CAPE BRETON HIGHLANDS
NATIONAL PARK
CANADA
The National Parks of Canada are areas of natural beauty and special interest under Federal jurisdiction where the Canadian people have had preserved areas set aside for Canada's benefit, education, and enjoyment.” Established primarily for their scenic beauty, the parks are also important for the protection of the native wildlife, they are to be maintained and made use of so as to leave them unimproved for future generations.

The discovery of hot mineral springs bubbling from the slopes of Sulphur Mountain by engineers exploring the route for Canada's first transcontinental railway led to the establishment of Canada's first national park. From this small area of ten square miles, the Banff National Parks system has been extended until it covers 68 separate areas totalling more than 14,374 square miles.

A new national park is now being established in New Brunswick. In ihe vicinity of the park, but outside its boundaries, are a number of little villages or settlements, inhabited mainly by families of Highland Scottish and French Acadian ancestry. These people, who depend on the sea for their livelihood, have to a great extent retained their native languages and a rare skill in handicrafts, such as weaving and hooking mats, making pottery, and carving deep gorges which widen out at their lower ends to form beautiful valleys or “intervals” that are characteristic of the region.

In the vicinity of the park there is a series of streams, many of which are named after early seafarers. The most famous is the St. John River, which flows through the park, and is named after the explorer Jean Cartier, who discovered it in 1534. The river is also famous for its salmon fishing, which is a popular activity for park visitors.

The park is accessible by motor bus. A daily service is operated from Halifax and intermediate points to Sydney. From Sydney daily return trips are made to Ingonish, via Ingonish. Buses also travel from Sydney around the Cabot Trail to Cheticamp on Saturdays, returning the following day.

Tourists are welcome to pitch their tents for two days up to two weeks. Camp-sites, or picnic grounds, are available in the villages and settled communities adjacent to the park. As this accommodation is outside the park boundaries rates charged are not subject to control by the National Parks Administration. Rates vary according to the accommodation offered, the average daily rate being as follows: Single $2.50 per day; double $5.00 per day (American plan).

The Bras d'Ore Airways provide an air service from Sydney to Cheticamp, which is also served by daily service of the Annapolis River Air Line, which connect with other air service, assisted by the Royal Canadian Mounted Police.

The park regulations are enforced by the park warden, and the park warden's office is open to the public. The park warden is assisted by the Royal Canadian Mounted Police.

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TABLE OF DISTANCES

- Baddeck to Margaree Forks: 32.5 Miles
- Margaree Forks to Cheticamp: 25 Miles
- Cheticamp to Pleasant Bay: 24.5 Miles
- Pleasant Bay to Cape North: 19.5 Miles
- Cape North to Bay St. Lawrence: 12 Miles
- Cape North to Neil Harbour: 11.5 Miles
- Neil Harbour to North Ingonish: 11.5 Miles
- North Ingonish to Park Headquarters: 5.7 Miles
- Park Headquarters to Sydney: 73.2 Miles
- Park Headquarters to Baddeck: 55.2 Miles

CAPE BRETON HIGHLANDS NATIONAL PARK
NOVA SCOTIA

FRESHWATER LAKE
AND MIDDLE HEAD AREAS
SCALE: 1 INCH = 1500 FEET
Angling.—Visitors may enjoy both fresh-water and salt-water fishing in the park and vicinity. The Cheticamp River, on the eastern side of the park, is noted for its Atlantic salmon, which run to good size and weight. Sea (speckled) trout has been built along the south shore of the fresh-water lake to the bathing beach. From Keltie Lodge, an enjoyable hike along the coastal section may be made over a trail about two miles long. Excursions may also be made up the Clyburn Valley through the gulf links to the suspension bridge, three miles return; to Warren Lake on a point on the Cabot Trail near North Ingonish, five miles return; up Beaubassin River to the foot of the accommodations; and to Francy Mountain, four miles return. Trails also lead up the NorthAspy and Cheticamp Rivers.

MOTORING.—The Cabot Trail provides a spectacular drive of about 100 miles between South West River and Baddeck. Arrangements may be made to accommodate deep-sea fishermen on the eastern entrance, the visitor crosses Smokey Cobb at an elevation of about 1,000 feet and drops down to the Ingonish section. The last two species may be caught with light tackle. Sea (speckled) trout are found in Warren Lake, along with silver perch, a good pan fish. Most of the small lakes on the plateau also contain fat trout. Visitors are requested to consult park officers concerning catches and catch limits.

The salt waters surrounding the park offer almost unlimited scope for fishing. The eastern coast of Cape Breton is one of the finest commercial and sport angling grounds in North America. Salmon fishing may be carried on extensively from points adjacent to the park. Salmon, haddock, herring, halibut, cod, and mackerel are also caught. The last two species may be caught with light tackle. Sea (speckled) trout are found in Warren Lake, along with silver perch, a good pan fish. Most of the small lakes on the plateau also contain fat trout. Visitors are requested to consult park officers concerning catches and catch limits.

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NATIONAL HISTORIC PARKS IN NOVA SCOTIA

FORTRESS OF LOUISBOURG

The site of a walled city once proudly termed the "Dunkirk of America," Fortress of Louisbourg National Historic Park is one of the most noted of all historical places on the North American Continent. Situated on the Island of Cape Breton, Nova Scotia, about 25 miles from Sydney, it contains the ruins of massive fortifications erected by the French as a military and naval station for the defence of their possessions in New France.

Most of the original area of the fortified city, together with Battery Island and the site of Grand Battery, is included in the 340 acres which comprise the park. A group of old casemates or bomb-proof shelters still stand as mute relics of the last siege, and extensive excavation work has brought to light remains of walls of the citadel, barracks, chapel, governors' house, and hospital. Memorials have been erected to mark the site of the King's and Dauphin's bastions, and a fine stone museum contains a large number of exhibits and mementoes relating to the historic past. The park is accessible from the village of Louisburg, three miles distant, which is served by railway and highway from the city of Sydney.

PORT ROYAL HABITATION

Forming a link with many "first events" in Canadian history, Port Royal National Historic Park at Lower Granville, Nova Scotia, is one of the notable points of interest in the Maritime Provinces. Here on the shore of Annapolis Basin the Government of Canada has erected, on the original site, a replica of the Port Royal Habitation built in 1605 by Champlain and De Monts. Located on a good harbour, the group of buildings sheltered the first settlers in Canada, and formed the first permanent trading settlement in North America north of Spanish settlements on the Gulf of Mexico.

Port Royal Park is accessible by motor road from Annapolis Royal, eight miles distant on Highway No. 1, from which it is also served by the Dominion Atlantic Railway (C.P.R.).

FORT ANNE

Fort Anne National Historic Park at Annapolis Royal, Nova Scotia, occupied an important place in the early history of Canada, for around Port Royal, as it was originally known, centered the long struggle between French and English for control of Acadia. The original Port Royal Habitation was captured and burned by the English in 1613, but Acadia was returned by treaty to the French in 1632.

The present Fort Anne is the outgrowth of two French fortifications built on the present site, and later additions made by the English. A large building within the grounds, erected in 1797 during English occupation and restored in 1933, serves as the local administrative headquarters. It contains an extensive museum divided into rooms arranged in historical sequence, and a fine library. Memorials to leading figures in the history of the region have been erected on the grounds, and other points of historical interest are indicated by markers.

Annapolis Royal is accessible by Provincial Highway No. 1, and is also served by the Dominion Atlantic Railway (C.P.R.).