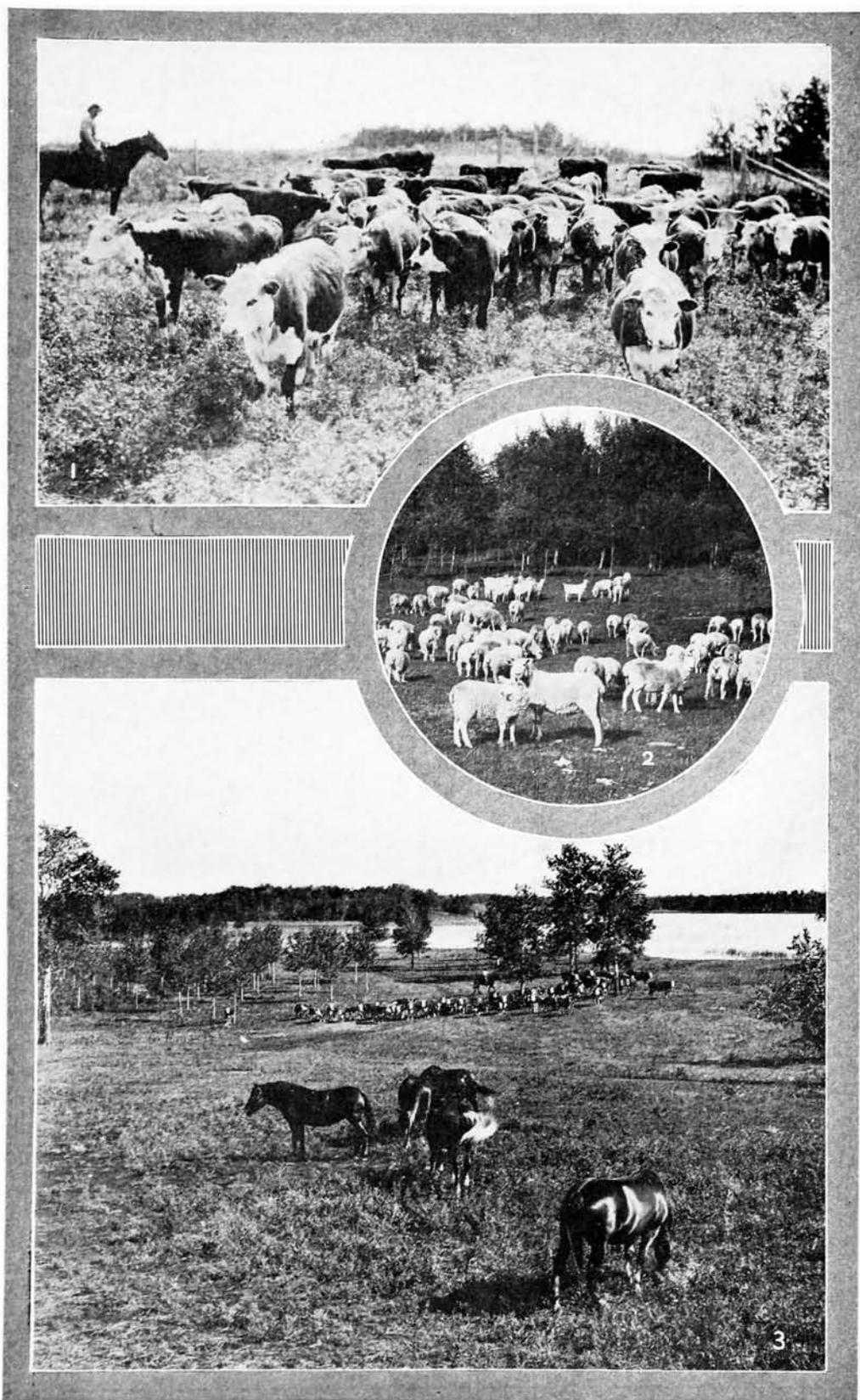
Although basically an agricultural country, Manitoba is rapidly becoming an important manufacturing centre, the factory output having in 1920 a value of \$160,409,000, compared with \$60,481,000 in 1915, and \$53,673,000 in 1910. There are in the province 414 industrial plants with an invested capital of \$106,000,000.

The province has attracted wide attention during the last couple of years in respect to its potential possibilities as a copper mining centre as a result of discoveries near The Pas, where tests made by diamond drilling indicate the presence of 25,000,000 tons of ore. The Provincial Government will probably build a branch railway to the vicinity of the deposits. Total mineral products of the province have an annual output of over \$2,000,000.

With lakes and rivers, Manitoba has been more richly endowed than any other province in the Dominion except Ontario. Lakes alone have an aggregate area of nearly 20,000 square miles. Winnipeg, its largest lake, has an area of nearly 9,500 square miles. Then follows Winnipegosis, 2,086; Manitoba, 1,817, and South Indian 1,531 square miles. The commercial fisheries of the province have an annual value of about \$2,000,000.

At ordinary minimum flow, the province has available water powers aggregating 3,270,491 horsepower. At the beginning of 1922 nearly 100,000 horsepower of hydro-electric energy was under development, but plants are being installed which will increase this total.

Manitoba, which is the first portion of the great Western Plain to be seen by the tourist after leaving the region of the Great Lakes on his trip westward, has a total area of 251,832 square miles, and is larger than Germany, Belgium, Holland and Switzerland combined.



Cattle, Sheep and Horse Ranches are extensive in the Prairie Provinces.



1—Drumheller, Alberta's Coal Mining Centre. 2—Buffalo at Wainwright Park, Alta. 3—Excavating Dinosaurs, Red Deer Valley, Alta.

Its southern boundary touches the United States and its northern rests on the shores of Hudson Bay. Southern Manitoba is wonderfully fertile and the soil unique in its richness. The northern part, stretching from Lake Winnipeg to Hudson Bay, while possessing large areas of potential agricultural lands, is at present noted for its great forests of timber and pulpwood and extensive rivers and lakes. Fur-bearing animals and big game, such as moose, deer, caribou, elk and bear are common to its forests, and sturgeon, lake trout, white fish, pickerel and other game fish abound in its waters. There are also extensive areas of mineral-bearing rocks in the northern part of the province.

Feathered game, such as prairie chickens, partridge, wild duck and wild geese, is also plentiful, so that the province has special attractions for both big game hunters and devotees of the rod and gun. There are also extensive areas of mineral bearing rocks in the northern and the southwestern sections of Manitoba, thus making it an attractive field for prospectors.

Winnipeg—the Capital City.

Winnipeg, when Manitoba became one of the Canadian Provinces, was practically a frontier village of 200 inhabitants. To-day it is a modern city with a population of 179,087 (with suburbs 283,850), broad streets and many magnificent buildings—public, industrial, commercial, financial and private dwellings. It is situated at the confluence of the Red and Assiniboine Rivers, and half a century ago was known as Fort Garry, being a fortified post of the Hudson's Bay Company. A part of the old fort is still preserved for the entertainment of sight-seers. Near the Winnipeg of to-day is the site of the famous historical Red River Settlement established in 1812 by Lord Selkirk. The name Winnipeg is derived from Ouinipigon, an Indian term meaning "muddy water".

Winnipeg is the most important railway centre in the West. Besides being on the main lines of the transcontinental systems, it is the hub from which a number of branch lines, like spokes in a wheel, radiate to different parts of the country and the United States. The station of the Canadian National Railways is a most imposing structure, from which by a series of spur tracks, connection is made with wholesale houses and industrial plants in the city and vicinity. The station occupies in part the site of old Fort Garry, while quite near-by is the Fort Garry hotel, one of the best in the West, and owned by the Canadian National Railways.

As a wholesale distributing and manufacturing centre, Winnipeg is the most important in the West. Relatively speaking, it was a centre of activity in connection with fur-trading away back in pioneer days, there having been in

Altitude

1856 no fewer than five hundred Red River carts regularly plying between Fort Garry and St. Anthony (now Minneapolis), then the head of navigation on the Mississippi River. Board of Trade statistics for 1921 show that there is invested in industrial plants of the city \$115,000,000, and that the output of manufactured products aggregated \$150,000,000 in value, while wages paid amounted to \$26,708,182.

Winnipeg is particularly well situated in respect to hydro-electric power, and will become increasingly so when the new plant under construction, at a cost of \$10,000,000 on the Winnipeg River, is completed, its ultimate capacity being 168,000 horsepower.

In the development of its educational institutions, Winnipeg has been as progressive as in the establishment of its industrial and commercial enterprises. The first school was opened in 1820, the founder having come from England, via Hudson Bay, for the purpose of doing so, the journey occupying a period of four months. Winnipeg is the seat of the University of Manitoba, with its affiliated institutions of Wesley College, Manitoba College, St. Boniface College, St. John's College, the Manitoba Law School, Medical College, and Manitoba Agricultural College.

The new Parliament Buildings, erected at a cost of approximately twelve million dollars, ranks among the most attractive and imposing legislative structures in the Dominion.

The Greater Winnipeg Water Aqueduct is one of the world's largest undertakings of its kind. The water is brought from Shoal Lake, in the Province of Ontario, a distance of 90 miles, the capacity of the conduit being 100,000,000 gallons every twenty-four hours. The city owns and operates its own electric light and power system, competing against a privately-owned system, and also maintains several beautiful recreation parks.

Winnipeg was in 1870 the centre of the first Riel Rebellion, caused by the fear of the half-breeds that under Confederation they would be dispossessed of their rights. There was some bloodshed, but the rebels scattered on the approach of troops that had been sent overland from Eastern Canada.

WINNIPEG TO VANCOUVER (Via the Main Line.)

778	West Winnipeg	Leaving Winnipeg, the train is soon speeding westward across the open prairie with the Assiniboine River near at hand on the right. Three miles out is Tuxedo Military Hospital, established for the treatment of soldiers maimed in the Great War. That part of the prairie through which the train
776	Beaudry	
783	Cabot	
786	Elie	
797	Fortier	
820	Gervais	

Altitude

is speeding is known as the White Horse Plains, so designated, the story goes, because an Indian Chief, in order to determine the area early settlers might occupy without molestation, rode a white horse until, from a point near the river, a streak of daylight could be seen between its belly and the surface of the earth. The point at which the horse stood when this streak of light was seen was fixed as the boundary line. Now, except for a few reservations which dot the prairies, the white man owns all the Great West, while the White Horse Plains are occupied by prosperous farms and fertile market gardens. Beyond Gervais, and before entering Portage la Prairie, the railway recrosses to the north side of the Assiniboine.

850 Portage la Prairie Portage la Prairie is a busy city with 7,000 population which has been highly favored by Nature. From the prairie it is fanned by cooling breezes. This, together with the fact that it is but fifteen miles from Lake Manitoba, has given it fame as a summer resort. On Lake Manitoba, convenient to the town, is a popular bathing beach, while the adjacent waters afford excellent opportunity for boating, canoeing, and fishing. Lake Manitoba whitefish have a continental reputation.

As four transcontinental lines pass through the town, it follows that it is well situated in respect to railway communication. It is also of considerable importance as a commercial and industrial centre. Among its industries are seven elevators, two flour mills, oatmeal mill, foundry, farm implement and machinery assembling plant, and several other enterprises. Hydro-electric energy is obtained from Winnipeg, 58 miles distant. The town possesses excellent educational institutions, an Indian school and farm, industrial school and farm, and a home for the aged and infirm. A richly wooded park, surrounded by an artificial lake and containing race course, exhibition grounds and arboretum, is one of the attractions of this substantial little city.

848	Arona	Proceeding westward the train immediately enters a section of the prairie that is particularly noted for the fertility of its farms and market gardens, and, owing to proximity to Lake Manitoba, is assured of abundance of rain during the growing season. Early frosts are unknown. For a distance of about eighty miles the railway follows practically a straight line that is thickly dotted with villages and towns and crossed by numerous streams meandering through deep valleys. The altitude gradually increases.
872	Bloom	
932	Caye	
956	Deer	
998	Exura	
1127	Firdale	
1277	Gregg	
1271	Harte	
1267	Inglelow	
1432	Justice	
1532	Knox	
1539	Levine	

Altitude

1650	Rivers	Rivers, the first divisional point on the railway west of Winnipeg, is situated on the Little Saskatchewan River, and has a population of 857. The town has several churches, a consolidated school, fair grounds, a good water supply, and is an important coal supply station for the railway. The town is the centre of a rich grain-growing and mixed farming district, and there are extensive sand and gravel deposits in the vicinity. Near Miniota the railway takes a northwesterly course, and follows the Assiniboine River to the Saskatchewan boundary line. Just beyond Uno the railway crosses an Indian reservation. About three miles beyond Victor the interprovincial boundary line between Manitoba and Saskatchewan is crossed.
1595	Myra	
1615	Norma..	
1639	Oakner	
1623	Pope	
1536	Arrow River	
1489	Miniota	
1367	Uno	
1267	Treat	
1280	Wattsvie	
1201	Lazare	
1400	Victor	

THE PROVINCE OF SASKATCHEWAN

Saskatchewan is one of the two new provinces which were in 1905 carved out of the Northwest Territories. It has an area of 251,700 square miles, making it twice as large as the United Kingdom and equal to France, Belgium and Holland combined. From north to south the province has a length of 760 miles and from east to west a width of 390 miles. Population of the province, according to the census of 1921, is 757,510, an increase in ten years of 53.83 per cent.

Field crops of the province for 1922 had a value of \$299,158,000. As a producer of wheat it has a long lead over all the other provinces, the crop of 1922 being 240,480,000 bushels compared with a total of 391,425,000 bushels for the Dominion, while its value, at \$204,408,000, exceeded 60 per cent. of the country's grand total. At the International Grain and Hay Show in Chicago in December, 1922, a Saskatchewan farmer carried off the award for the best wheat grown on the continent, while another farmer from the same province was awarded the sweepstakes for the best oats shown. As only approximately one-fifth of the 58,000,000 acres of arable land which the province is estimated to possess is under cultivation, it is evident that the potential possibilities of the province for further expansion agriculturally are still enormous. The live stock industry is also making rapid headway, the total number of horses, cattle, sheep, and swine in the province at the end of 1921 being 3,363,518, valued at nearly \$236,000,000. The dairying industry is steadily expanding, the total products in 1921 having an estimated value of \$12,805,000. The larger part of the factory-made butter is exported.

Recently issued figures by the Dominion Census Bureau give the manufactured products of the province a value of \$59,752,000 annually, an increase since 1910 of \$54,419,868. The province has 2,100 grain elevators with an aggregate capacity of 67,331,664 bushels. Railway

mileage exceeds that of any other province except Ontario, the total being 6.162 miles. Saskatchewan has coal reserves estimated by geologists at 59,812,000,000 metric tons, while the output in 1921 was 335,222 tons. Recent surveys shows that there are important water-powers in the northern parts of the province for the development of hydro-electric energy. Saskatchewan is noted for the extent of its deposits of sodium phosphate, the visible supply alone being estimated at 20,000,000 tons.

Saskatchewan has many attractions for the sportsman. For the quantity and variety of its wild fowl it is said to be unsurpassed by any part of the globe, while in the timber belts of the northern part are to be had moose, elk, deer, caribou and bear. There are game sancturaries in the Provinces, and plans are under way for the establishment of more in order to conserve all wild animal and bird life.

Regina—the Provincial Capital.

Regina the capital of the province, has a population of nearly 34,500, and is an important railway and commercial centre. For the Middle West it is the principal distributing centre, wholesale houses of various kinds being there in large numbers. It is also an important distributing centre for farm implements and machinery. The city is the site of a \$2,000,000 oil refinery. Among its other industries are a flour mill, sash and door factories, foundries, machine shops, soap, cement block, pressed brick, elevator, wire and steel, leather, and butter factories. Total value of manufactured products is over \$12,000,000 a year. Twelve lines of railway radiate from the city. The Provincial Legislative Buildings, situated in a park of 160 acres on the south side of Wascana Lake, are a handsome and imposing pile. The city has a fine Exhibition Park, where an annual exhibition is held, which is particularly noted for the high quality of its pure-bred stock, and the character of the grain and grasses shown.

1593	Welby	After crossing the boundary line between Manitoba and Saskatchewan the railway is for a mile or two in contact with the Qu'Appelle, a river 270 miles in length and joining the Assiniboine at Lazare. The first town encountered is Welby, lying about two miles beyond the boundary line. The route of the railway continues to follow a northwesterly direction across typical and fertile prairie land. The towns encountered are comparatively new, having come into existence since the advent of the railway.
1610	Spy Hill	
1643	Gerald	
1644	Cutarm	
1678	Yarbo	
1724	Zeneta	
1722	Atwater	
1730	Bangor	
1724	Waldron	
1771	Cana	
1803	Melville	Melville is an important divisional point on the Canadian National Railways, and has a population of 2,808. From here a branch line runs south to Regina, the capital of the province, en-
1883	Birmingham	
1973	Fenwood	
2096	Goodeve	

Altitude

2167	Hubbard	countering en route the town of Qu'Appelle, where the Qu'Appelle River is crossed. Melville is the nearest point on the railway by which access can be had to the picturesque Qu'Appelle Valley, noted for the excellent facilities it affords for shooting, fishing and boating. Running north from Melville is a branch which terminates at Swan River, touching about midway the town of Yorkton. Melville has a Government creamery, two elevators, railway shops, a municipal hospital, two parks, seven churches, four public schools, electric light plant and waterworks. A few miles south of Hubbard there are four Indian reserves—Little Black Bear, Star Blanket, Okanese and Peepeekeesis. Beyond
2203	Ituna	
2204	Jasmin	
2205	Kelliher	
2221	Leross	
2199	Lestock	
2173	Touchwood	
2102	Punnichy	
2075	Quinton	
2030	Raymore	
1833	Semans	
1735	Tate	
1707	Nokomis	
1649	Undora	
1686	Venn	

the town the railway encounters a number of streams and small lakes. Near Lestock the railway cuts across a corner of the Muskow Ekwun Indian reserve. Three miles to the south of Touchwood is the Gordon Indian reserve, while four miles to the north of Quinton is still another bearing the uninviting name of "Poor Man". Lying north of Touchwood is the Touchwood Hills, much in the public eye during the Reil Rebellion of 1885. These hills are really a series of prairie uplands from fifty to eighty miles wide that swell up in beautiful undulations from the level prairies on each side and crowned with grassy or wooded, rounded knolls, while ponds of various sizes are to be found in the winding hollows between. It is a good hunting ground for wild fowl.

Nokomis, a junction point, has a population of about 600, three elevators and machine shops. Between Undora and Venn the railway skirts the shore of Boulder Lake.

1774	Watrous	At Watrous, Mountain Time, supplanting Central Time, comes into vogue, thus necessitating the traveler turning the hands of his watch back an hour. Watrous is a divisional point, and a prosperous town of about 1,100. But to the tourist its chief interest lies in the fact that less than three miles from the town is Little Lake Manitou. This lake is fourteen miles long by one and a half miles wide and is one of the most remarkable mineral water lakes in the world, many physicians being of the opinion that its waters contain greater curative properties than any other known lake or mineral spring. A comparative analysis of the waters of Little Lake Manitou and the famous Carlsbad of Germany gives the former richer quali-
1782	Xena	
1707	Young	
1747	Zelma	
1722	Allan	
1753	Bradwell	
1718	Clavet	
1658	Duro Junction	

Altitude

ties in saline and other medicinal qualities than the latter. Bathing in the waters of the Manitou gives wonderfully beneficial results, and being six times more buoyant than the ocean, bathers may readily float upon its surface without the least effort.

Young is a divisional point from which a branch line of the Canadian National Railways runs north to Prince Albert, passing through Dana and other towns en route.

Prince Albert, a prosperous city of 7,600 on the banks of the North Saskatchewan River occupies a picturesque site. The Provincial Government stock yards are here and a large abattoir and packing plant. Among other industries are a harness factory, creameries, flour mill, marble and granite works, cold storage plants, and electric light plant. Extending north of the city is a forest area of 2,000 square miles. It is the judicial centre of the district and is the provincial jail and penitentiary. Prince Albert is well-equipped educationally, having in addition to a number of schools three or four colleges and a convent. Among its churches is a Roman Catholic Cathedral and an Anglican pro-Cathedral. The surrounding district is noted for its adaptability to mixed farming and the raising of live stock.

The City of Saskatoon.

1645 **Saskatoon** Twenty odd years ago Saskatoon was the site of a few shacks on the banks of the South Saskatchewan River. By 1901 it had made sufficient headway to be incorporated as a village. Two years later it became a town, and in 1906 reached the proud position of a city, with a population of 5,000. To-day it has a population of 25,800, and is known as the “Hub City”.

Geographically, Saskatoon is admirably situated as a distributing centre, 47,000 square miles of territory being practically under its control. In order to cater to this territory the city has over fifty wholesale houses. The city also has several important manufacturing industries, among them being a large plant for the production of breakfast foods; flour mills, with a capacity of 2,250 barrels a day; wood-working and metal-working plants; machine shops and foundries; tents and awning factory. Annual value of its manufactured products is nearly \$11,000,000. There is a Dominion Government interior terminal elevator with a capacity of 3,500,000 bushels of grain. The city owns its electric light and power plant and its street railway, water and sewerage systems.

Saskatoon is noted as an educational centre. It is the seat of the University of Saskatchewan, the Provincial Agri-

Altitude

cultural College, and has a collegiate institute, a normal school and thirteen public schools.

The "Hub City" is an important railway centre. It is the mid-western headquarters of the Canadian National Railways, which has branch lines running in various directions, one line in a southwesterly direction to Calgary, another in a southeasterly direction to Regina and continuing to the American boundary line beyond. A third runs north through Warman to Prince Albert, traversing a country that is so thickly settled that it may almost be said to be in the summer time a continuous wheat field.

Five bridges connect Saskatoon with the opposite shore of the South Saskatchewan. Three of these were built by the railways and two by the city.

1650	Farley	Proceeding westward the train traverses prairie
1648	Grandora	land noted for its wheat-raising qualities. As-
1634	Hawoods	quith, 28 miles from Saskatoon, has several
1700	Asquith	stores, three elevators, a flour mill, an exhibi-
1780	Junita	tion grounds and a race track. Good brick clay
1743	Kinley	is to be found in the immediate vicinity. The
1811	Leney	town is the centre of a grain-growing and
1977	Mead	dairying district, with increased mixed farming
2033	Neola	and horse-breeding. For the district's dairy pro-
		ducts a good market is found in Saskatoon.
2143	Biggar	Biggar, with a population of 1,500, located in a
2115	Oban	grain-growing, mixed farming and ranching dis-
2095	Palo	trict, has about twenty stores, four grain ele-
2126	Landis	vators, fourteen carloading platforms, and a whole-
2214	Cavell	sale oil distributing plant. The town owns its
2133	Reford	electric light and water systems. It is a divisional
2153	Scott	and also a junction point on the Canadian Na-
2095	Tako	tional Railways, a branch line running north to
2082	Unity	Battleford, the scene of considerable activity dur-
1921	Vera	ing the Riel Rebellion of 1885, while another branch
1927	Winter	runs south to Loverna. There is good shooting in
1969	Yonker	the vicinity of Biggar, and two miles south of
2045	Zumbro	the town is a lake noted for the mineral quali-
2000	Artland	ties of its waters. Between Oban and Landis,
		and lying a short distance south of the Railway,
		is Whiteshore Lake.

Scott, 103 miles west of Saskatoon, is the judicial centre of the district and is the site of a Dominion Government Experimental farm of 560 acres. There are two grain elevators here, a municipal hospital, several stores and public-owned electric plant and waterworks systems. The surrounding district is largely devoted to grain-growing, with mixed farm-

ing on the increase. Good shooting is to be obtained in the vicinity. Between Tako and Winter the railway traverses a well-watered country dotted with numerous small lakes, among them being KILLSQUAW and SEGAM. Approaching YONKERS the railway crosses an arm of Big Manitou Lake, a body of water 67 square miles in extent, and affording opportunities for boating, bathing and fishing. The railway runs in the vicinity of the lake for about eight miles. About four miles beyond Artland the railway crosses the interprovincial boundary line and enters the Province of Alberta.

THE PROVINCE OF ALBERTA

Alberta, created a province in 1905, having previously been a part of the Northwest Territories, has an area of 255,285 square miles, or twice the size of Great Britain and Ireland. In length it is 750 miles from north to south, while its greatest width is 400 miles. Population according to census of 1921, is 588,454, an increase of 57.1 per cent. in ten years.

Arable land available for cultivation is estimated at 90,000,000 acres. Although only ten per cent. is at present being utilized, the annual average value of the field crops of the province for the three years ending 1922 was \$127,147,000. A few years ago Alberta did not make enough butter for its own requirements. To-day of creamery butter alone it produces about twelve million pounds, and under Government inspection is exporting to other parts of the Dominion, to the United States, and to countries overseas. Total dairy products in 1921 had a value of \$17,616,000. Live stock in 1921 was valued at \$128,579,000. Ranching is still carried on extensively.

The coal resources of Alberta exceed by far those of any other province in the Dominion, scientists estimating the total reserve at 1,072,627,400,000 metric tons, or over 80 per cent. of that of Canada as a whole and one-seventh of the world's supply. Production has rapidly increased during the past few years, the output for 1921 being estimated at 5,854,420 tons. Drilling for petroleum is being conducted more extensively in Alberta than in any other Canadian Province, and promising results are anticipated, although production is so far light. In the production of natural gas Alberta ranks next to Ontario among the Canadian Provinces.

Although basically an agricultural province, Alberta has made rapid headway in respect to its manufacturing industries, the latest available figures, namely those for 1919, giving the factory products a value of \$95,000,000, compared with \$30,592,833, in 1915 and \$18,788,826 in 1910.

As a scene for the sportsman, Alberta is rich in its attractions. Moose, elk, deer, and caribou are to be found in various parts of the province, while in that portion of the Rockies included within her territory are among other big game, mountain sheep and mountain goat. Wild duck nest and rear their young in practically every slough

and lake. Among other game birds are wild geese, prairie chicken, partridge, grouse and snipe. European pheasants, introduced a few years ago, are rapidly spreading throughout the country.

Within the confines of the province are 4,474 miles of railway.

Altitude

2007	Butz	Butz is about half a mile over the Saskatchewan-Alberta boundary line. A short distance to the south are a number of small lakes, among them the Killarney group. Salt Lake is about a mile distant. Near Heath is Ribstone Lake. The altitude gradually begins to increase, and at Greenshields the highest point so far attained during the journey from Winnipeg is reached.
2049	Chauvin	
2023	Ribstone	
2097	Dunn	
2109	Edgerton	
2163	Heath	
2246	Greenshields	

2207	Wainwright	Wainwright is from the standpoint of the tourist of particular interest from the fact that it is the site of the now famous Buffalo Park. The park itself is the world's most unique in a two-fold respect. In the first place the world's largest herd of buffalo, the animal which, until a generation ago, covered the prairie in millions. In the second place the park, having an area of 160 square miles, or approximately 100,000 acres, is the world's largest fenced-in park. The fence is seven feet high and is of woven wire. A fine specimen of the lordly buffalo stands mounted in a glass case at Wainwright station.
2125	Fabyan	
2124	Hawkins	
2237	Irma	
2337	Jarrow	
2294	Kinsella	
2290	Phillips	
2256	Viking	
2243	Torlea	

There is an interesting story in connection with this herd. The nucleus of it was originally owned by a man in Montana. Finding it beyond his ability to take care of he offered it to the United States Government, but while Congress was debating the subject a representative of the Canadian Government came along and made a bid which was accepted. There were at the time 706 in the lot, and the price paid was \$250 per head f.o.b. Edmonton, delivery to be made by railway, a task which was accomplished with the loss of eight animals. To-day, sixteen years later, there are about 7,000 in the herd. But there is still another very interesting animal in the park. And that is the cattalo, a cross between a buffalo and a cow. The originator of this animal was an Ontario man, who bred a domestic cow to a buffalo bull and then a buffalo cow to a domestic bull. The progeny from these two matings were in turn mated, and the cattalo, noted for its beef-giving qualities, was the result. Moose, elk, deer and antelope are also preserved in the park.

Wainwright itself has a rather interesting origin. Near its present site in pre-railway days was a little town by the

Altitude

name of Denwood, which, when the railway was being built, was side-tracked. Instead, however, of sitting down and bemoaning their fate, the inhabitants decided to move over to the new townsite of Wainwright and take their dwellings with them. The latter task was accomplished by the aid of skids. To move the then Denwood hotel required six weeks of continuous effort. Wainwright has to-day a population of about 1,000, three elevators, a flour mill, electric light plant, creamery, over twenty stores, a large town hall, opera house, skating rink, exhibition grounds and a race track. Within Buffalo Park is Mott Lake, an excellent summer resort for campers, while twelve miles southeast is Clear Lake, where there are good facilities for bathing, camping and fishing. Wainwright is the centre of a mixed farming district in which considerable grain is grown, and one which affords good shooting, prairie chicken, duck and wild geese being plentiful in season. It is a divisional point of the railway.

In the vicinity of Wainwright extensive oil drilling operations are being conducted by Canadian, British and American companies, and geologists are of the opinion that the district has considerable possibilities as an oil field.

2229	Bruce	Between Fabyan and Hawkins the railway
2243	Holden	crosses the Battle River, which courses
2237	Poe	through a deep valley. For a distance
2264	Ryley	of about twenty miles beyond Hawkins the
2222	Shontz	track is in the vicinity of a number of small
2284	Tofield	lakes, the largest being the Vernon. Viking,
2397	Lindbrook	with a population of nearly 400, possessing
2433	Deville	a supply of natural gas, (a flow of 40,000,000
2433	Cooking Lake	feet per 24 hours), and in addition to a number
2447	Uncas	of stores, has a packing plant. Besides
2332	Ardrossan	Roman Catholic and Baptist churches, the
2245	Bremner	town has a Community church. Pretty Lake
2149	Clover Bar	is three miles distant from Viking.

From Ryley a branch of the Canadian National Railways, runs south to Calgary, passing en route through Camrose, Alix and other towns. Running north from the town is a branch to Vegreville. Tofield, 41 miles east of Edmonton, is the terminus of the Tofield-Calgary branch. The town has a population of 500, and is the distributing centre of a large and rich mixed farming district with considerable grain growing. Three large coal mines are within a mile of the town, while a mile to the northeast is Beaverhill Lake, 18 by 12 miles, a beautiful summer resort with splendid facilities for boating, fishing and shooting.

Altitude

A short distance beyond Deville the railway reaches the vicinity of Cooking Lake, crossing at Uncas a narrow arm of the same. This lake is a popular resort for the people of Edmonton and other central Alberta towns, and quite a number of summer cottages nestle along its shores.

The City of Edmonton.

2175 **Edmonton** Edmonton, the capital of the Province of Alberta, is favorably situated both from a picturesque and a commercial point of view. Its commanding position on the high banks of the Saskatchewan River gives it picturesque attractiveness, while its geographical position is such as to ensure commercial importance. It was because of its adaptation in the latter respect that the North West Trading Company over a century ago selected it as the site of a fur-trading post and built a fort there to protect it. The site of that fort is to-day occupied by the imposing Parliament Building of the Province.

Even before the advent of the railway Edmonton was a place of some importance, being a centre from which trappers and fur-traders began their journey into the northern wilds, while the mighty North Saskatchewan flowing past its shores served as a highway to and from distant parts of the Great West. Twenty years ago it had a population of 2,626. When in 1905 the Canadian Northern, now a part of the Canadian National Railways system, entered the city, the population was 10,000. To-day it is nearly 59,000.

Some conception of the importance of Edmonton as a distributing centre may be gathered from the fact that it has more than one hundred wholesale houses. It also ranks as a manufacturing centre, the output of its factories having an annual value of nearly \$31,500,000. Its most important industry is meat packing, there being three large plants employing on an average 1,200 hands. There are also several large creameries, Edmonton being one of the most important butter-making centres in Canada. The annual output of butter from its creameries is 40 per cent. of the total of the entire province. Among other products manufactured are canned fish, flour, breakfast foods, biscuits, clothing, wire fencing, cigars, metal goods, motor boats, lumber, trunks and suit cases, sashes and doors, brick and other clay products. The city is also the site of large stock yards.

Edmonton burns its own coal, and may be said to literally stand upon coal. The fact that outcroppings of the latter are to be seen on every hand in the vicinity may well indicate this. But that which is the best proof is the existence in and about the city of over thirty coal mines.

Altitude

Just as Edmonton was in pioneer days the centre from which trails diverted, to-day it is even more pronounced as a railway centre. It is the headquarters of three transcontinental systems, while the Canadian National Railways has in addition seven branch lines diverging from the city. One of these branches runs south to Calgary (population 63,305), and another north to Athabaska Landing; one northwesterly to Whitecourt on the Athabaska River and projected to the Upper Peace River country, and one northeasterly to St. Paul de Metis, on the north side of the Saskatchewan, through a beautiful agricultural and stock country, richly endowed with Nature's gifts. It is proposed to extend the last named line to North Battleford.

That Edmonton has been equally progressive in respect to education may be gathered from the fact that it has thirty-six well-appointed public schools, two high schools, seven colleges, and an excellently equipped technical school. It is also the site of the University of Alberta, which occupies a magnificent position on the banks of the Saskatchewan overlooking the Parliament Buildings. The city owns and operates all its public utilities such as street railway, telephones, electric light and power and water services. There are also two municipal hospitals. Civic parks comprise eight hundred acres, including municipal golf links.

The Macdonald, the leading hotel of the city, is owned and operated by the Canadian National Railways. It is situated on the north bank of the North Saskatchewan River and commands a glorious view of the wonderful valley below and of the Prairie country for a great many miles beyond. Few hotels in the Dominion are favored by so fine a vista.

That Edmonton has a great industrial and commercial future there can be do doubt. It is the gateway to the Peace River territory, noted for its agricultural possibilities, and greater in area than Germany. Being also the gateway to the Mackenzie River basin, it follows that Edmonton is certain to profit from whatever results are likely to be obtained from the promising oil discoveries which have been made there of late. Companies interested in the North Alberta oil fields usually outfit in Edmonton.

2225	Bissell	As the train speeds west from Edmonton on its way to the Pacific Coast the country becomes more rolling and the timber larger, while the altitude persistently increases, in the 123 miles between Bissell and Yates there being a gain of about 750 feet. Gradually the blue outline of the Rockies begin to loom up in the dis-
2329	Acheson	
2315	Spruce Grove	
2211	Stony Plain	
2450	Carvell	
2372	Duffield	
2374	Wabamun	
2383	Fallis	

Altitude

2429	Gainford	tance, but the train travels for more than
2560	Entwistle	one hundred miles beyond the Alberta
2554	Evansburg	capital before leaving farm settlements
2569	Styal	behind. The surrounding country is well
2567	Lobstick Junction	watered, as is evident from the numerous
2609	Junkins	ivers, streams and small lakes encoun-
2605	Chiplake	tered en route. Shortly before reaching
2601	Leaman	Wabamun (Indian meaning for mirror),
2646	MacKay	situated on a beautiful lake fourteen
2747	Niton	miles in length by three in width, the
2758	Otley	railway passes Kapasiwin Beach at
2778	Peers	the east end and crosses a narrow arm
2833	Rosevear	of the lake to follow the winding shore
2842	Wolf Creek	line the entire length. At the west end
2882	Yates	is Seba Beach, another portion of this

summer resort district. Lake pike are very plentiful in these waters and thousands of pounds of whitefish are caught for the market annually. Lying about ten miles north of the town of Wabamun is Lake Ste. Anne, a popular summer resort reached by rail from Edmonton. About one mile north of Gainford is Isle Lake, in the vicinity of which coal outcroppings are so common that the farmers are able to obtain their fuel supply from their own land. West of the lake are large sloughs capable of producing enormous crops of hay.

About a mile beyond Entwistle the railway crosses the Pembina, a river 210 miles long, and the most southerly in the Prairie Provinces, whose waters reach the Arctic Ocean. Its course is northeasterly, and flows into the Athabaska on its way to the ocean. The beautiful steel bridge at this point is the highest on the system, being 213 feet above the rived bed and 900 feet long. Just west of Junkins the line encounters Chip Lake, which it skirts to a point a short distance beyond the town bearing the same name. Then it follows the Lobstick River, crossing it beyond Niton. South of the town of Chiplake is a good-sized settlement through which lies the Yellowhead Pass pack trail, in early pioneer days one of the established routes between the western prairies and the Pacific Coast. The land in this vicinity is rolling, and consists of a succession of ridges from 15 to 20 feet high, with wide intervening valleys. Between Otley and Yates the railway crosses the McLeod, a river which joins the Athabaska about twenty miles to the north.

2974	Edson	At Edson the traveler again turns the hands
3027	Anset	of his watch back an hour, for here Pacific
3103	Bickerdike	time comes into vogue. From Edson a
3184	Dandurand	Government roadway runs north to the

Altitude

3264	Galloway	Little Smokey, a river 185 miles long.
3381	Medicine Lodge	Leaving Edson, a distinct view of the distant Rockies is obtained. For several miles
3473	Hargwen	the line runs through a rolling country
3562	Obed	criss-crossed by numerous streams, along
3355	Dalehurst	the course of some of which old beaver
3243	Bliss	meadows, providing good pasturage, are found. Taken as a whole the land is well adapted for general mixed farming and the raising of live stock. Near Dandurand there is a large modern cement factory, utilizing in its products materials found in the vicinity. From Bickerdike a branch line runs south to Coalspur, where it forks out, one section going to Mountain Park and another to Lovett on the Little Pembina River. Beyond Obed the main line of the Canadian National Railways, turning southwest, encounters and follows the Athabaska, a river 765 miles in length.

The Rocky Mountains and Jasper National Park.

Speeding westward, the railway for many miles follows the route along the Athabaska which David Thompson followed in early pioneer days, and the traveler is soon in close touch with those marvelous ranges of mountains which stretch for approximately four hundred miles towards the Pacific Ocean. Ascending the valley, one can picture the stirring days of a hundred years ago, when this was a centre of the fur trade, and the Indians used to come in on snowshoes with dog trains, bringing in their pelts and bartering with the traders.

3173.0 Entrance The Gateway to Jasper National Park and the Rocky Mountains. At first there is only a glimpse of white peaks between grim cliffs rising 8,000 feet above the sea. Passing on, the Fiddle Creek Range comes into the picture with Pyramid Mountain, a landmark of the traders of the “Northwest Company”, standing sentinel in the background at the entrance to the Yellowhead Pass.

3248.0 Solomon The line follows the Athabaska River and runs along the north side of Brule Lake for seven miles. At the east end of the Lake, Solomon Creek comes in from the north, where David Thompson, the explorer, spent part of the winter of 1810. This is said to be the site of a very old trading post run by what were known as the “free traders”, who took the opportunities afforded by the fights between the Northwest Trading Company and the Hudson’s Bay Company to catch the Indians coming in from the plains east of the Rockies with their rich catch of furs. On account of a

Altitude

legend cut in an old tree, which existed up to a few years ago, it was thought this was one of the posts of the X.Y. Company, an offshoot of the Northwest Trading Company. Others are of the opinion that the operations of the X.Y. Company did not extend to this district. On an island in the lake near this point David Thompson visited the camp of an early Iroquois Indian, who was undoubtedly one of the party of Iroquois who made the great trek from the East, arriving at Edmonton in 1805. Descendants of these Indians, who intermarried with local tribes, still live in this locality.

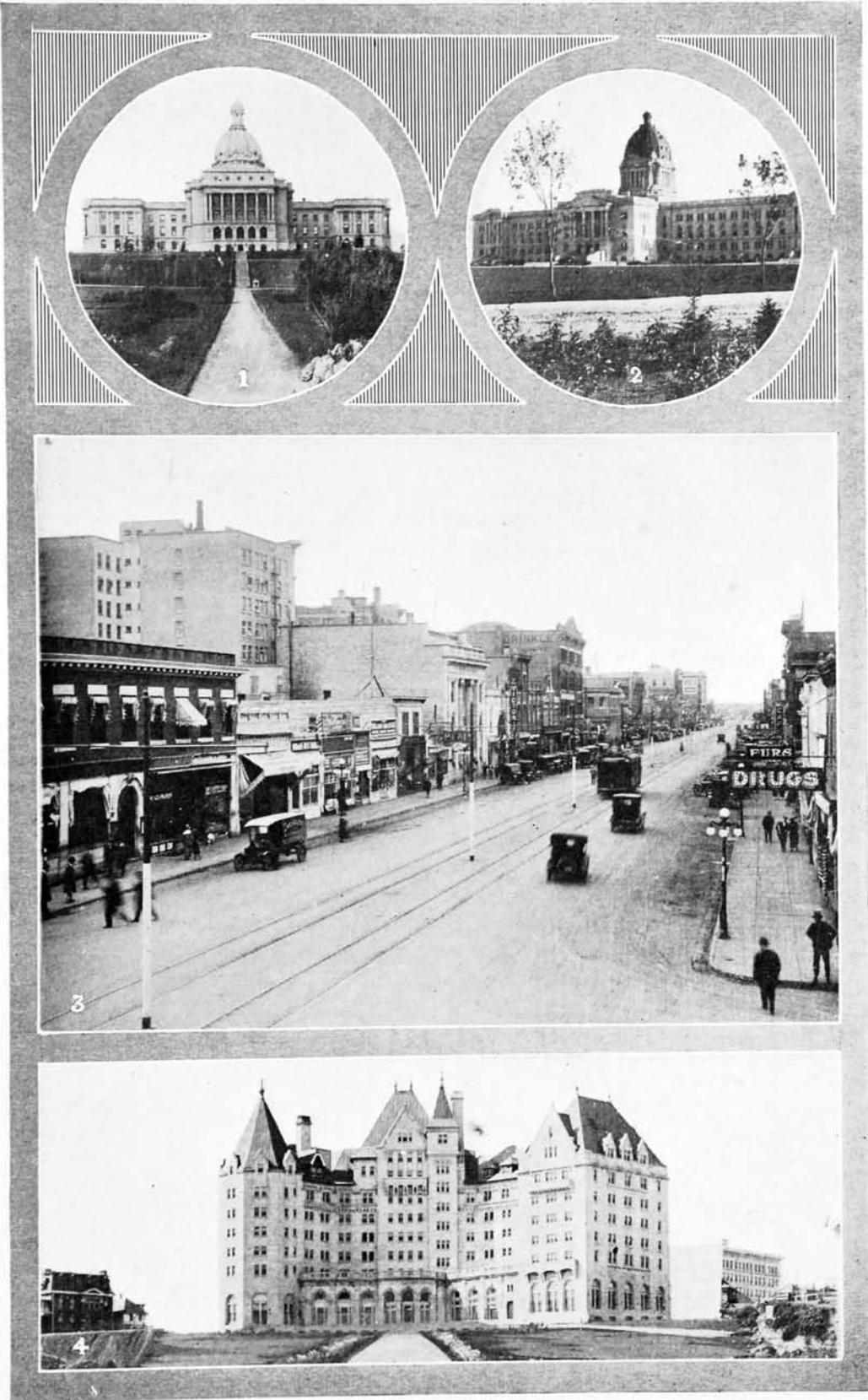
A short distance south of Solomon, and near the northern end of Brule Lake, is the original site of historical Jasper House, a post of the North West Trading Company which in 1821 was absorbed by the Hudson's Bay Company. The post was probably established by Jasper Hawes about 1812, the year following David Thompson's discovery of Athabaska Pass. According to Tyrrell, Jasper worked for Thompson on the Peace in 1804. Later on, when John McGillivray, in charge of the Company's operations at Lesser Slave Lake, took over the Athabaska Valley, he probably sent in Jasper Hawes to conduct a trading post at this point.

The railway runs in the vicinity of the exposure of the Brule Lake coal area on the west side of the valley. A deposit of coal said to be one of the best quality yet discovered in Alberta is being worked there. The northern limit of this coal field; has not yet been ascertained, but from the general topography it is probable that it extends into the foothills as far as the Smoky River, and is closely connected with another area within the mountains on Moosehorn Creek. The Brule coal area is estimated by the Department of Mines to contain over 600,000,000 tons coal. To the north there are extensive deposits of anthracite, said to be equal in quality to the best American anthracite.

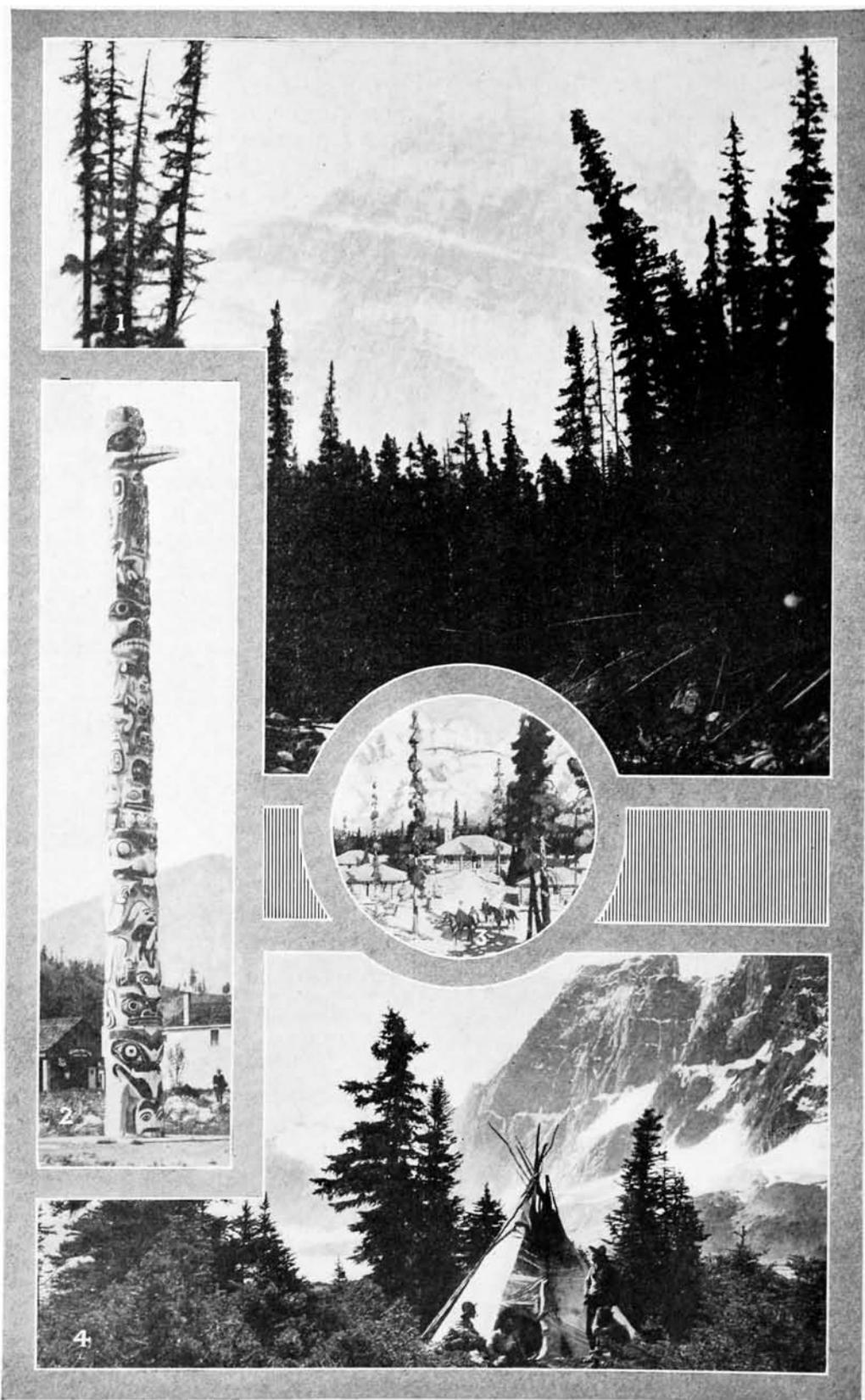
3248.0 Errington The railway runs in the vicinity of the exposure of the Brule Lake coal area on the west side of the valley. A deposit of coal said to be one of the best quality yet discovered in Alberta is being worked there. The northern limit of this coal field; has not yet been ascertained, but from the general topography it is probable that it extends into the foothills as far as the Smoky River, and is closely connected with another area within the mountains on Moosehorn Creek. The Brule coal area is estimated by the Department of Mines to contain over 600,000,000 tons coal. To the north there are extensive deposits of anthracite, said to be equal in quality to the best American anthracite.

3265.0 Brule An eight hundred foot tunnel carries the line under the slope of Boule Roche Mountain. Upon emerging, a splendid view is obtained of Roche de Smet to the north and of Roche Miette on the other side of the Athabaska. The latter mountain rises 7,599 feet above the sea level, a great rock mass eroded at the crest in an imposing style of mountain architecture; at the sides great buttresses stand out. Crowning all are perpendicular cliffs broken by chimneys, giving the whole a castellated appearance that reminds one of a huge fortress with its strong tower or keep at the highest point.

The traveler here reaches a portion of the park where mountain goat and mountain sheep are plentiful. The pro-



1 and 2—Legislative Buildings, Edmonton and Regina. 3—Jasper Avenue, Edmonton, Alta. 4—The Macdonald Hotel, Edmonton, Alta.



JASPER NATIONAL PARK, ALTA.

- 1—Mount Edith Cavell. 2—Totem Pole. 3—Jasper Park Lodge, Jasper, Alta.
4—Amethyst Lake Camp.

Altitude

tection given to the game has had the effect not only of increasing the quantity, but in some cases of making them lose the fear of man. This is particularly so in the case of the mountain sheep on the slopes of Boule Roche Mountain and the hills west of it close to the railway. The mountain sheep is one of the most wary and timid of animals, with a wonderful eye; it can always see the man before being seen, and hunters find the sheep looking at them, however careful their approach, regardless of the direction of the wind; yet here and across at Pocahontas they are seen nearly every day feeding on the hills, and often coming right down to the railway, where they can be seen from passing trains.

- 3269.0 **Bedson** At the foot of the Roche Miette, the swift-flowing
 3304.0 **Devona** Athabaska River widens and splits into several small channels. Here the line crosses the Snake Indian River (formerly named the Stoney River) about three-quarters of a mile inland. This stream comes in from the west and turns north, running parallel with the line for some distance. On the opposite side, in the valley between the Fiddle Creek Range and the Colin Range, which rears its ragged peaks of grey limestone 9,000 feet in altitude, the Rocky River flows in.

Near the northern end of Jasper Lake, and under the shadow of Roche Miette, is the last site occupied by Jasper House. De Smet, the Belgian missionary, records having stopped here in 1846. There is no trace of this building but very old Indian trails can be seen leading in from the valley of the Rocky River on the south and from the Snake Indian to the Athabaska River, where there is the best ford for many miles. In years gone by, the Cree Indians coming from their hunting and trapping grounds on the Smoky, the Sulphur and the Snake Indian rivers, used to bring their furs into this post. Another old trail led down the valley from the upper waters of the Athabaska and Whirlpool Rivers.

- 3290.0 **Snaring** After leaving the shore of the Jasper Lake, the line skirts the base of mountains of Devonian limestone and crosses the Snaring River, which flows across Henry House flat. To the west is a view of the beautiful Snaring valley, with its snow-capped peaks and glaciers.
- 3348.0 **Henry House** There is only a vestige left of Henry House to mark the historic old post of the Northwest Company, opposite the outlet of the Maligne River, at the upper end of the "S" formed by the channel of the Athabaska. This is one of the best fording places along the river above Jasper House. It can be plainly seen from Henry House Station. William Henry, who was in charge of this trading post, is the Henry who accompanied Thompson in 1811, and must

Altitude

not be confounded with Alexander Henry, the pioneer explorer. Records go to show that Thompson established a camp somewhere in the valley, but the point has not yet been determined. Henry House may have been the camp. It would appear that Henry accompanied Thompson to Whirlpool River, but was sent back with some of the horses on account of the lack of feed. In all probability Henry House was opened as a trading post in 1812.

- 3456.0 Jasper** On the opposite side of the Athabaska is the outlet of the Maligne River, one of the most remarkable streams in North America, running for miles underground. The Maligne River is a much larger body of water, flowing into Medicine Lake, 10 miles above, than it is entering the Athabaska, thus proving its subterranean character for the distance named. Part of the original bed of the stream, now moss-grown, may be followed for a few miles running westerly from Medicine Lake. There the waters can be seen bubbling up from its subterranean bed, a process which goes on with increasing force until the plunge into the famous Maligne Canyon takes place, where this surface stream blends with the waters that have retained their subterranean course. The Canyon is one of the most spectacular in the Rocky Mountains; its bed, which the stream has been cutting through for centuries, is enclosed by walls, in some places 200 feet deep, and it narrows in many places to less than ten feet in width. In years gone by the waters appear to have flowed in various channels. On the surface of the river bed may be seen huge pot-holes, some of them over fifty feet in depth, cut out of the rock by the swirling waters. While there are other canyons in Jasper Park which are much larger, the Maligne Canyon, owing to the straight cut character and depth of its rocky walls and the huge size of its pot-holes, is considered by distinguished geologists to be the most remarkable in the world. A bridge has been built over a part of the Canyon, where a view of the gorge is obtained. Here a beautiful cascade falls precipitously at a point where the chasm reaches its narrowest width, the waters disappearing in the depths below. The Canyon can be reached by motor from Jasper Park Lodge, over an excellent and picturesque roadway, in less than half an hour.

The Athabaska valley widens at Jasper, which is situated on a glacial bed close to the entrance of the Yellowhead Pass, at the confluence of the Miette and Athabaska Rivers. Mount Tekarra, altitude 8,703, with its snow-capped peak, overlooks the town, which is the headquarters of the Canadian National Parks Branch; having the supervision of

Jasper National Park, a game preserve and forest reservation of 4,400 square miles. A beautiful townsite has been laid out, with the Government building, a handsome stone structure of artistic design, in the centre.

Jasper Park Lodge on Lac Beauvert.

The series of lodges inaugurated last year by the Canadian National Railways on the north shore of Lac Beauvert, three miles from Jasper Station, proved so popular with visitors to Jasper National Park that increased accommodation for 1923 became imperative. As a result, accommodation is now provided for 250 guests.

The most important of the new structures is a Main Lodge, containing a large lounge, dining-room, dance hall, billiard room, barber shop, twelve bedrooms with baths and all modern facilities. A wide verandah, commanding a panoramic view of Lac Beauvert and its magnificent Alpine surroundings, encircles the lounge and dining-rooms. Grouped around the Main Lodge are a number of artistically constructed Alpine Cabins. There are eight four-roomed cabins—two rooms containing single beds each and two containing one bed each. Each of these cabins has a sitting room and a bathroom. There are three two-suite cabins, each suite comprising two bed-sitting rooms, two dressing-rooms, bathroom, and two sleeping porches. There are four one-suite cabins containing one bed-sitting-room, bathroom, dressing-room, and sleeping porch. There are two twelve-room buildings containing twelve single rooms with one single bed in each, two bathrooms and toilet accommodation. All the cabins are of log construction with rustic verandahs to harmonize, are fittingly furnished, and each bedroom is supplied with running hot and cold water and is steam heated. Main lodge and cabins are electrically lighted.

The Lodge is delightfully situated. Mountains literally encircle it. Looking toward the south Mount Edith Cavell, clothed in a garment of perpetual snow, stands out with wonderful distinctness, although, as the crow flies, fourteen miles distant. Nearby, to the southwest, is Whistlers Mountain, with an altitude of over eight thousand feet. Lying to the east, and overshadowing the Lodge, is the Colin Range, with Roche Bonhomme (Old Man Mountain) as its outstanding figure, while a little to the right, and so close that their details can be seen, are the Signal and Tekarra Mountains, both easily accessible to guests at the Lodge. To the northwest, across the Athabaska Valley, is Pyramid Mountain, so close that its famous riot of color is to be seen in detail, while, glancing southwest across Lac Beauvert, a magnificent view is obtained of the verdure-clad Whistlers Mountains.

There are roads and trails, aggregating several hundred miles in length, leading to mountains, valleys and lakes within Jasper National Park, all of which may be negotiated from the Lodge, where pack-horses, motor cars and experienced guides can be obtained.

A trail has been built by way of Maligne Canyon along the valley between the Maligne Mountain and the Colin Range, past Medicine Lake, to Maligne Lake. This is, perhaps, the most beautiful sheet of water in the Rockies, surrounded by mountains which rise from the sandy beaches at the water's edge. The effect of the snow-capped peaks, with their brown shale exposures splashed with crimson stains, the glaciers and the dark verdure of the foothills reflected in the water, form a picture of amazing beauty. The traveler may return from the lake by way of Shovel Pass, which takes him up to an altitude of nearly 8,000 feet, and affords one of the finest views in the mountains. Ice fields, a hundred snowcapped mountains, most of them unnamed, may be seen from an elevation a few feet above the Pass.

Mount Edith Cavell has been dedicated by Canada as a monument to the memory of the heroic British Red Cross Nurse who perished under the bullets of a German firing squad in Belgium. It is a mountain of striking beauty, from its rugged base to the crown of glistening snow at the peak, 11,033 feet above the sea. A glacier, clinging to the mountain's slope, describes the white-robed figure of an angel with out-stretched wings. It has been aptly named "The Glacier of the Ghost". The foot of the mountain is carpeted with the rosy-hued heather and uncountable vari-colored flowers of the wild.

A good road has been constructed for more than one-half of the eighteen miles to Mount Edith Cavell, the remainder of the distance being covered by trail. The journey is neither difficult nor dangerous, and the mountain vistas at the end of the trail are well worth a much greater effort.

By taking a bridle trail up Mount Signal, a magnificent view of the valley of the Athabaska can be obtained, and the course of David Thompson on his memorable journey may be followed by the eye up to the Whirlpool River, past Mount Edith Cavell, and on towards the Athabaska Pass and the Committee's Punch Bowl.

Packers and outfitters have made Jasper a headquarters and some of the best guides in Canada are stationed here. Pack horses and riding ponies of the Cayuse brand are available at short notice to handle parties of any size. There are also now available automobiles for trips to the Maligne Canyon, Pyramid Lake, and other points.

Altitude

The men guiding here are of a type peculiar to this place only, generally Alberta or British Columbia born, often University men, but frontiersmen nevertheless, equally used to riding the plains of the mountain trail, with a full knowledge of the country and a marvellous fund of anecdote. Brewster Bros. and Moore are perhaps the best known packers and outfitters.

Mount Tekarra reaches an altitude of about 8,703 feet, and is not difficult to climb. From the Gendarme, a lower peak, altitude 7,400, at the west side of the mountain, there is a magnificent view of the Athabaska valley. The rich coloring of the reds and blues of Pyramid Mountain, altitude 9,076, arrests the attention first, and as the eye follows the tortuous course of the Athabaska, the Maligne River is seen to come in between the Colin Range and the Maligne Range, of which Mount Takarra forms a part. About two miles below can be clearly distinguished the site of Henry House. Down the river on the opposite side, three snow-capped peaks of the Snaring Mountains appear, and below them another range, with Roche De Smet (named after the pioneer missionary, Father De Smet) in the distance. Eighteen lakes can be seen from this mountain; the waters of most of them are of an emerald green, so brilliant that the color is a difficult effect to describe. Jasper, the Rocky Mountain village, can be seen nestling like a gem in the grand old Athabaska Valley. The Miette is seen to flow down the Yellowhead Pass like a tiny thread of silver in its mad haste to join the waters of the mighty Athabaska.

3590.0 **Geikie** Looking up the river a panorama of even
 3631.0 **Mount Cavell** greater beauty is seen. On the left of the
 Athabaska, in the distance, are Kerkeslin and
 Hardisty, snow-capped and grim, rising to a great height.
 On the opposite side of the valley, but nearer, is Mount
 Edith Cavell, with glaciers that appear to come right down
 to the foothills. Nearer, on the same side as Mount Edith
 Cavell, Mount Chevron stands back some distance, with a
 large glacier which seems to end in a crater-like cup. Up
 the Athabaska, the Whirlpool River is seen coming out of
 the hills and joining the Athabaska, and the mind travels
 back to the historic year of 1810 when David Thompson as-
 cended this river and discovered the Athabaska Pass. As-
 toria River, named from the old Astoria Fur Company of
 Jacob Astor, can be seen coming from the back of Mount
 Edith Cavell, then nearer to us Portal Creek, both glacial
 streams that enter the Athabaska. The scene is not only
 beautiful, but affords the traveler an opportunity of ob-
 taining some idea of the geography of the country, and a
 birds eye view of the points of historic interest.

At the Height of Land, elevation 3,720, little distance divides the watercourse of Miette, which flows into the Athabaska, and thence to the Arctic Ocean, and the headwaters of the Fraser River, which flows into the Pacific.

See booklet "Jasper Park Lodge" regarding points of interest and how to reach them by roadways and trails.

The Yellowhead Pass.

Leaving Jasper, the railway swings to the west through the Yellowhead Pass, and follows the picturesque Miette River, which is completely hemmed in on both sides by mountain ranges. For seventeen miles "the iron horse" follows the old original fur-traders' trail up this the lowest of all passes over the Rockies. Mount Cavell, the last station before the summit is reached, fades from view, and without warning, so gradual is the ascent, the standard train rides "the back of the Rockies" for an instant before gliding into British Columbia.

Yellowhead Pass was discovered in 1826 and thereafter, because of its low altitude, became of great importance as a route for the transportation of merchandise to and from the Pacific. For several years it was known as the Leather Pass because of the heavy loads of dressed leather shipped through it for making tents, moccasins, etc. It was not, however, until the advent of the railways that the Yellowhead Pass received due recognition. The maximum grade of the Canadian National Railways traversing the Pass westerly does not exceed four-tenths of one per cent., or an average of less than six inches in a hundred feet, although the altitude at the summit is 3,712 feet above sea level. This is unequalled by any other transcontinental line.

THE PROVINCE OF BRITISH COLUMBIA

A man prominent in the political life of Canada a generation ago sarcastically termed British Columbia a "Sea of Mountains". His sarcasm was born of the fact that he was opposed to building a transcontinental railway to the Pacific. To-day every Canadian is proud of that "Sea of Mountains", because it is recognized as the most marvellous in the world in its geological formation and for the grandeur of its scenic effects. But British Columbia is much more than a "Sea of Mountains". Within its mountains are rich storehouses of coal and other minerals and within its valleys vast stretches of fertile soil, some of which are particularly adapted for the production of fruits in wide variety, while the rivers and streams of the province abound in game and commercial fish. Situated as it is on the Pacific, it plays an important part in the trade and commerce of the Dominion. The name the Province bears was the selection of Queen Victoria in 1858, when the government of the mainland was taken from the Hudson's Bay Company.

British Columbia, which entered the Canadian Confederation in 1871, has an area of 355,855 square miles, large enough to include France, Italy, Belgium and Holland. Vancouver Island, a part of provincial territory, has an area of 16,000 square miles. Population of the Province, according to the census of 1921, is 524,582, an increase in ten years of 33.66 per cent.

British Columbia is noted for its forest area, the total being estimated at 180,000,000 acres which has led to the establishing of some large pulp and paper mills within the province, the output of which in 1920 had an aggregate value of over \$27,000,000. The most famous of its timber is the Douglas fir, a tree of enormous girth and in many instances reaching a height of three hundred feet. All timber products in 1921 had a value estimated at \$92,000,000.

Its fisheries are the most valuable in the Dominion, the marketable value of its average annual catch for the three years ending 1921 being over \$20,500,000. Practically all the salmon canned in the Dominion is the product of the British Columbia canneries, the average annual value for the last three years being \$10,500,000. The fact that the province has on the Pacific a coast line of 7,000 miles naturally accounts for its prominence in respect to the fishing industry.

In the production of minerals British Columbia occupies a position only second to that of Ontario among the Canadian provinces, 1921 output having an aggregate value of \$34,776,894. Coal, its most important product, has an annual average output of about 3,000,000 tons, while the reserves are estimated at 76,034,942,000 tons. Its most extensive coal fields are within the Rockies and on Vancouver Island. In the production of copper, it leads all the other provinces, the output of 1921 being 40,432,130 pounds valued at \$5,641,690. Two of its copper mines are the largest in the British Empire. British Columbia is the centre of the zinc refining industry, the Trail smelters producing 52,988,000 pounds, out of a total of 53,095,600 for the Dominion. It ranks second in production of gold, the output in 1921 being worth \$3,446,862.

As a manufacturing centre British Columbia has expanded considerably during the past decade, the census figures for 1919 giving the annual factory product a value of \$243,060,276, compared with \$65,204,000 in 1910. In value of manufactured products it ranks third among the provinces.

Field crops in 1922 had a value of \$18,500,000. The census of 1921 gave a value of \$18,638,000 to the cattle, sheep and swine of the province. The fruit growing industry is making rapid headway, and particularly in apples, the value of which in 1921 was estimated at over \$9,000,000. Walnut cultivation is becoming a promising industry.

The winter climate of British Columbia is more moderate than that of any other Canadian province. There is a two-fold cause for this. The one is the influence of the Japanese warm current of the Pacific, and the other is the protection the mountain ranges afford from the chilling winds of the north.

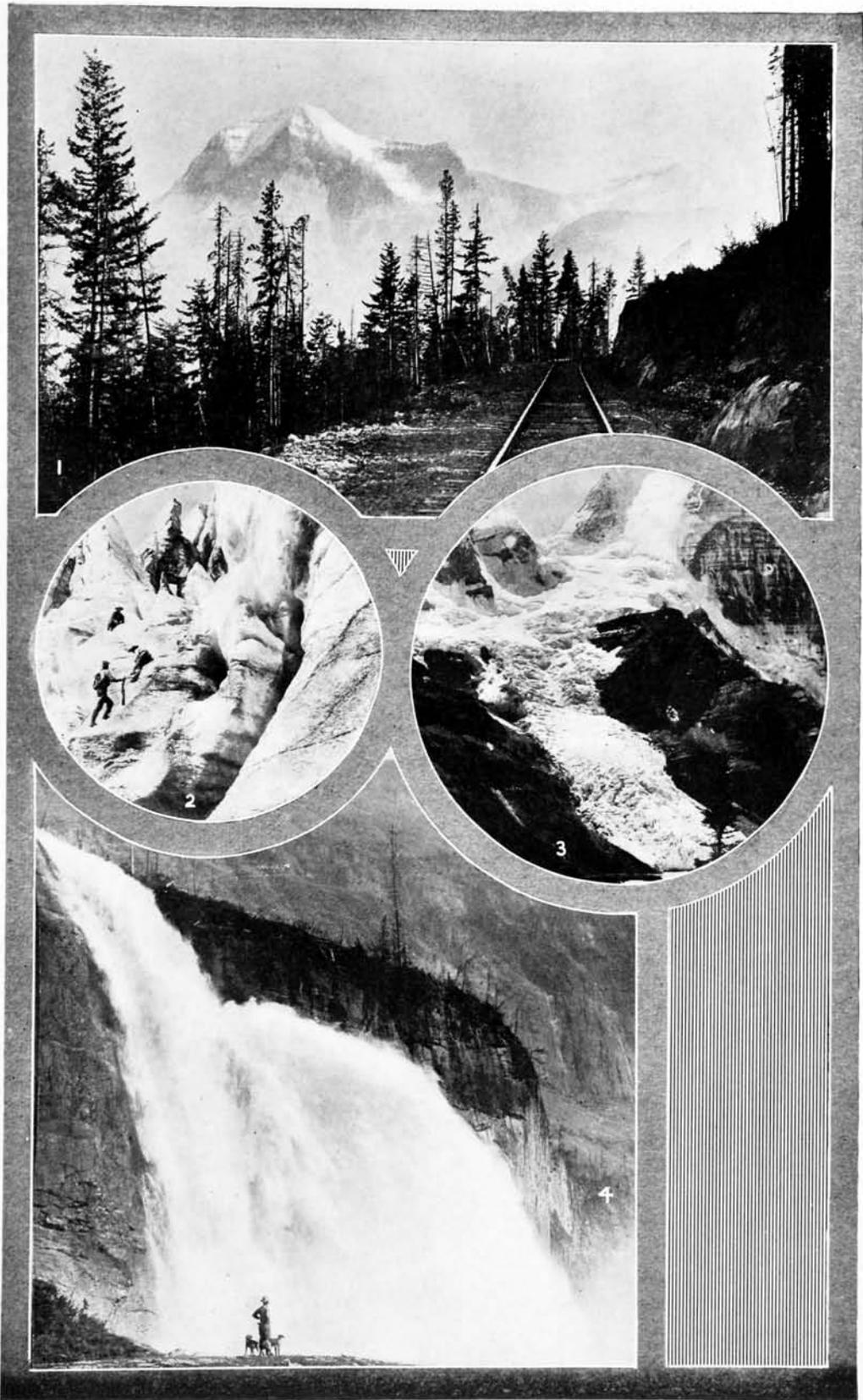
Altitude

Lucerne to Vancouver.

- 3650.0 Lucerne** Beyond the interprovincial boundary, the train very gradually descends to Lucerne, situated on Yellowhead Lake, and the first station in British Columbia. Directly behind this Alpine-like village, one of the most easily distinguished mountains in the Rockies—Mount Fitzwilliam, altitude 9,600 feet—rears itself in spire-like peaks, but not until a point about one mile west has been reached does the traveler get a full view of this mountain. Directly opposite Lucerne, to the north of the lake, is Yellowhead Mountain, which appears to guard the pass with its forbidding, saw-tooth crest.
- 3455.0 Grantbrook** The line crosses the Fraser twice, and follows the river to Grantbrook, over which a fine steel bridge has been built about half a mile west of the station. This stream, in which there is very good trout fishing, rises near the Alberta boundary, flows down the valley west of Mount Mowat and enters the Fraser.
- Moose River is reached, and the swift water of this turbulent stream is crossed at the foot of Rainbow Canyon, up which there are three large cascades. Only a few hundred yards from the railway is Rainbow Falls, a beautiful cataract which rushes down between precipitous walls of over 150 feet just before it reached the outlet of the Canyon. The sides of the Canyon are beautifully wooded, and the trail, which gives a number of opportunities to see the Whirlpool and the falls, is one of the greatest attractions of the district. There is a trail from here to Mount Robson.
- 3394.0 Rainbow** The line lies along the north side of Moose Lake, a beautiful body of water, eight miles long and from half a mile to a mile and a half wide. At Rainbow Station, a beautiful cascade can be seen across the lake, coming from the glaciers of mountains concealed from view in the Sellwyn Range, which falls about 1,000 feet down the mountain side and into the lake.

Mount Robson Park and Mount Robson

- 3394.0 Red Pass Junction** The Canadian National lines to Prince Rupert and Vancouver diverge at Red Pass Junction. By taking either of these routes, and at the coast boarding one of the railway's steamers covering the famous "Inside Passage," and returning to Red Pass Junction over the other rail route, the traveler has a most interesting and charming land and water route of some eighteen hundred miles at his disposal. This is aptly termed the "Triangular Route". Both lines traverse Mount Robson Park, a provincial forest and game reserve



1—Mt. Robson (Elevation 13,069 feet), from C.N. Rys., Main Line.
2—Climbing Mount Robson. 3—Main Glacier, Mt. Robson.
4—Emperor Falls, Mt. Robson Park, B.C.



1—Junction of the Skeena and Bulkley Rivers.
2—Bulkley Gate and Canon, Central B.C.

Altitude

of 640 square miles and generally recognized as containing the finest scenery in the Rockies.

- 3252.0 Mount Robson** Mount Robson is the highest peak in the Canadian Rockies, being 13,068 feet above sea-level, and is the dominating feature of Mount Robson Park. Although the view presented to the traveller from the railway observation platform, where a stop of ten minutes is made, is nothing short of awe-inspiring, it is not until the traveler “hits the trail” for the glaciers and lakes on the northeast side of the great massif, seventeen miles from the railway, that the full glory of this district is revealed. By pack or saddle horse the trip is begun from a point near Mount Robson station. The trail, dropping steadily downward for two hundred feet or more, crosses the Fraser at a point where it rushes through a narrow canyon. Here a magnificent cycloramic view of snow-capped mountains and glistening glaciers greets the eye, and at Grand Fork River the traveler obtains the finest view of Mount Robson that is to be had from any other point of vantage. Within half a mile from this point the famous peak rises sheer two miles in the air, a phenomenon that is held not to have its replica in any other of the world’s great mountains. Following the east side of Grand Fork River, the trail threads its way through giant cedars, some of which are thirty feet in circumference. Forging glacier streams and skirting the southeast end of Lake Helena, whose glacier waters mirror Mount Whitehorn, “The Valley of a Thousand Falls” is ultimately reached. In this valley there are waterfalls of two thousand feet or more. At the end of the valley, through the existence of flying trestles bolted to sheer cliffs, the traveller is enabled to make a climb, either on foot or on horseback, of a thousand feet. When the last switch-back is made Berg Lake is reached, whence the Emperor Falls, leaping over a sheer precipice of 142 feet into the valley below, can be both seen and heard—for mighty is their roar. Proceeding, talus heaps (masses of fallen fragments collected at the base of cliffs) make it imperative to use the shallow bed of Grand Fort River for a trail. Skirting the north shore of Berg Lake, the traveller may, during the process, witness blocks of ice several thousand tons in weight detaching themselves from the great Tumbling Glacier and fall into the lake, creating an enormous splash and a thunder-like roar. Reaching the Pass opposite Robson Glacier, the custom is for the cavalcade to make camp for the time being.

Words convey little idea of the magnificence of Mount Robson. Perhaps the best description is that of Milton and Cheadle in their search for the “Northwest Passage by Land”, as they saw it from the Fraser River:

Altitude

"On every side the snowy heads of mighty hills crowded around, whilst immediately behind us, a giant of giants and immeasurably supreme, rose Robson's Peak. This magnificent mountain is of conical form, glacial clothed and rugged. When we first caught sight of it a shroud of mist partially enveloped the summit, but this presently rolled away, and we saw its upper portion dimmed by a necklace of light, feathery clouds, beyond which its pointed apex of ice glittering in the morning sun shot up far into the blue heaven above to a height of probably 10,000 or 15,000 feet."

Tourists can obtain accommodation, guides and outfits at Mount Robson station. There is also accommodation at Berg Lake.

Red Pass Junction to Prince Rupert.

Leaving Red Pass Junction for Prince Rupert, the line gradually takes a northwest direction. For magnificent scenery, the panorama of the Fraser and Grank Forks for some miles from the line of the Canadian National, 500 feet above the valley floor, surpasses anything to be seen on any other railway in America. Huge cliffs and mountains rise to an enormous height almost perpendicular from the railway. Mount Robson is in full view for several miles, the huge mass towering above us and appearing to rise higher and higher as you proceed along the valley. In all directions are snow-capped peaks, many of them over 10,000 feet.

- 2823 **Swiftwater** Across the Fraser Valley from Swiftwater Station a break in the Little Grizzly Range may be observed. Through this gap, Swift Current Creek, a torrential stream plunges on its way to join the Fraser. The valley from which it comes is to be named Revelation Valley owing to its scenic wonders.
- 2640.0 **Rearguard** In the early days Tete Jaune (Yellowhead) was
- 2395.0 **Tete Jaune** a trading post at the head of navigation on the Fraser River, and situated on the north bank of the latter. Its name is believed to have had its origin in the physical characteristics of Jasper Hawes, a clerk presumably in the employ of the Northwest Trading Company and who was in charge of Jasper House, which he is said to have constructed. This man was big of frame, but that which particularly characterized him was a shock of reddish hair. French being commonly spoken at the time by the fur traders in that part of the country, he was dubbed with the cognomen "Tete Jaune" (Yellow Head). Thus we have Jasper House Yellowhead Pass and Tete Jaune Cache, all originating from the same source. At the last-named place Jasper Hawes is said to have in 1800 cached supplies. In the vicinity of Tete Jaune mica is found in varying quantities and size, some

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measuring 16 by 28 inches. The soil is mostly sand and gravel out on the flat, but improves somewhat near the base of the mountains. Although about eight hundred miles from the sea, a few salmon find their way to the vicinity of the old trading post.

2411	Shere	The railway follows the south shore of the Fraser, crossing McLennan River and Sand Creek, both of which enter the Fraser near Tete Jaune. Gold is found in nearly all the tributaries of the Upper Fraser. Both soil and timber improve as the trip is made down stream. Mixed farming is carried on in the the vicinity of Shere, Croyden, Dunster and Raush Valley. Lumber mills are to be noticed at a number of points. Such big game as moose, caribou, mountain goat, and black and grizzly bear are to be found in this territory. Both Rainbow and Dolly Varden Trout are fairly plentiful. Although this great, vast interior has been traveled by canoe for over a century, when fur was the only merchantable product, it still remains to be prospected. Shuswap River, Castle and Eddy Creeks are crossed before the divisional point of McBride is reached. Nevin Creek and Holmes River enter the Fraser through its northern bank. Quite a number of small farms are being brought under cultivation near McBride, the valley being broad and level. Iron has been discovered north of the town, but so far it is only in the prospecting stage. Valuable timber is to be found near the river.
2518	Croyden	
2559	Dunster	
2445	Raush Valley	
2355	Eddy	
2360	McBride	
2306	Legrand	
2230	Rider	Opposite Rider are to be seen Mount Sir Rider and Haggard Glacier, all three of which were named in honor of the famous English novelist, who visited the site while en route from Vancouver to Winnipeg, in 1916, and who discovered in outline the figure of a lion couchant on the face of the mountain. A remarkable feature in connection with Mount Sir Rider is that when viewed from the observation car of westbound trains its height apparently increases rapidly as the intervening space is lengthened, and at a point fully fifty miles beyond appears at its best directly in the centre of the track to the rear of the train. No other mountain on the line can be seen for so great a distance. Just before reaching Rooney, Goat River is crossed, at the headwater of which gold nuggets have been found in placer gravel. An old trail leads up this river to a splendid hunting and fishing country. Many of the mountains seen from the railway are over eight thousand feet above sea-level, and with the dark green forests for a foreground, together with the Fraser River,
2191	Rooney	
2152	Loos	
2116	Urling	
2118	Kidd	
2080	Bend	
2127	Guilford	
2073	Penny	
2181	Lindup	
2175	Longworth	
2040	Hutton	
2005	Dewey	
1999	Hansard	

Altitude

form a picture of marvelous beauty. No continuous trails were ever cut along the shore of the historic Fraser, the only feasible means of travel being by canoe. During the construction of the railway all material was transported by scows, of which fourteen hundred were built at Tete Jaune, most of which made the three hundred mile journey to Fort George in safety. Shortly before reaching the bend the railway crosses to the northern side of the Fraser. Much valuable timber, consisting of spruce, fir and cedar, hems in the railway on both sides. Promising samples of copper and gold have been found near Longworth. At Hutton the traveler may see a genuine saw-mill town. The company operating here has most up-to-date equipment—even to railway locomotives and logging cars. Bowron (or Bear River), coming in from the south, is passed a short distance east of Hansard. Near the latter the railway once more crosses to the south side of the Fraser.

- | | | |
|------|---------------------|---|
| 1998 | Aleza Lake | It will be interesting to note that Sir Alex- |
| 1961 | Newlands | ander Mackenzie in 1793 came in by the |
| 1955 | Giscome | Peace River, south of the Parsnip, over the |
| 1912 | Willow River | height of land in Bad Creek, down the Mc- |
| 1886 | Shelley | Gregor River and reached the Fraser a few |
| 1922 | Foreman | miles from the spot where the traveler now |
- takes leave of the latter for an hour to follow the shores of lakes Hansard, Aleza and Eaglet, on the shores of which lumbering is carried on. The Willow River has its source in the once famous gold-digging country of Barkerville, seventy miles directly south and within eight of the railway. Gold may still be panned in the bed of the Willow. Very rich discoveries were made in the Barkerville country in 1861. As an example, two men working on the Diller claim, Willow Creek, consisting of three hundred feet of ground, washed out \$52,000 worth of gold in twenty-four hours. In all \$300,000 was obtained from this claim, while from the Barkerville district as a whole there was in two years recovered gold to the value of some \$40,000,000. And at that time the district could only be reached over a wagon road 600 miles in length. New discoveries within the past year or two are again creating interest in the field.
- | | | |
|------|----------------------|---|
| 1862 | Prince George | The train enters Prince George by a long steel combined railway and general traffic bridge spanning the Fraser River, which here, on its way to the sea near Vancouver, strikes a southerly course. Prince George, which has a population of a little over two thousand, is situated at the confluence of the Fraser and the Nechako rivers, and is a divisional point on the railway. From here steamboat navigation is possible for over 1,100 miles of water way. Besides forest resources and agricultural lands, |
|------|----------------------|---|

Altitude

there are to be found in the surrounding country gold, copper, galena and coal. The town has an electric light and power plant, and among its industries are saw mills, a sash and door factory. Plans for the establishment of a paper and pulp mill have for some time been under consideration. The Provincial Government is constructing a Railway from Prince George to Vancouver. The line follows approximately the old Caribou wagon road running between the two points and from the south end part is under operation. The town has three hotels. Quite a number of farmers and live stock men are locating in the vicinity. The Caribou mining district, lying south, can be reached from the town. Prince George had its origin in a post which was established here in 1807 by the Northwest Trading Company, at which time it was named Fort George. Alexander Mackenzie, when on his successful journey in search of an overland passage to the Pacific, passed this way in 1793, and it was from here that Simon Fraser in 1808 began the exploration of the Fraser River to its mouth, a task which was attended with hairbreadth escapes from destruction in the rapids and the attacks of unfriendly Indians.

1947	Otway	From Prince George the journey to the coast
2008	Miworth	continues for many miles along the Nechako
1978	Chillako	River, a beautiful swift-running stream that
2009	Bednesti	drains an immense basin, whose area com-
2036	Nichol	prises extensive tracts of valley and plateau
2094	Isle Pierre	lands suitable for general agriculture and
2080	Hutchison	stock-raising. During the construction of
2144	Wedgewood	the railway, steamboats carried material and
2088	Stuart	supplies up the Nechako for more than one
2085	Hulatt	hundred miles. Between Wedgewood and
2091	Tsinkut	Stuart, the Stuart River can be seen seen
2089	Vanderhoof	flowing into the Nechako from the north.
2189	McCall	This river rises in a lake of the same name.
2308	Engen	The lake is fifty miles long by four wide,
2345	Marten Lake	and is one of the most beautiful in the Do-
2241	Fort Fraser	minion. Sturgeon up to 600 pounds are
2198	Encombe	caught in this lake. Fort St. James, now a
2200	Fraser Lake	trading post of the Hudson's Bay Company

located near the source of the Stuart River where it leaves the lake, was established by the North West Trading Company in 1806. Vanderhoof, from where the forty-mile road to Stuart Lake begins, is the distributing point for a first-class mixed farming country. Fraser Lake, whose southern shore the railway skirts, is a beautiful body of water, and is noted as the site of the third trading post established west of the Rockies by the North West Company.

Altitude		
2237	Enkado	Leaving the Nechako River, the line follows
2251	Savory	the Endako River, a stream which has its
2270	Priestly	source in Decker Lake and flows into Fraser
2281	Sheraton	Lake. At Burns Lake, a link in the chain of
2303	Tintagel	beautiful lakes existing in this part of the
2303	Burns Lake	country, an interior town has come into be-
2323	Decker Lake	ing. The Government road, which runs south
2311	Palling	to the Francois and Ootsa lakes country, be-
2359	Rose Lake	gins at this point. These wonderful inland
2293	Forestdale	seas have an aggregate length of seventy-
2187	Topley	five miles and are surrounded by a splendid
2093	Perow	mixed-farming country with timber and min-
1966	Knockbolt	eral districts. At Rose Lake the railway
1941	Houston	crosses the height of land. Telkwa, at the
1862	Barrett	junction of the Bulkley and Telkwa Rivers,
1795	Walcott	is a prosperous little town in the heart of a
1726	Quick	good mixed-farming country. Lying respec-
1676	Hubert	tively north and south of the point where the
1657	Telkwa	two rivers form a junction are the Babine
1599	Tatlow	and Telkwa ranges, in which many discoveries
		of valuable mineral deposits, including copper,
		silver, lead and coal, have been made. Bulkley River has its
		source in Bulkley Lake and its outlet in the Skeena, whose
		volume it helps to swell as it flows toward the Pacific. Bulk-
		ley Valley, once seen, remains in the traveler's mind as a
		great sweep from the mountains on one side to those on the
		other, with the river cutting its way through the central
		slopes.
1616	Smithers	Smithers, situated on the Bulkley River,
1643	Lake Kathlyn	is a divisional point about midway between
1550	Evelyn	Prince George and Prince Rupert, and has
1440	Doughty	a population of about 600. It is the centre
1332	Moricetown	of a good dairy, fruit and grain-growing
1280	Seaton	country. There are many lakes in the vi-
1206	Beament	cinity which afford excellent fishing. Large
1098	Bulkley Canyon	and small game are plentiful. It is esti-
1022	New Hazleton	mated that over 100,000 horsepower could
		be developed on the Bulkley River near
		Smithers, which already has its own hydro-electric plant for
		local purposes. Lake Kathlyn, along which the railway runs,
		is noted for its cut-throat or black-spotted trout. Hudson
		Bay Mountain, 9,000 feet above sea-level, is situated so near
		Lake Kathlyn that its image is mirrored in its waters. De-
		posits of native silver, silver lead, copper and anthracite
		coal have been discovered in this mountain. Four miles from
		the railway is Hudson Bay Glacier; quite visible from the
		train, it can be reached by horse over a bridle path winding
		through glorious sylvan scenery, with glimpses of cascading
		waters roaring down the mountain side.

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At Bulkley Canyon is to be seen the famous Bulkley Gate. This “gate” is one of Nature’s phenomena, which to be seen is not to be forgotten. Ages before even the Bulkley River existed the valley was crossed by a dyke of solid rock, but when the river came into being, finding this dyke a bar to its progress, began the task of wearing it away. And it did its work so effectually that the wall of rock on either side, with the waters rushing between, appears to have been severed from their central part with the metal tools of a Titan. The wall of rock is about eight feet thick, and towers 150 feet or more above the turbulent stream.

959	Hazleton	Near Hazleton the Bulkley makes a junction with the Skeena River, famous for its salmon fisheries. From here the railway, with the altitude steadily declining, follows the Skeena to the Pacific Ocean. While traversing the Bulkley Valley the eye of traveler is met by signs of ranching developments. Now the interest, leaving out the scenic effects, centres in mining and Indian life. Rocher Deboule Mountain, near Hazleton, has been aptly termed the “Mountain of Minerals”. All the ores found in Hudson Bay Mountain exist here, and in some instances are being mined.
845	Carnaby	
780	Skeena Crossing	
737	Nash	
653	Andimaul	
577	Kitwanga	
533	Woodcock	
494	Cedarvale	
450	Ritchie	
404	Dorreen	
367	Pacific	
337	Pitman	
286	Usk	
232	Vanarsdol	
216	Terrace	
143	Amsbury	
96	Shames	
66	Exstew	
30	Salvus	
9	Kwinitsa	
9	Skeena City	
9	Tyee	
9	Haysport	
9	Sockeye	
9	Phelan	
9	Kaien	

there. Sometimes the natives are to be seen tossing their salmon nets from their dugouts into the Skeena if the fish are running. One of the great mountain peaks that comes within the traveler’s range of vision is Mount Sir Robert, in honor of Sir Robert Borden, while a little over a mile wide on the flank of this mountain is Borden Glacier. Kitsalas Canyon is encountered about 107 miles east of Prince Rupert. At this picturesque spot many boats were wrecked in the days before the railway was completed. The channel is very treacherous, and it was necessary to use a cable attached

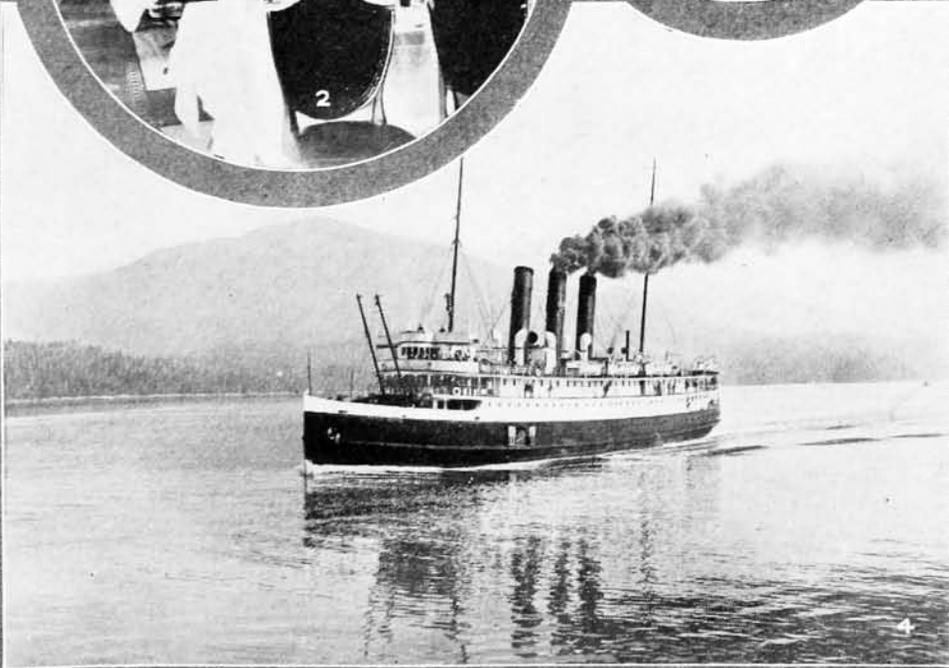
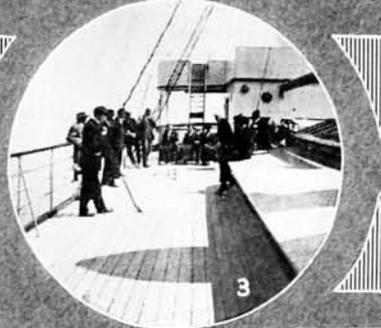
Altitude

to the shore in working the supply boats up and down the canyon. As the train nears Prince Rupert evidence of the activities in connection with the salmon canning industry become increasingly pronounced.

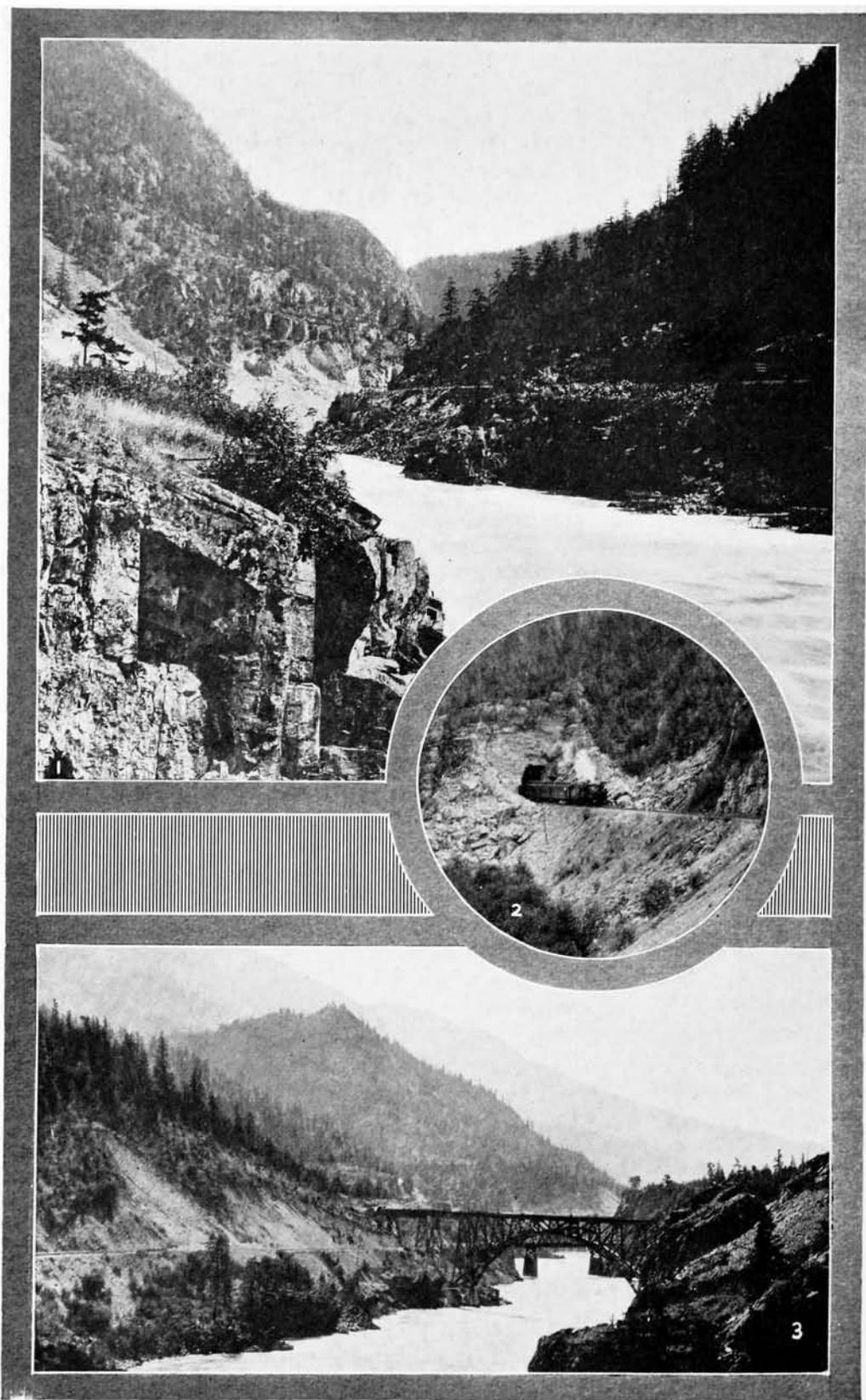
Terrace is a growing and thriving settlement. Fruit-growing and truck farming are carried on successfully and are rapidly expanding. The excellence of the fruit, especially the strawberries, is such that it is in keen demand both on the coast and in the interior. There are several saw mills and a brick yard in the district, and gold, silver and copper mining enterprises are developing. There are medicinal hot springs similar to those at Banff, and which promise to become equally famous. The springs are situated in the midst of beautiful Alpine surroundings. Lake Lakelse lies in the foreground and a 300-acre natural park at the back, with stretches of sand beaches between, encircling peaks of the coast range embracing all. There is good big game hunting and fishing, the former including mountain sheep and grizzly bears. This locality enjoys a long summer of long days and a short, mild winter.

- 9 **Prince Rupert** The city is situated on Kaien Island, fronts on a fine natural harbor fourteen miles long, with deep water and good anchorage devoid of strong tidal currents, and is approached from the mainland over a great steel bridge. It is the chief shipping port of the North Pacific coast fisheries, and possesses one of the largest cold storage plants in the world. Immense catches of halibut, black cod and other fish are delivered at its wharves, and these reach the eastern markets by way of the Canadian National Railways, thus saving the fishing fleet a 500-mile sail down to the railheads at the more southerly ports. Lumbering and mining are growing industries of the neighborhood. Prince Rupert is the gateway to Alaska, being within forty miles of the Alaskan boundary. It is also a day and a half's sail nearer the Orient than any other North American seaport. One of the features of the waterfront is a 20,000 ton floating drydock owned and operated by the Canadian National Railways. The railway also owns and operates a large shipyard. Aggregate wharfage on the harbor front is 4,790 feet. Canadian National steamers, in addition to other lines, make regular sailings from Prince Rupert to various points along the famous inside passage. Naturally, deep sea fishing is to be had in the vicinity of the port. Population of the city is nearly 6,500.

At Prince Rupert the traveler may take steamer for Vancouver—550 miles distant—via the "Inside Passage", aptly termed the "Norway of America". Another equally de-



1—Prince Rupert, B.C. 2 and 3—Dining Saloon and Deck Games on S.S. 'Prince Rupert'. 4—S.S. 'Prince Rupert' in the 'Inside Passage', B.C. Coast.



1—Thompson River Canon, B.C. 3—Cisco Bridge, on the Thompson River, B.C.

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lightful steamer trip is from Prince Rupert to Anyox and Stewart. The latter is situated at the head of the Portland Canal, the boundary line between British Columbia and Alaska, and the round trip can be made in less than twenty-four hours. There is a regular steamship service between Prince Rupert and the Queen Charlotte Islands.

ACROSS CANADA

Red Pass Junction to Vancouver and Victoria

3394 Red Pass Junction Continuing on the main line from Red
3418 Resplendent Pass Junction to Vancouver, the railway,
3277 Mount Robson near the foot of Moose Lake, makes its
 first crossing of the Fraser River, and runs to Resplendent. While the mountain of that name is not visible at this point, there are some of the most beautiful views of the valley, including the Razor Peak, Mount Kahn, and unnamed mountains of lesser altitude. The line follows the south side of the valley of the Fraser River, running along the base of the mountains of the Sellwyn Range high above the river.

For description of Mount Robson and the trail to Berg Lake see page 153.

3059.0 Morey The line swings round the bend of the valley with Robson in the background. Langstaff (altitude 10,530), Little Grizzly, Whitehorne (altitude 11,100), Resplendent (altitude 11,178), and other mountains of the Rainbow Range are to be seen standing clear and distinct in their wondrous beauty. On the opposite side is the Sellwyn Range, rising sheer from the line. Passed, in rapid succession, are a number of pretty waterfalls as the line crosses Cliff Creek, Bear Creek, Cougar Creek and several other smaller glacial streams that flow into the Fraser River. Approaching Tete Jaune Cache the valley widens, and the line turns gradually southward into the McLennan valley, which is from three to five miles wide, hugging the foothills and passing east of Cranberry Lake. On **2823.0 Jackman** the far side the Mica Mountain Range rises in all its grandeur. As the name indicates, these mountains contain quantities of mica, upon which development is proceeding, and prospectors are at work on a number of claims.

2611.0 Swift Creek On the divide between the McLennan and Canoe Rivers, is Cranberry Lake and the Cranberry Lake Flats, where a number of settlers have taken up land. Cranberry Lake is about 700 acres in all, and is apparently of beaver construction. The benches in the vicinity of the Lake are of clay loam, and will make first class farms when

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cleared of the timber, which is much denser than on the flats. The floor of the valley is sandy, though the subsoil is clay, and will hold water better than it indicates. In the opinion of the Government Land Surveyors, irrigation will be necessary before successful farming operations can be conducted along these benches, but as there is an abundance of water this does not appear to present any difficulty. There are four creeks between Tete Jaune Cache and Cranberry Lake, the largest of these and most accessible to the greatest area of land being Swift Creek, about one mile north of the lake.

2721.0 Canoe River It is about five miles across the valley south of Cranberry Lake, and a great deal of it is good agricultural land. Here the line swings to the southwest and crosses the Canoe River at the foot of the Canyon through which the river emerges from the mountain range to the southwest. It then follows the west side of Camp Creek Valley until near Albreda Lake, where it crosses to the east side of the summit. The valley is very narrow, being only from half a mile to a mile wide, and hemmed in by high mountains. The Sellwyn Range, which is still in sight, looms up behind us to the north, and Canoe Mountain on the east, with patches of ice on it near the summit, forms a picture of great beauty. From the crossing of the Canoe River to the summit is twelve miles, and the line runs on long tangents for considerable distances at a time. About eight miles down the Canoe River Valley there are hot springs which are said to have remarkable curative qualities. Camp Creek Valley is beautifully timbered, particularly on the west side, with cedar, fir, and spruce. There are some good hay meadows along this creek. Beyond this timber belt, and on the summit, is a willow bottom which extends to Albreda Lake,

2863.0 Albreda which is of beaver construction. Near the summit, several settlers have taken up land, and appear to have quite a quantity of stock, as well as raising good crops of grain and vegetables. Through here a splendid view is obtained of Albreda Mountain, which lies to the southeast, rising to a height of over 9,000 feet. There are large glaciers on the north side.

The scenery in the valley of the Canoe River is magnificent. In this connection, the following might be quoted from the report of Mr. A. W. Johnson, the Government Land Surveyor:

"In a country where scenery is a drug on the market, it may seem foolish to say anything about it, but I know of no grander views than may be obtained in the valley of the

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Canoe throughout its entire length. It rises in stupendous glaciers among the Mica Mountains, winds like a tortured snake across the wide flats at Cranberry Lake, and then flows for seventy miles between enormous rocky peaks and glaciers that are quite as fine as anything at Rogers Pass or Field. The Albreda Valley is almost as grand, and the Canadian National offers an unsurpassed scenic route.

“To the sportsmen the district offers everything from grizzly bear to willow-grouse. It is pre-eminently a caribou country. While there are plenty of goat, sheep occur only on the main ridge of the Rockies east of the Canoe. Black bear are fairly common, and used to disturb our lunch-sack when left on line overnight. The country has been trapped for some years with unusual success, but there is a large field left in the many side creeks and rivers, which are practically unexplored. Late in the season large bull trout were caught in the Albreda and Canoe Rivers.”

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|------|----------------------|---|
| 2753 | Clemina | Clemina was formerly known as Thompson |
| 2445 | Lempriere | Crossing The Albreda River here flows into |
| 2312 | Pyramid | the North Thompson. During the construc- |
| 2263 | Thunder River | tion of the railway this place was quite as
celebrated as the well-known “Mile 49”, near
Tete Jaune Cache. Thompson Crossing was the next stage
south for the packers. On account of the turbulent nature
of the stream they had to swim their horses here and convey
their load over on punts or rafts, and a regular wide open
construction town grew up, with all the usual accompani-
ments. There are about 200 acres of land here fit for agri-
culture on a pretty flat at the junction of the rivers, wooded
with fine large trees; a picturesque spot viewed from the rail-
way. From here down to the Blue River the land in the
main consists of stony benches timbered with hemlock. It
is probable that a saw mill will be established at Blue River
to cut the timber from this district, as it is not feasible to
drive it further down the stream on account of the Canyon. |
| 2243 | Blue River | Blue River is a divisional point of the Canadian |
| 2175 | Wolfenden | National Railways, where roundhouses and other |
| 2078 | Messiter | terminal facilities are provided. The land is
flat, and there are some excellent hay meadows.
Settlers have taken up the best land, though with irrigation
from the Blue River, it is possible that the gravel flats might
be made to produce crops. |

A short distance from the station is a very picturesque lake almost surrounded with snow-capped mountains, and between them at the upper end are two larger glaciers. The silt from the glacial streams gives the water a cloudy ap-

Altitude

pearance, and on this account the lake has been given the unfortunate name of "Mud Lake". At the upper end, about four miles away, there is some fine land with large hay meadows; these are to some extent the result of beaver construction. This land has not yet been surveyed. Below Blue River the stream increases in velocity as it enters the gorge and races along for a number of miles to a canyon known as "Hell's Gate". Below Messiter, Salmon Creek runs in from a valley—the scene of a recent mining rush. From Blue River to Cottonwood Flats the only arable land of any value is covered with timber limits. It is a small area on the west side of the river.

1957	Cottonwood Flats	These flats, because of the slowness with which the water runs, are also known as
1900	Avola	Stillwater Flats. The valley here averages about half a mile in width, while the flats are about fourteen miles long. Considerable land has been placed under cultivation and taken up by settlers. One advantage possessed by this settlement is a good wagon road, which runs from the south end of the flats through Kamloops. From Cottonwood Flats down to Vavenby there is little agricultural land.
1896	Wire Cache	The line now swings to the west and Clear-
1789	McMurphy	water River joins the Thompson. The scenery
1636	Irvine	on the upper waters of the Clearwater is mag-
1541	Vavenby	nificent, and on the Miette River, a branch
1392	Birch Island	entering from the east, are falls over 470 feet
....	Clearwater	high. There is some good fishing in the Clear-
1307	Black Pool	water, Dolly Varden and Rainbow trout being
1286	Boulder	plentiful. When the salmon are running they
....	Mount Olie	can be seen coming from the Thompson up this stream, followed by trout.

As the line runs south, more agricultural country is seen, and some very picturesque, well-tilled farms; on some of these, when irrigation is being used, wonderful growth is obtained, particularly in vegetables.

1277.0	Chu Chua	During construction this was an important centre, as the work going on was of a very heavy character. Unlike most of such towns, it is not only holding its population, but is growing as the centre of a healthy settlement. Important coal properties are being developed in the vicinity. There is a hotel and some good stores. This is also in the midst of a good farming country, where there are extensive flats in the valley well suited to farming and stock-raising. There is also good land on the benches above these flats and grazing land on the hills. There is some
1253	Chinook Cove	
....	Barriere	

Altitude

good timber, chiefly fir. The climate is mild and good crops are being raised without any irrigation.

From Louis Creek to Kamloops, general agriculture and fruit culture is conducted on a large scale, and some of the finest fruits and vegetables in British Columbia are being raised where the land is irrigated.

- 1229 **Louis Creek** More settlers are coming to this district every
 1185 **McLure** season, and farming is being carried on most
 1192 **Vinsulla** successfully. In the upper part of Louis
 1182 **Heffley** Creek there is a flat that runs for some miles
 1169 **Rayleigh** which is well adapted to farming, and the
 neighboring hillsides afford excellent grazing
 for stock. This part of the country appears to be in a very
 prosperous condition. Good crops of vegetables are being
 raised, and a number of small apple orchards have been plant-
 ed and are doing well. Considerable clearing will have to be
 done on the undeveloped land before it can be used for agri-
 cultural purposes, but judging from what can be seen of the
 quality of this land it will be very productive. There is
 some good timber in the vicinity, including fir, yellow
 pine, cottonwood, and a little birch. This creek is said to
 contain gold in paying quantities, and placer mining opera-
 tions are being carried on at the lower end. The Kamloops
 wagon road runs through the country, giving settlers access
 to points along the north Thompson.
- 1154.0 **Kamloops Junction** At Kamloops Junction, the Canadian
 National Railways has established a
 terminal with a spur into the town, running en route
 through an Indian reservation. The line here crosses the
 North Thompson on a fine steel structure, and follows the
 north side of the main Thompson River
- 1154 **Kamloops** This, the principal town in the valley, is situated
 at the junction of the north and south branches
 of the Thompson River, and has a population of 4,500. It has
 several industries and is a centre of supply for a large mining
 and grazing district in the famous dry belt. The town owns
 its electric light and water systems. Kamloops has a fine
 climate, and in the vicinity good fishing and shooting are to
 be had. Skiing is one of the town's favorite winter pastimes,
 and in Revelstoke Park there is a jumping site which exceeds
 the famous Blumendal hill in Norway. The climate of the
 district is healthy, invigorating and suitable for people suffer-
 ing from pulmonary trouble. The Provincial Government
 maintains a well-equipped sanitorium at Tranquille, and
 afflicted people come here from all parts of the continent,
 many being restored to health.

Altitude

Kamloops was established as a fur trading post in 1813 by the North West Company (not by the Hudson's Bay Company, as often asserted). This was the year in which communication was established between the Columbia and the Fraser. The first report of gold in British Columbia came from Kamloops. According to a report, gold dust had been seen in the possession of Indians as early as 1852, but no suspicion was awakened at the time of the wealth of the district; the first intimation of this was in 1855, when a servant of the Company, idly washing a pannikin of gravel found some nuggets of gold. Later on, the fame of the Thompson and Fraser spread from Puget Sound to San Francisco, and in less than a year 20,000 miners rushed into the district and staked claims in all directions. From the golden sands of these rivers millions of dollars' worth of the precious metal was washed annually for many succeeding years. A Canadian National branch line is now under construction to Kelowna, which will develop an important fruit district, and will afford additional transportation facilities for the famous Okanagan Valley.

The Thompson valley at Kamloops is very beautiful. Fruit growing by irrigation is carried on most successfully, and many cattle and horses are raised in the district.

....	Halston	Below Kamloops is an enlargement of the
1180	Tranquille	Thompson River known as Kamloops Lake,
1168	Frederick	a beautiful body of water, which the line
1159	Copper Creek	follows on its northern bank for about twenty
1171	Savona	miles. The lake ends at Savona, and the
1084	Walhachin	line enters the rugged scenery of the Thomp-
1075	Anglesey	son series of canyons. At Walhachin, the line
1029	McAbee	crosses to the south side of the river. Here

are some fine fruit orchards which can be seen from the train, water for their irrigation being flumed from Deadman's River. The glacially steepened walls of this stream may be seen extending more than ten miles northwards. At Anglesey the line passes back to the north side of the river.

993 **Ashcroft** Ashcroft is situated on the Thompson River, which the railway crosses both entering and leaving the town. It is the gateway to and the distributing centre for the Caribou country and the Thompson Valley. The latter is noted for the large areas which are being irrigated for fruit raising. Within the former are located the Caribou mines, amongst the most famous of gold fields, with a romantic history. These have been worked on and off since the early sixties, when as high as six hundred dollars a pan was recorded. Recent promising discoveries in the vicinity

Altitude

of Quesnel Lake is exciting new interest in the Caribou field. Ashcroft is a rancher's country, and large numbers of horses and cattle are raised. Three miles below the town the line enters the gloomy, winding Black Canyon, where the stream has cut through the shale and sandstone for a depth of over two hundred feet to its present bed.

- 923.0 Basque At Basque there are immense deposits of almost pure Epsom salts, which are being mined and shipped direct to market. Between
 Epsom
 851.0 Martel Basque and Epsom gypsum and china clay may be seen in crumbling outcrops of red, yellow and white, a wonderful combination of color, in contrast with the foliage of the trees above and the reflected light in the swirling water below.
- 738.0 Spence's Bridge Spence's Bridge is picturesquely situated in the valley at the base of Arthur's Seat Mountain, which rises abruptly to an altitude of 5,800 feet. At the base of the mountain may be seen silt escarpments from which a huge slide occurred on August 13th, 1905, damming the Thompson River and causing the destruction of an Indian village on the far bank. The old wagon road to the Caribou gold fields runs from the town, which is the distributing centre for a great mining and ranching country back in the hills. The country round here is known as the Dry Belt, and the arid hillsides are covered with a greyish-green sage brush; yet with irrigation most remarkable crops of all kinds are raised in the district.
- 724.0 Skoonka Below Spence's Bridge the scenery is very striking
 699.0 Seddell as the valley through Skoonka is followed.
- 624.0 Gosset A few miles below Spence's Bridge the narrowing valley swings southward, and continues this course until near Gosset, where it bends gently to the west. At Gosset are the Gladwin Bluffs, cliffs of the most brilliant colour, rust red and grey, variegated yellows and weathered rock, which gave them a most wierd and peculiar appearance. The Nicomen River comes in from the south, tumbling over a waterfall as it enters the Thompson. A small mining camp can be seen here where gold was first discovered in British Columbia in 1857. Near the mouth of Bontanie Creek is a gigantic ridge of peculiar formation called "The Crag", about which the Indians hold strange traditions. The line here enters the Thompson Canyon, running along the side of the mountain, whose rugged rocks close right in on the foaming, struggling water, amidst a scene of magnificent tumult.

Altitude

566.0 Lytton From Lytton to Vancouver, a distance of 158 miles, the line follows the valley of the Fraser River. This stream, discovered and explored by Simon Fraser in 1808, is the largest river in British Columbia, whose basin lies entirely within the boundaries of the province. It has a length of 790 miles, and drains an area of 91,700 square miles. Rising near the Yellowhead Pass, it flows westward to beyond Tete Jaune Cache, thence northward in the great structural valley known as the Rocky Mountain Trench, until it reaches latitude 54 degrees 15 minutes (near Prince George), whence it bends and runs directly south.

The name the town bears was given to it in honor of Bulwer Lytton, the English novelist who was British Colonial Secretary when the gold-mining boom started in 1858. Some of the finest apples produced in British Columbia are shipped from here.

The railway bridges the Thompson at Lytton, where the canyon suddenly widens and admits the turbid torrent of the Fraser. From Lytton Mountain, which rises 6,000 feet above the town, the Cascade Mountains in Washington may be seen, and other rugged Alpine summits in the coast range, supporting glaciers and icefields.

Between the railway track and the river, just after passing the western mile board for Lytton, a small Indian graveyard may be seen perched on a small gravel plateau. This plateau was created by the gold miners in the "fifties" washing the gravel from all sides of the little "God's acre". Miners offered the Indian tribe \$80,000 for the site occupied by the graveyard, but the sacredness of the place out-weighed money value, and the offer was rejected.

602.0 Cisco Spanning the canyon of the united rivers, the railway follows the north side as far as Cisco, where it recrosses on a lofty steel structure, from which a splendid view is obtained of the surging stream below. From here to Port Mann the line continues on the south side of the river, penetrating the headlands with tunnels and spanning the ravines by bridges. Below Cisco a portion of the old Government

603.0 Falls Creek and Thompson valleys, built during the mining rush of the sixties, can be seen clinging to the cliffs, in some cases a thousand feet above the river, and at Jackass Mount the trail climbs 1,500 feet. From Lytton to the delta below Hope the river is closely hemmed

565.0 Inkitsaph in by the mountains of the Cascade Range on the east and the Coast Range on the west. These two mountain systems overlap each other for about a hundred miles, and the Fraser forces itself between

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the two until it emerges at the head of the delta to pass around the southern end of the Coast Range. A short distance below Boston Bar the Fraser Canyon is encountered, and at approximately the middle of its fourteen-mile length is the famous Hell Gate—one of Nature’s most wonderful freaks. Through the protruding from either side of the stream, to a point approximately a hundred feet within each other, of a wall of lofty perpendicular rocks, the waters, forced into an abnormally narrow channel, boil and swirl in apparent rage. During the freshets of early summer the waters, as they are forced through the “gate”, rise thirty to forty feet above normal, submerging in the operation some of the obtruding and disturbing rocks. A narrow suspension foot bridge spans the river immediately above Hell Gate. Just below Stout the railway crosses the Black Canyon—noted for the gloomy, coal-black character of its enclosing walls—and after piercing a tunnel of over 1000 feet follows the canyon until Yale is reached. Approaching Yale a tunnel of 2,077 feet is entered. Fort Yale was founded by the Hudson’s Bay Company in 1848, and Fort Hope a short time later. This became the main route to the interior, which started from Langley to Fort Hope by water, thence by trail across the defile of the Coquihalla River to the Thompson. After a time Yale, being at the head of navigation, became an outfitting point for miners and ranchmen. The town occupies a bench on the riverside, surrounded by mountains.

450.0 Boston Bar

353.0 Chapman Bar

279 Stout

218 Yale

184 Squeah

160.0 Trafalgar The railway passes through the village of Hope,

154.0 Hope the site of Fort Hope of the Hudson’s Bay Company. It is still a trading post and mining town. From it there are a number of trails over the mountains to the interior. There is a fine motor road from Hope to Silver Lake, which is becoming a very popular resort, and where fishing can be had, Dolly Varden and Rainbow trout being numerous, gamey, and of good size. Coquihalla Lake is an attractive sheet of water that affords very good fishing. After leaving Hope, the canyon widens, and we come into a country of broad, level valleys, with rich soil and heavy timber, with finely cultivated fields, and the vegetation increases in luxuriousness as the Pacific Coast is approached.

117 Floods This is the richest part of the valley of the

94 St. Elmo lower Fraser, where ideal conditions prevail

99 Laidlaw for fruit growing and market gardening. The

78 Cheam View advent of the railway has made a wonderful

78 Popkum difference in the agricultural activities of the

50 Rosedale district, by providing a ready means of mar-

.... Smithvale keting its products. Much of the land is par-

Altitude

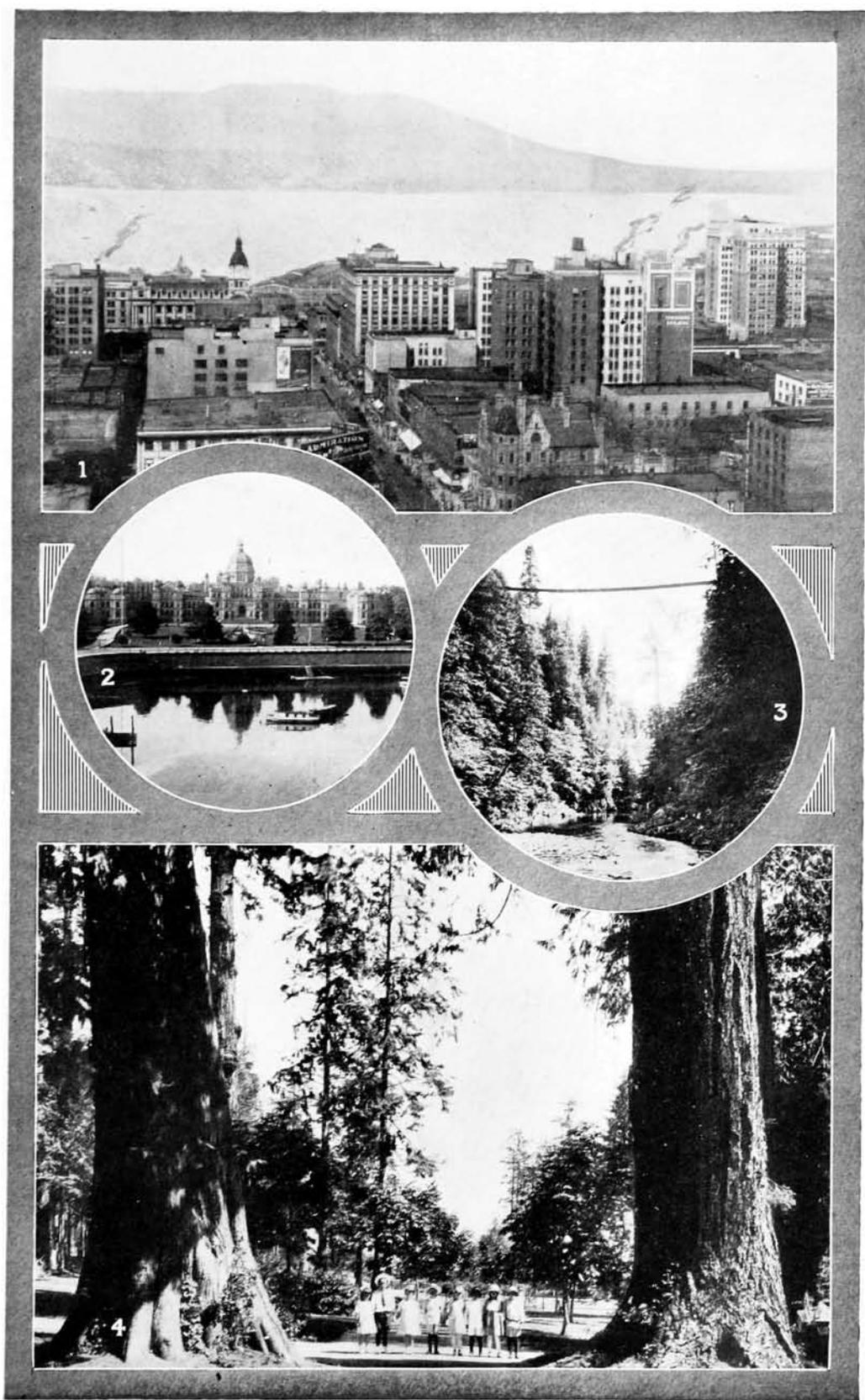
ticularly well suited to dairying and mixed farming, and there is no doubt that the country will become a heavy producer, judging by the rapid development that is proceeding.

34	Chilliwack	Chilliwack, situated on the Fraser River, is one of the progressive towns of British Columbia, with a population of 1,800. Its public utilities are in keeping with the progressive spirit of the town. Chilliwack has sawmills, planing mills, factories, machine shops, creameries
33	Arnold	
31	Cannor	
34	Cox	
22	Matsqui	
29	Mount Lehman	
22	Glen Valley	and cheese factory. A large cement plant utilizes the clay deposits in the vicinity. There are large areas of first-class timber land tributary to the railway where there are opportunities for the establishment of lumber and shingle mills. The sportsman and the angler will find exceptional opportunities in the vicinity of the line. Bear, mountain sheep, and deer are successfully hunted, and there is some of the best fishing in the province. In the vicinity of the town are good roads and excellent scenery.

- 22 **Langley** Historically, Langley is one of the most interesting spots in British Columbia. It was near here in 1827, the Cadboro, the first trading vessel to enter the Fraser, landed a body of men and a number of guns for the purpose of constructing that which subsequently became known as Fort Langley. It was the first fortified trading post of the Hudson's Bay Company on the British Columbia coast, and was designed for the purpose of controlling the activities of the Boston traders who were trespassing on the preserves of the company. Fort Langley may also be denominated the birthplace of British Columbia, for it was here in 1858 that the ceremony was performed of transferring the government of the mainland from the Hudson's Bay Company to the British Colonial Office and giving the province the name it now bears in place of New Caledonia formerly obtaining. Being the only habitation of the white man in that part of the country at the time, Fort Langley was the Mecca of the many thousand men who were lured to the Fraser by the placer gold discoveries on its bars in 1858.

24	Port Kells	Much of the land in this vicinity of the Fraser is made up of alluvial deposits, is consequently rich and fertile, and extensively devoted to the cultivation of fruits and garden seeds.
13	Tynehead	
13	Port Mann	
34	Fraser River Junction	

According to Dr. Dawson, the famous Canadian geologist, the Fraser as far as Hope was ages ago an arm of the sea. Port



1—Vancouver, B.C. 2—Parliament Bldgs., Victoria, B.C. 3—Capilano Canon
and 4—Stanley Park, Vancouver, B.C.

Altitude

Mann lies on the southern shore of the Fraser three miles up stream from Fraser Junction, whence the railway crosses to New Westminster over a long steel bridge.

- 34 New Westminster** The city is situated on the Fraser River seventeen miles from the Gulf of Georgia, and has a population of 14,500. It has a splendid harbor, which is unique in being the only fresh water Port west of the Great Lakes, salt water being twelve miles distant. There are good wharfage sites, with 30 to 40 feet of water on both sides of the river to the Gulf of Georgia. New Westminster is an important industrial and commercial centre. The output of its factories have a yearly value of nearly \$12,000,000. Salmon, fruit and vegetable canning and lumbering are among its most outstanding industries. Considerable lumber is exported. In the early days of British Columbia it was the capital of the province, having been so designated by Queen Victoria. The city is 12 miles from Vancouver, with which it is connected by electric railway as well as by the Canadian National Railways.

- 16.0 Vancouver** The city is named after the great navigator, Captain George Vancouver, and is delightfully situated on Burrard Inlet. The scenery in its vicinity is magnificent. To the north rise the Cascade Mountains, to the south Mount Baker, and across the water to the west are to be seen the mountains of Vancouver Island. It is the largest city in the Province, having a population of 117,217, according to the census of 1921, while that of “Greater Vancouver” (including as well North and South Vancouver, Point Grey, and other suburbs) is 225,000.

Vancouver is most substantially built. Its public buildings and offices are remarkably fine specimens of architecture, being in many cases of granite. It has finely-paved streets and splendid motor roads and bridle paths. It has an ample supply of pure water, brought through a conduit laid under the inlet, from a mountain stream nearby. Its sewerage and sanitary arrangements are second to none on the continent. Coal, brought from Vancouver Island, is of excellent quality. An area of waste land, known as False Creek, formerly flooded by the sea, has been reclaimed, and a fine city terminal for the Canadian National Railways occupies the site.

Stanley Park, reserved by the British Government for purposes of fortification, and now the property of the Dominion of Canada, is a piece of virgin forest, with magnificent “great trees” of Douglas fir and cedar, and is one of the sights of Canada. Resting in the water on the shore of the park is Siwash Rock, famous in Indian lore, and not far

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therefrom the grave, surmounted by immense granite boulders, of Pauline Johnson, the Indian poetess. Lying on the opposite side of Burrard Inlet is the famous Capilano Canyon and its suspension bridge, and not far distant the Lynn Canyon.

There are splendid opportunities for sport in the immediate vicinity of Vancouver. Mountain goat, bear and deer are to be had in the hills along the inlet, and splendid trout fishing in a number of streams at no great distance. A number of sportsmen are attracted to the city every year on this account.

Vancouver is Canada's main Pacific port. During 1921, besides irregular tramp steamers and sailing ships, thirty-four regular ocean steamship lines ran from and into the port to and from various parts of the world, while during the fiscal year 1921 a total of 788 ocean-going vessels entered and 1,283 left the port. Wheat, in ever increasing volume from Alberta, is now finding its way through the port to the United Kingdom via the Panama Canal and across the Pacific to markets in the Orient. Extensive harbor improvements are under way and it is expected a drydock will be constructed in the not distant future.

There are several important industries in Vancouver, among them being lumber and shingle mills, shipyards, fish and vegetable canneries, and a sugar refinery, its 675 factories having in 1921 an estimated output of \$87,786,041.

A Pacific Coast Steamship service is maintained by the Canadian National Railways from Seattle to Vancouver, Victoria, Prince Rupert, Anyox, and Stewart via the "Inside Passage," a sail amidst magnificent surroundings aptly described as the "Norway of America". This water trip is included in the Canadian National Railways famous "Triangle Tour", for particulars of which see booklet "Scenic Seas of the North Pacific Coast".

- 36.0 Victoria** The capital of British Columbia was founded in 1846, and is the chief city on Vancouver Island. Canadian National Railways has branch lines on Vancouver Island, tapping the best lumber and agricultural districts. The Parliament Building, overlooking James Bay, is one of the finest examples of architecture in America. It contains fine collections of natural history, mineral, agricultural and horticultural specimens, and is a centre of great interest to visitors. Victoria is noted for its many points of interest. Among them are the Butchart Gardens, a remarkably charming spot, and once the site of cement-clay deposits; the Astrophysical Observatory, one of the most important of its kind on the continent and Beacon Hill Park. Probably no

city on the continent is better furnished with scenic drive-days. Population, according to the census of 1921, is 38,727, and with suburbs over 60,000. The city strongly resembles places in the Old World, beautiful gardens surrounding most of the homes.

Victoria has an excellent harbor, with a depth of thirty feet at low water. The Canadian National Railways operates a regular line of steamships from here to Seattle, Vancouver, Prince Rupert, Stewart, Anjox and points on Puget Sound. Steamers also run from here to Australia and the Orient. Ocean-going steamers alone to the number of over three thousand, with an aggregate tonnage of nearly four million tons enter and clear from the harbor annually, making it one of the leading ports in Canada. There are over 150 industries in the city, the principal products of which are canned fish, biscuits, furniture, machinery, lumber, carriages, soaps and tents, the aggregate annual value of which is nearly \$24,000,000. The neighborhood supplies fish, timber, coal and copper.

Three miles from Victoria is the excellent harbor of Esquimalt and defended by modern fortifications. It also has a fine drydock, and the Dominion Government has in process of construction one much more extensive.

CANADIAN NATIONAL RAILWAYS

MILEAGES

TRANSCONTINENTAL SERVICES

		MILES
Vancouver to Montreal	2938	
Montreal to Halifax	842	
	——	3780
Vancouver to Quebec	2916	
Quebec to Halifax	708	
	——	3624
Vancouver to Toronto	2874	
Toronto to Halifax	1176	
	——	4050

MISCELLANEOUS

Vancouver to Winnipeg.....	1565
Winnipeg to Toronto via C. N. Rys.	1309
Winnipeg to Toronto (C.N.-T. & N. O.-G.T.).....	1258
Prince Rupert to Winnipeg	1752
Toronto to Ottawa	247
Toronto to Montreal	334
Ottawa to Montreal	114
Quebec to St. John (via Quebec Bridge).....	501
Moncton to St. John.....	90
Halifax to Yarmouth	250
Truro to Sydney	224

Total Mileage Canadian National Railways22,663

