

**FOREST, STREAM  
AND SEASHORE,  
JUNE 1908**

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Railway of Canada

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**INTERCOLONIAL RAILWAY AND  
PRINCE EDWARD ISLAND RAILWAY OF CANADA**

**FOREST, STREAM  
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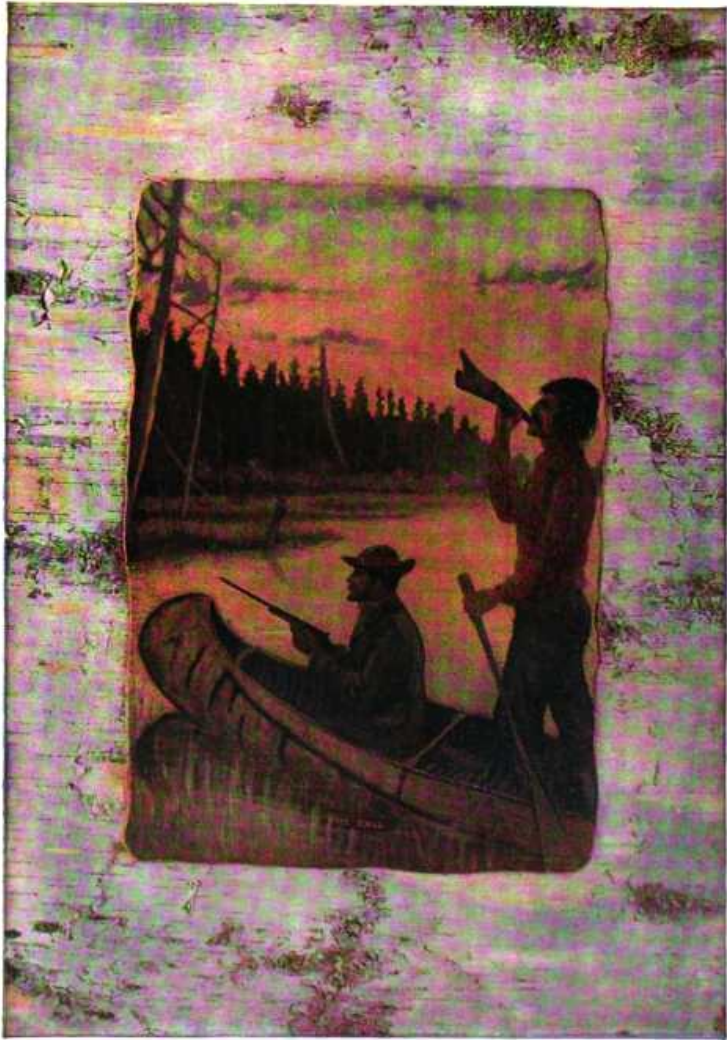


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# FOREST, STREAM AND SEASHORE



Issued by The Intercolonial Railway  
and Prine Edward Island Railway of Canada  
June 1908



*CALLING THE MOOSE*

*Intercolonial Route*

## Forest, Stream and Seashore



IT is the mild statement of a fact to say that the Intercolonial Railway of Canada and its connections traverse a greater variety of tourist country than does any railway system in the world.

Its 1700 miles of track traverse the richest and most varied tourist grounds of this continent, and there is nothing to equal those grounds on any other continent. The world may be searched in vain for a stretch of territory containing within the same area such a diversity of features to attract all classes of summer visitors. The Intercolonial and the Prince Edward Island lines constitute "The People's Railway" in more than a limited or even national sense. At the western terminus of these lines is the metropolis of Canada, the great and ever growing city of Montreal. To the eastward of this, down to the shores of the open Atlantic and through Prince Edward Island, is a wonderful summer country. So vast is this tourist territory and so many and diverse are its features, that no one can hope to enjoy them all in the course of a single season. The man who wants the luxury of modern hotels while sojourning in historic cities need limit his pleasures only by the length of his purse. Equally great is the opportunity of him whose means are small and with whom economy is an object. All classes may adapt their excursions to their circumstances, and in no country of the world may so much enjoyment be had for so small an outlay of money.

There is so much to be had at such trifling expense that the question of cost is less of a consideration than that of how to best improve the opportunities in the limited period of a summer outing. This depends on what is sought. For the sportsman there are unrivalled forests and streams, lakes and shores. For hundreds of miles the eye of the artist may revel in the sight of the grandest of scenery upon the mountains, in the valleys and by the sea. The student may tread where some of the great pages of history have been written in blood. The lover of the quaint and curious may search out places and people which are in the twentieth century

but are not of it, while all who seek rest, recreation and health may find it in a land and a climate without a rival.

On the map of Canada may be traced a line which reaches from Montreal, the commercial capital, to Levis, opposite the city of Quebec, the ancient capital. Thence it stretches along the Lower St. Lawrence and on through the picturesque Matapedia Valley. Beyond this it skirts the shore of the famed Baie de Chaleur and goes on through New Brunswick and Nova Scotia to the historic city of Halifax. Arms reach out here and there, having an aggregate length equal to that of the main line, and extending to the most important points in the Maritime Provinces. These lead to the city of St. John and the Bay of Fundy, to Fredericton, the New Brunswick capital, and to the Sydneys in that summer paradise, Cape Breton. Still another branch traverses Prince Edward Island, the Garden of the Gulf. This is the railway owned and operated by the Government of Canada. Begun as a national highway and with a commercial point of view, the wonderful opportunities the country offered the health and pleasure seeker were scarcely dreamed of in the early days of its history, and are even now but in part understood by the increasing numbers who yearly seek rest and recreation in this glorious summer land.

To the world-weary tourist, who has been used to the confusion of the conventional summer resort, there may come a vision of this country,—a country which lies by the sea and is fanned by cooling breezes from the ocean. In this land are green hills, shady groves and fertile valleys. From the distant mountains the crystal brooks come leaping with the music of gladness, and join with noble rivers in whose clear waters dwell lordly salmon and scarcely less lordly trout. Near at hand are forests, as yet so little disturbed that the moose, caribou and deer now and again visit the farmyards of the adjacent settlements and gaze in bewildered surprise at the man whose hand is raised to slay them. Along the shore, for hundreds of miles, lie land-locked harbors where even the frail bark canoe may float in safety, yet be upon the waters of the ocean, and from smooth sand beaches a child may venture into the buoyant salt water and fear not. In this country is scenery at times of sweet pastoral simplicity; at times of sublime grandeur. It is a land where civilization has made its way, and yet not marred the beauty of nature. It is a country where the traveller will find much that is novel, much that will charm, and much that will ever remain to him as a sweet remembrance of a pleasant clime.



## Montreal, the Metropolis

**T**O apply the term "magnificent" to this great city of Canada is not a misuse of language. From every point of view—in situation, environment and commercial importance, it is admirable in its details and magnificent as a whole. The largest city in Canada, it stands above all others in the extent and variety of its commercial relations. At the head of ocean navigation on the greatest of Canada's rivers, the noble



*MONTREAL. FROM MOUNT ROYAL*

*Intercolonial Route*

St. Lawrence, Montreal is the great market place, the ever busy commercial exchange of the country between ocean and ocean. Here the railways centre from all points of the east, the west and the south. Hither come the steamships from across the seas and the sailing craft from places near and far. From this centre are

distributed the products of many lands and from it are sent out to all the country the fruits of its own many and mighty industries. It is not a city of one race but of several, and in each the best national characteristics are shown to the fullest advantage in the social and commercial relations of one with the other. It is a city of great enterprises, where mighty results are achieved, with a record for stability equal to that of any city in America, and it is rapidly advancing year by year in its progress to a still greater future.

As the ages of cities are reckoned in this new world, Montreal is ancient indeed. It was settled before the first historical records of the country were written, and it may have flourished when the Basque fishermen began to sail to the shores of the continent they did not explore. Centuries later, when Columbus, Cabot and Cortez astonished the world by their discoveries there was still this patriarch of cities in the north, of which they knew nothing. It remained unknown until the year 1535, when Jacques Cartier found it an ancient walled city of the Indians, but even the most ardent imagination of its discoverer must have failed to picture its future.

Three-quarters of a century after Cartier, came that great and singularly good man, Samuel de Champlain, to found a city in the name of his king and under the flag of his country, but more than thirty years passed before the building of that city began with the mission of Ville Marie de Montreal. Two centuries and a half have gone by, and now upon the site of ancient Hochelaga stands the fair and flourishing metropolis of Britain's possessions in America.

Not without strife and bloodshed were the first of these years, for the treacherous Indians were easily aroused. Not even the story of Thermopylae stands higher in the annals of brave deeds than the fight of Dollard and his few companions at the old Fort on the Ottawa. They died one by one, but they saved their beloved city and their names will never die. Another lurid picture of the time was the burning of Lachine and slaughter of the settlers by the Iroquois in 1689. La Salle, the famous explorer, founded Lachine in 1666 after which he started up the lakes bent on a long voyage. On his way he founded Fort Frontenac, where Kingston now stands, built Fort Niagre, discovered the Mississippi and followed it to the Gulf, but was slain by his treacherous companions in the wilds of Louisiana in 1687. His return was eagerly awaited by the villagers on the St. Lawrence, but one stormy night they were awakened by wild shouts, sprang from their beds to welcome the wanderers, but were met by hundreds of Iroquois. The next

morning the little village had been wiped off the face of the earth and the villagers had gone to join their great leader. The crumbling ruins of La Salle's old homestead are still standing on the old Lachine road, and hard by an old stone windmill where he used to grind his corn. In the contest for supremacy between England and France in the New World, the story of Montreal stands out boldly on the page of history. The spots made memorable in that struggle are found on every hand. The student of history may tread where great men and their followers have trod, and stand where were



Old Homestead of La Salle, built 1666, Lower Lachine Road.

witnessed some of the brightest and darkest scenes in the evolution of a nation's destiny. Since 1760 the flag of Britain has waved undisturbed over the city, and the once rival races contend to-day only for supremacy in the arts of peace.

Briefly stated Montreal is the largest city of Canada and of an importance commensurate with its size. With its suburbs, which are in reality part of the metropolis, it has now a population of over 350,000.

The city tells at a glance the story of its commercial greatness. In the business districts, the rush and bustle of a metropolis are