

PLAYGROUNDS OF EASTERN CANADA



**CAPE BRETON HIGHLANDS, PRINCE EDWARD
ISLAND, ST. LAWRENCE ISLANDS, GEORGIAN
BAY ISLANDS, POINT PELEE NATIONAL PARKS,
AND NATIONAL HISTORIC PARKS**

The National Parks of Canada

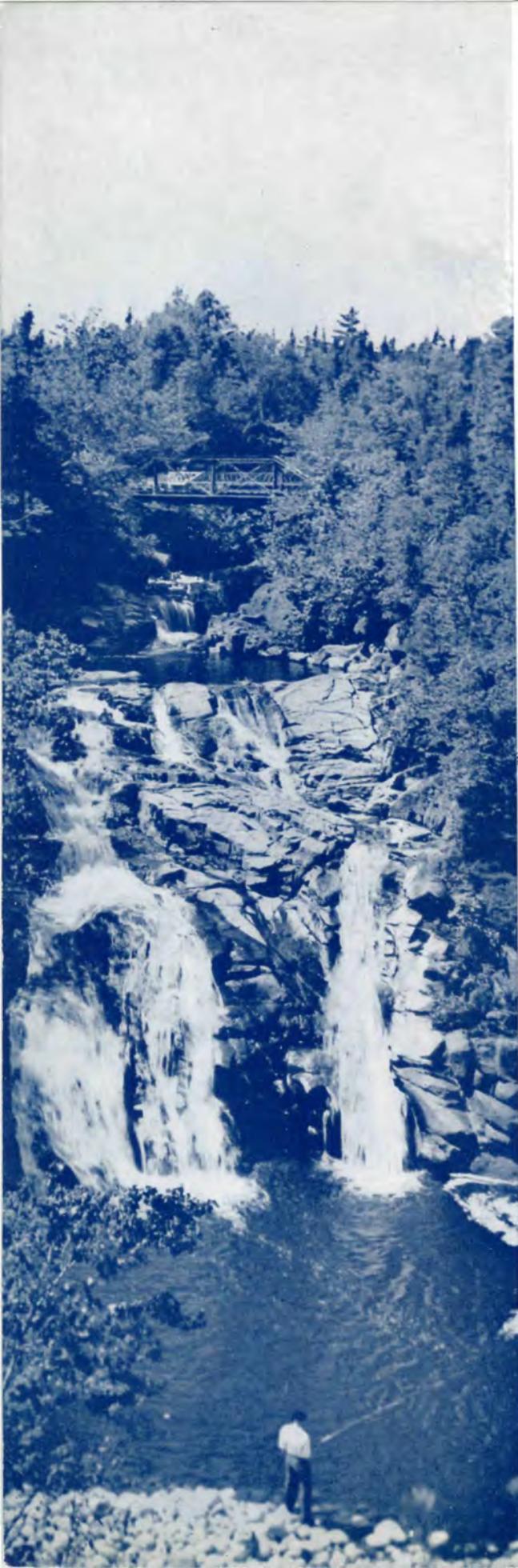
THE GROWTH of Canada's system of National Parks during the past half century has been remarkable. It is a little more than fifty years since the first small reservation of ten square miles was made in 1885, to establish as a public possession the hot mineral springs in the Canadian Rockies at Banff. From this small beginning has grown the present great chain of national playgrounds, 26 in number, which extends from the Atlantic Ocean on the east to the Selkirk Mountains in British Columbia on the west.

Established as outstanding examples of the region in which they are situated, the national parks fulfil a fourfold purpose. They are conserving the primitive beauty of the landscape, maintaining the native wild life of the country under natural conditions, preserving sites memorable in the nation's history, and serving as recreational areas. Their value in the last category becomes more apparent each year, for they provide in ideal surroundings, unequalled opportunities for outdoor life.

For purposes of description, Canada's National Parks may be grouped in three main divisions—the large scenic and recreational parks in the mountains of Alberta and British Columbia; the scenic, recreational, and wild animal parks of the Prairie Provinces; and the parks in Eastern Canada, which come under scenic, recreational, and historic classes.

In these pages will be found descriptions of the National Parks in the third group—areas which lie within the Provinces of Nova Scotia, New Brunswick, Prince Edward Island, Quebec, and Ontario. Embracing outstanding examples of rugged but picturesque coastline, remarkable salt-and-fresh-water beaches, delightful lake-shore and island areas, these parks also include places around which centred important events in the history of Canada.

In view of space limitations the information provided in this booklet is necessarily of a limited nature. Additional information concerning any of these parks may be obtained on application to the Park Superintendents, or from the National Parks Bureau, Ottawa, Canada.





The Cabot Trail near Cap Rouge

CAPE BRETON HIGHLANDS NATIONAL PARK NOVA SCOTIA

AMONG THE OUTSTANDING scenic regions of Canada the Island of Cape Breton presents attractions that are unique in North America. Separated from the mainland of Nova Scotia by the deep and narrow Strait of Canso, it seems set apart from the continent in the environment it offers the visitor. The coastline, rugged and picturesque, is broken by deep bays and inlets, and is provided with numerous fine harbours which afford shelter for small ocean craft. Rising almost from the water's edge are rolling hills and mountains, well forested, which sweep back, particularly in the north and west, to form a broad plateau.

Between the hills lie broad green valleys or peaceful glens, drained by sparkling brooks and streams, many of which abound in salmon or trout. Almost dividing the island in two is the extensive and lovely inland sea known as the Bras d'Or Lakes. The name is a French translation of "arm of gold," presumably after the remarkable sunsets of the region. Throughout the island are heard the native tongues of its earliest inhabitants—Scottish, French, Irish, and English—handed down from generation to generation. From the sea are ever-changing panoramas of hillside, cliff, bay, and valley; from the land, equally beautiful vistas of sandy cove, rocky cape, and jagged tide-worn rocks, against the blue background of the Atlantic Ocean or the Gulf of St. Lawrence.

Early History

Extending far into the Atlantic, Cape Breton Island occupies a place in Canadian history as unique as its setting. The date of its original

discovery remains in doubt, although historians relate that Norsemen cruised its shores in the 10th century. John and Sebastian Cabot, who discovered the mainland of North America in June, 1497, are believed to have landed on the east coast of Cape Breton Island, since indicated on an early map as "prima tierra vista." The memory of these pioneer explorers is perpetuated in the Cabot Trail, a spectacular highway which girdles the northern part of the island.

Later its coasts were sailed by Verrazano in 1524, and the hardy Breton, Jacques Cartier, sighted its northern capes on his return journey of 1535-36. The fisheries of nearby waters attracted English, French, Spanish, and Portuguese, with resulting settlements at such points as English Harbour, later known as Louisbourg; St. Ann's, St. Peter's, Baie d'Espagnols, now Sydney; and Niganis or Ninganich, now called Ingonish. It is generally supposed that Basque or Breton fishermen gave the name "Cape Breton" to the eastern promontory, and later it was applied to the entire island.

Cape Breton also saw the rise and fall of Louisbourg, the walled city and fortress, once regarded as the greatest in America. Around this stronghold surged the great struggle between the French and English for supremacy in America. Its final capture by the English in 1758 opened the way for the fall of Quebec in 1759, which ended French rule in Canada. Acadian settlement of parts of the island continued after 1758, and was followed by extensive Scottish immigration between 1791 and



Sword-fishing Boats in South Ingonish Harbour

1828. Descendants of these early settlers still constitute a large part of the population.

Natural Features

Cape Breton Highlands National Park stretches across the northern part of the island from the Atlantic to the Gulf of St. Lawrence, and contains an area of about 390 square miles. Along the western shore steep hills rise almost precipitately from the Gulf to a height of 1,400 feet. The upper slopes are forest-clad, and to their rugged sides clings the Cabot Trail. The eastern shores are also rocky, but with more numerous coves at the mouths of valleys that recede to the highlands forming the interior of the park. In the soft roll of hill and vale the scenery is reminiscent of the Highlands of Scotland, and, mounted against the ever-changing background of the ocean, it has a solitary grandeur peculiar to itself.

In the vicinity of the park, but outside its boundaries, are a number of little fishing villages, inhabited mainly by families of Highland Scottish, Irish, or Acadian ancestry. For generations these people have won their substance from the sea or from small farming operations carried on in the vicinity. To a great extent they have retained their native languages and a rare skill in handicrafts, including the art of rug-hooking and weaving from native wool carded and spun on ancient wheels. One of the principal settlements on the Gulf of St. Lawrence is Cheticamp, first settled about 1775 by Acadians from Prince Edward Island. Farther north is Pleasant Bay, and on the Atlantic Coast, Cape North, Dingwall,

Neil Harbour, and Ingonish, inhabited by many of Scottish or Irish origin. These fisher villages provide a fertile field for artists and photographers, and lend an atmosphere both quaint and refreshing.

Wild Life

The park is a wild life sanctuary, and under the watchful care of the warden service, wild animal and bird life is increasing. In earlier times large herds of caribou roamed the barrens and high plateaus of the interior, but, along with moose, were exterminated by indiscriminate hunting. White-tailed deer, however, are numerous, and in the fall are often seen along the park highways. Black bear, wild cat, red fox, snowshoe rabbit, otter, muskrat, weasel, and mink are also native to the region. A colony of beaver introduced to the park has since settled down in their new environment with the intelligence and industry for which they are noted. Bald and golden eagles build their eyries on the high summits, grouse and a variety of smaller birds enliven the forests, and numerous species of waterfowl are found on the adjacent waters.

Except for the high interior barrens, which support only shrubs and moss, the park is clothed with mixed forests. Spruce, balsam fir, birch, maple, and beech predominate, although pine, hemlock, oak, and poplar are also found. Shrubs and small fruits, including cherries, raspberries, gooseberries, and blueberries, abound, and apple trees, once tame but now growing wild, are common along the roads. In the fall the foliage takes on its autumnal



Cape Smoky from Freshwater Lake at Ingonish Beach

colours, and the diffused shades of green, gold, crimson and russet combine to provide a magnificent spectacle.

How to Reach the Park

Cape Breton Island may be approached from the mainland of Nova Scotia by Provincial Highway No. 4, a paved route, or by railway. The crossing of the Strait of Canso between Mulgrave and Port Hawkesbury is made by a modern ferry which operates several times daily. From Port Hawkesbury the visitor has a choice of routes to the park. The western route is the most direct. It follows Highway No. 5 along the Gulf of St. Lawrence to Margaree Forks, where connection is made with the Cabot Trail. Continuing northward, the park is entered at a point about four miles north of Cheticamp, 105 miles from Port Hawkesbury.

An interior route, over Highway No. 19, passes through Whycomagh and skirts an arm of the Bras d'Or Lakes, joining with the Cabot Trail at Baddeck. From Baddeck the Cabot Trail may be followed northwestward to Cheticamp and the western entrance of the park, or northeastward to Ingonish and the eastern gateway. The distances from Port Hawkesbury over these routes are 124 and 115 miles respectively.

The park also may be reached by way of Highway No. 4, entering the city of Sydney and thence via Highway No. 5 to connect with the Cabot Trail. This route, which entails a trip of about 158 miles from Port Hawkesbury,

provides excellent views of the Bras d'Or Lakes. Sydney is also accessible by Canadian National Railways and by steamship. A regular boat service operates during the summer season between Sydney and South Ingonish. The nearest railway station is at Little Bras d'Or, situated about 60 miles from the park headquarters at Ingonish Beach.

Park Headquarters

The administrative headquarters of the park are located at Ingonish Beach, on the Atlantic Coast just inside the southeast boundary. To the south, in the shadow of Cape Smoky, lies Ingonish Harbour, one of the finest anchorages on the eastern coast, frequented by many types of deep-sea craft. North of the harbour, and within the park, a remarkable promontory known as Middle Head extends into the Atlantic for nearly two miles to form twin bays—North and South Bay Ingonish. Between Middle Head and Ingonish Harbour stretches a magnificent sand beach, nearly a mile in length, which lies between the ocean and a small fresh-water lake. Overlooking this lake is a landscaped area on which have been erected a registration building, administration building, and superintendent's residence, all designed to harmonize with the character and surroundings of the region. Information concerning the park and its attractions may be obtained at the office of the park superintendent.

Accommodation

Tourist accommodation in the park is provided by a new bungalow type hotel, "Keltic



Salt-water Bathing at Ingonish Beach

Lodge," on Middle Head Peninsula. Comprising a main building and four bungalow lodges, this hostelry offers high-class service at reasonable rates. Two of the bungalows contain eight suites each, and the others have four suites each. The lodge is within easy reach of the park golf course, bathing beaches, and administration building at Ingonish Beach, and is accessible by a spur road off the Cabot Trail.

Hotel and boarding-house accommodation, mostly of a limited nature, is also available in

many of the villages adjacent to the park, including North and South Ingonish, Neil Harbour, Dingwall, Cape North, Pleasant Bay, and Cheticamp. Motor tourists travelling with cabin trailers or carrying their own camping equipment can be accommodated in a camp-ground equipped with kitchen shelter situated at the west end of Middle Head Peninsula.

Recreational Opportunities

Recreations open to visitors include bathing, boating, fishing, golf, tennis, hiking, and motoring along the park highways. Delightful salt-water bathing may be enjoyed at the main beach which extends along the "barachois" south of Middle Head. Here the water is pleasant in temperature for the latitude, and the sand, beaten hard by Atlantic surf, is clean and free from shells. The barachois separates the ocean from a small fresh-water lake, on the shore of which will be found another smaller beach. A large bath-house for public use has been built between the two beaches.

Opportunities for both inland and deep-sea fishing await the visitor. Salmon run to good size and weight in the Cheticamp or Little River. Trout are found in Corney, Fishing Cove, Black, Warren, and Clyburn Brooks, Mackenzie, Grand Anse, and North Aspy Rivers, and in several of the small lakes in the park. Deep-sea fishing enthusiasts may enjoy angling for swordfish, as one of the finest areas on the continent for this species is found in the Atlantic off the eastern coast of Cape Breton Island. Salmon, mackerel, cod, halibut, herring, and haddock are also caught in waters adjacent to the park. Boats are available at nearly all the fishing villages in the vicinity and may be

The Park Headquarters





The Beach on Freshwater Lake at Ingonish

hired at reasonable rates, or arrangements can be made to accompany deep-sea fishermen on their daily trips.

Golfers will find a splendid eighteen-hole golf links, designed by the noted landscape architect, Stanley Thompson, near the park headquarters at Ingonish. Commencing and terminating on Middle Head Peninsula, the links extend up the valley of Clyburn Brook and utilize to the fullest measure the picturesque terrain of the region. Skirting the seashore, crossing inland water hazards, and winding through a green valley between rolling wooded hills, it is a links to delight both the skilled and average golfer.

Between the golf links and the park headquarters an area has been developed for field sports, and three tennis courts have been constructed for the use of visitors. Parking and picnic grounds are also available in the vicinity.

A number of trails and bridle paths have been built to various scenic points in the park, and offer fine outings. One of the most popular short hikes is from the park headquarters at Ingonish Beach up the valley of Clyburn Brook to Franey Mountain, from which some remarkable views may be had. Another popular trail leaves the park highway a mile north of North Ingonish, and ascends Warren Brook to Warren Lake, where excellent trout fishing may be enjoyed. Trails also skirt the North Aspy and Cheticamp Rivers from points on the Cabot Trail. Broad paths also lead from the Administration Building at Ingonish to the bathing beach and to Middle Head.

The Cabot Trail

The Cabot Trail provides a spectacular motor drive of nearly 70 miles through the park

between the western and eastern entrances, and affords vistas of mountain, sea, and valley that long will be remembered. Many visitors use the western approach by way of the beautiful Margaree Valley and Margaree Forks, entering the park at a point four miles north of Cheticamp. After crossing the Cheticamp River, the road swings into a wooded valley, and passing beneath a range of steep hills, emerges on the Gulf of St. Lawrence at the Rig Wash.

In the Margaree Valley





*"Keltic Lodge"
Bungalows at
Middle Head*

For the next few miles, the Cabot Trail skirts the Gulf along one of the most spectacular sections of the entire route. Traversing a small peninsula known as the Presqu'île, the highway rises from sea level to heights of several hundred feet above the water, and from these elevations remarkable views are obtained of the picturesque coastline for many miles. Turning eastward up Jumping Brook Valley, the highway rises steadily to cross the summit of Mackenzie Mountain and then winds down grade to the village of Pleasant Bay.

From Pleasant Bay, the route swings eastward up the Grand Anse River along the slopes of North Mountain, and crosses the height of land into North Aspy Valley. Over the summit,

the visitor reaches Big Intervale, where a magnificent vista of rolling hills and fertile valleys opens up, and the broad Atlantic is visible through a faint haze in the west. Farther on is the settlement of Cape North, outside the park boundary, where side roads lead to the villages of Dingwall and Bay St. Lawrence.

The route next turns southeasterly to Neil Harbour, typical of the little fishing villages along the Atlantic Coast. It is a centre for the sword-fishing industry, and numerous craft, including small "snapper" boats and large "three-masters," may be often seen at anchor. The village also is a favorite point for artists, and lends itself admirably to camera study.



*Registration Office
at Ingonish Beach*



Swinging southward, the Cabot Trail follows an inland course that crosses numerous small brooks to reach the coastline again at North Ingonish. The Ingonish settlement—one of the largest in the vicinity of the park—extends along North Bay, and although excluded from the park area, contains many features of interest to the visitor. Five miles south, the road again enters the park at the western end of Middle Head, and continues on to the eastern entrance of the park at Ingonish Beach.

No description of Cape Breton Highlands National Park can adequately portray the peculiar charm and atmosphere which dis-

tinguish it from all other holiday resorts on the continent. In this area, situated less than a two days' journey from the great centres of population, will be found a feeling of remoteness from the rest of the world, and a tranquillity which provides an escape from the strain of modern life. Here, in silences broken only by the rhythmic beat of the sea, in association with a kindly and industrious native population, and against the historical background of the actual discovery of America, is a vacation area which is absolutely unique. Its popularity as a summer playground, already well established, is sure to increase tremendously as its fame spreads farther and farther afield.





Prince Edward Island Landscape near Cavendish

PRINCE EDWARD ISLAND NATIONAL PARK

ALTHOUGH IN SHARP CONTRAST to the rugged grandeur of Cape Breton, Prince Edward Island has a character and beauty all its own. Situated in the Gulf of St. Lawrence, it is the smallest yet one of the most beautiful of the provinces of Canada. Its amazing fertility, temperate climate, and delightful pastoral appearance have gained for it the title, "The Garden of the Gulf." Discovered by Jacques Cartier on his first voyage, in 1534, the island was described by him as a land "low and flat and the fairest that may possibly be seen, and full of beautiful trees and meadows." After 400 years this description still accurately applies to the island province, known to the aboriginal Indians as "Abegweit," which translated means "cradled on the wave."

The coastline of the island is very irregular, presenting a succession of deep bays and inlets between projecting headlands, and broad sand beaches extending for miles along the north shore. Its surface, devoid of steep hills, is gently rolling and intensively cultivated. Red sandy loam soil, overlying red sandstone or red clay shale, gives to the landscape and roadsides a warm and colourful appearance.

Like Cape Breton, Prince Edward Island also has a history of interest. For many years after its discovery by Cartier it was known as Isle St. Jean, or St. John Island, and during the 17th century it was included in grants to individuals or companies for the control of the fur trade and fisheries. Not until 1720, however, was the first permanent settlement made by the French at Port Lajoie, at the mouth of what is now Charlottetown Harbour. Other

settlements of Acadians followed until the fall of Louisbourg in 1758, when the population, with the exception of about 30 families, was removed by the English. The island was renamed Prince Edward after Edward, Duke of Kent, the father of Queen Victoria, who at one time was Commander-in-Chief of the British forces in North America. The present population is descended principally from English, Scottish, Irish, and French Acadian stock, the latter mainly from the original settlers.

Charlottetown, the capital, situated on the southern shore, has been called the "Cradle of Confederation," for there was held on September 1, 1864, the first conference which led to the federation of British North American colonies in 1867 as the Dominion of Canada. Strangely, Prince Edward Island did not enter the union until 1873.

The National Park

Established in 1937, Prince Edward Island National Park is one of the latest additions to Canada's system of national playgrounds. It extends as a coastline strip for nearly 25 miles along the north shore of the Island and includes some of the finest beaches in Eastern Canada—beaches that are reddish in colour and beaten smooth and broad by the action of the surf. Landward from the beaches, sand dunes and red sandstone cliffs rise to considerable heights, and across the mouths of several bays, small islands and shoals give protection to the inner waters. Here salt-water bathing and relaxation on the smooth sandy stretches are delightful pastimes during the fine climate of

summer and early autumn. The temperature is ideal, the air invigorating, and the water is warmer than at many points hundreds of miles to the south along the Atlantic Coast.

The park is divided by deep bays or harbours into three main sections, all of which face the Gulf. The eastern section which includes Dalvay and Stanhope Beaches, extends from Tracadie Harbour to Covehead Harbour, and contains the park administrative headquarters. Brackley Beach, the central part, lies between Covehead Harbour and Rustico Bay. The Cavendish, or western portion of the park, extends from Rustico Harbour to New London Bay, and contains Green Gables, made famous by the novels of L. M. Montgomery. The park area also includes Rustico Island, a low sandy area which guards the entrances to Rustico Bay and Rustico Harbour.

Wild Life

Owing to its limited size and the permanent settlement of the surrounding area, the park contains no big game animals. Smaller mammals, including such fur-bearers as mink, muskrat, snowshoe rabbit, and squirrel, occur in the region. Many varieties of birds inhabit the park or are regular migrants, and waterfowl rest and feed in adjacent waters. Game birds most often observed include ruffed grouse, Hungarian partridge, Canada goose, brant, and several species of ducks.

Sections of the park in the vicinity of Green Gables and Dalvay House are well forested.

White birch and red maple grow abundantly as do white and black spruce, poplar, tamarack, balsam fir, mountain ash, and sumach. Wild flowers are numerous in early summer, and small fruit bushes and shrubs, including raspberry, blueberry, and cranberry, grow in profusion.

How to Reach the Park

Access to the Province of Prince Edward Island is provided by modern ferry, railway, steamship, and air services. A railway and automobile ferry is operated the year around by the Canadian National Railways between Cape Tormentine, New Brunswick, and Port Borden, P.E.I. This ferry, connecting New Brunswick Highway No. 16 with Prince Edward Island Highway No. 2, makes four crossings of the nine-mile-wide Northumberland Strait daily six days a week and two on Sunday, during the summer tourist season. An automobile and passenger ferry service is also operated daily between Pictou, Nova Scotia, and Charlottetown, a distance of 50 miles.

Visitors from Eastern Canadian points and from the United States travelling by automobile to Nova Scotia and Prince Edward Island pass through the Province of New Brunswick. The main point of entry from the United States is St. Stephen, New Brunswick, from Calais, Maine. From St. Stephen the most direct route is by way of Saint John and Moncton, over Highways Nos. 1 and 2.

The Beach near Green Gables





Dalvay House, the Park Headquarters

During the summer season, steamship lines make scheduled trips from Montreal, Quebec, and Saint John, New Brunswick, to Summerside and Charlottetown, P.E.I.

The Canadian National Railways provide a train service daily except Sunday from Charlottetown and intermediate points, which connects with the "Ocean Limited" and "Maritime Express" at Sackville, N.B. The Canadian Airways Service, Ltd., operates a daily passenger service, except Sunday, between

Moncton, N.B., and Charlottetown, P.E.I. Connections with other air services, including Trans-Canada Air Lines, may be made at Moncton.

Prince Edward Island National Park may be reached by highway from Port Borden, Summerside, and Charlottetown, P.E.I. Dalvay Beach, in the eastern section, is accessible from Charlottetown by paved highway via Bedford and Grand Tracadie, a distance of 17 miles. Brackley Beach is 14 miles from Charlottetown by Highway No. 15. Green Gables and the western part of the park may be reached by paved highway from Charlottetown, via Hunter River and North Rustico, a distance of 27 miles. An alternative route to Green Gables may be taken via Kensington and Margate over Highway No. 7, which crosses the park at Cavendish. The distance from Port Borden to the park by this route is 39 miles.

Green Gables



The Park Headquarters

The administrative headquarters of the park are located at Dalvay House, situated in the eastern section near Grand Tracadie. This building, one of the finest of its kind in Eastern Canada, was originally constructed as a summer home, and has since been remodelled as a hotel. It contains the offices of the park superintendent where information concerning the park and its attractions may be had. The grounds surrounding Dalvay House have been landscaped and are being developed as a community centre where park visitors may enjoy recreations associated with a summer resort of this nature.



Superintendent's Residence and Bath-house near Dalvay House

Green Gables

Green Gables, the farm-house made known to thousands by the novel "Anne of Green Gables" and other related stories by Lucy Maud Montgomery, is situated in the western section of the park, within a short distance of Cavendish. For years it has been an unflinching point of interest for visitors to Prince Edward Island, and is now available to visitors as a tea room. Although repaired and painted, the original building has been faithfully preserved in all its details, and an attendant is on hand to escort visitors through its rooms. Many other points of interest associated with the "Anne" stories, including the "Haunted Wood" and "Lover's Lane," are easily reached by paths and trails which lead from the building. An excellent golf course has been constructed in the vicinity and visitors will also find a campground, and a modern bath-house near the beach.

Accommodation

Tourist accommodation is provided by a hotel and bungalow camp within the park and by several good summer hotels situated a short distance outside the park boundaries. In the eastern section, Dalvay House offers high-class accommodation. About three miles to the west, and accessible by motor road, is Stanhope Beach Inn. In the Brackley Beach section there are two summer hotels, Shaw's and Gregor's, and at Green Gables, a bungalow camp with housekeeping cabins is situated near the beach. A summer hotel is also operated at North Rustico. Excellent hotel accommodation can also be found in Charlottetown,

the provincial capital, which is less than an hour's motor drive from the park. A number of privately-owned summer cottages in the vicinity of the park are usually available for rental during the summer season, and particulars may be obtained from the office of the park superintendent.

Public camping and picnic grounds have been laid out for the use of visitors near Dalvay House, at Brackley Beach, and in the vicinity of Green Gables. Permits for camping

The Leisure Hour



may be obtained on payment of a small fee to resident park officers.

Recreational Opportunities

A wide choice of pastimes is open to the park visitor, including bathing, boating, fishing, tennis, and golf. The broad sand beaches, which stretch for miles along the Gulf of St. Lawrence, offer the ultimate in salt-water bathing. Shelving out gradually into deep water, these beaches provide a maximum of safety, and are ideal for children and adults alike. Tempered by light breezes, the sunshine may be enjoyed without the humidity that prevails elsewhere, and advocates of sun-bathing may obtain a delightful tan without ill effects. The salt water is surprisingly warm. Modern bath-houses have been erected for public use at Brackley Beach, Dalvay Beach, and Green Gables. Lifeguard service is also maintained during the summer season.

Facilities for boating are available at a number of the resorts in the vicinity of the park, including North Rustico and Grand Tracadie. Accommodation can also be secured on power launches for deep-sea fishing. Cod and mackerel are caught in the coastal waters, and a number of the small lakes and ponds in the park contain trout, which may be angled for in season. Good trout fishing may also be had in a number of streams adjacent to the park. At Dalvay House tennis enthusiasts may have the use of two well kept courts without charge.

The Golf Links

Golf may be played under ideal conditions on the new Green Gables links in the Caven-



The Water Ha

dish section of the park. Skirting the sand dunes along the seashore, and extending back into the pastoral countryside of the island, the 18-hole links at Green Gables offers a delightful combination of seaside and inland course resembling some of the links of Scotland. Many devices of modern landscape architecture have been employed in designing and constructing the course, which has several water hazards and a remarkable assortment of holes.

Numerous points portrayed in the literature associated with the region have been woven into the layout, and golfers may play over holes called the "Lake of Shining Waters," "Dryad's





azard at the 9th Hole

Bubble," "Matthew's Field," and "Haunted Wood." The route of play, location of tees, and selection of sites for greens have been carefully planned to preserve natural features associated with the stories. A modern golf club-house, overlooking the first tee, has been constructed for the convenience of golfers. The use of lounge, locker, and shower rooms, as well as the links, may be had on payment of a nominal fee. Golfing supplies are also available from the professional shop.

Motor Drives

Visitors will enjoy driving over the picturesque countryside to and from the park. Extension of the paved highway system in the

Province of Prince Edward Island has opened numerous delightful routes, over gently rolling terrain, from which are obtained vistas of well cultivated farms, forested hills, placid streams, and the blue waters of bays, inlets, and the sea.

A new seashore drive has been opened recently in the eastern section of the park from Dalvay House to Stanhope Beach. The drive commands a continuous view of the Gulf of St. Lawrence, and provides access to points on the magnificent sand beach along this part of the coast.

Prince Edward Island National Park offers attractions that are found nowhere else in Canada. It is approached through a countryside so picturesque as to suggest in itself a vast park-land, dotted with groves of birch and maple which border red-banked roads and lanes. Within the park warm shallow waters, expansive beaches of clean red sand, breeze-tempered sunshine, and salty air provide opportunities for relaxation and enjoyment that are unsurpassed.

Literally the whole province may be regarded as a park. The unrivalled beauty of its countryside; the hospitality and genuineness of its people; the neat and prosperous farms with their lush meadows, rolling grain fields, and vast areas of potatoes (the island's principal crop); the fox farms, for this is the original home of the fox-farming industry; the oyster and other fisheries, and the constant proximity of the sea, make Prince Edward Island truly the Garden Province. It is a garden where all are welcome, and where even the passer-by may share in a setting that is almost idyllic.



ST. LAWRENCE ISLANDS NATIONAL PARK

ONTARIO

ONE OF THE MOST picturesque regions on the North American Continent is the fifty-mile stretch of the St. Lawrence River between Kingston and Brockville, Ontario. Along this section of the great inland waterway its blue-green waters are studded with upwards of 1,700 beautiful islands varying in size from less than an acre to several square miles. Separated one from another by picturesque channels, these islands are clothed with groves of pine, oak, maple, and birch, which rise above bluffs of granite and limestone to cast shadows of deeper colour across the emerald waters. Nature has undoubtedly created here one of her masterpieces in river landscape.

For nearly three-quarters of a century the "Thousand Islands," as they are called, have been a paradise for the summer visitor—so much so that most of the islands are now privately owned. As early as 1904, however, the Government of Canada set aside as national recreational areas a number of these islands, which now form St. Lawrence Islands National Park. At the present time the park is composed of thirteen islands accessible from cities and towns along the St. Lawrence River, and a mainland area at Mallorytown Landing.

On many of these islands improvements have been carried out and conveniences provided for visitors. Attractively designed pavilions and shelters have been erected, outdoor camp-stoves, tables, benches, and firewood provided, and wharves and boat landings constructed to facilitate approach. Each island or



Pavilion on Beau Rivage Island

group of islands, according to location, is in charge of a caretaker who is responsible for the observance of the few park regulations imposed on the visitor, and who issues the permit necessary for camping. Several of the islands have bathing beaches, and excellent fishing may be enjoyed in the surrounding waters.

These island parks are easily accessible from points served by Provincial Highway No. 2, which is the direct route from Windsor, Ontario, to Montreal, Quebec. Motor boat service is available at the larger centres for visitors not possessing their own craft, and regular boat trips are operated daily from Gananoque, Rockport, and Brockville during the summer. The Thousand Islands Bridge between Collins Landing, New York, and Ivy Lea, Ontario, crosses the St. Lawrence River in the heart of the Thousand Islands, and affords magnificent views from its elevated spans.

The islands which form the park, as well as the nearest points of approach, are briefly described in the following paragraphs:



*Dock and Picnic
Ground on
Aubrey Island*



A Section of the Thousand Islands Bridge

Cedar Island, the most westerly park unit, lies just outside the harbour of Kingston and contains an area of 23 acres. A pavilion, camp-stoves, and wharves are at the disposal of visitors.

Down the river and accessible from Gananoque are two groups of park islands. The first group includes *Aubrey*, *Beau Rivage*, and *Mermaid Islands*, and the second group *Camelot*, *Endymion*, and *Gordon Islands*. *Aubrey Island* contains 15 acres, and is equipped with a pavilion and wharf. *Beau Rivage Island*, one of the most attractive of the group, contains 12 acres. It possesses fine bathing facilities, two wharves, and two pavilions, one of which has kitchen conveniences and is popular as a community centre for junior groups. *Gordon Island*, 16 acres in extent, is equipped with conveniences including a pavilion and wharf, and is covered with fine stands of oak, chestnut, and butternut trees. The other islands in this group are not extensively used.

Georgina and *Constance Islands* are situated

a short distance east of Ivy Lea. Lying side by side, these islands support abutments of the new international bridge over the St. Lawrence River. No improvements have been made on *Constance Island*, but on *Georgina Island* will be found two fine pavilions and two wharves. The western pavilion affords an excellent view of the river and surrounding islands.

About a mile east of Rockport is *Grenadier Island*, one of the largest in the vicinity. An area of 10 acres on the western end of the island has been set apart for park purposes, and improvements made for the use of visitors include a pavilion and wharf.

The mainland reservation of Mallorytown Landing, situated about midway between Ivy Lea and Brockville, contains six acres, and may be reached both from the river and the main highway. The reserve contains a fine grove of shade trees, as well as a pavilion, bath-house, and steamer dock. *Adelaide Island* is accessible from Mallorytown Landing.

Stovin Island, situated about two miles west of Brockville, has an area of five acres, and enjoys a wide popularity as a recreational resort. The island is equipped with two pavilions and two wharves, and lies along the route followed by motor boats which make tours of the Thousand Islands several times daily during the summer season.

The most easterly unit in the park is *Broder Island*, which lies directly opposite the town of Morrisburg. Containing an area of 20 acres, it is well wooded, and possesses a bathing beach and a large recreation field. A bath-house, wharf, and two large pavilions, one of which is equipped with kitchen facilities, are available to visitors.

Georgina Island and St. Lawrence River





Among the Islands of Georgian Bay

GEORGIAN BAY ISLANDS NATIONAL PARK ONTARIO

ONE OF THE MOST attractive summer vacation areas in Eastern Canada is the Georgian Bay region in Ontario. Forming part of the Great Lakes system, Georgian Bay is an immense arm of Lake Huron, with which it is connected by two main channels. Stretching far inland towards the Ontario highlands on the east, it is nearly 50 miles wide and 120 miles long. The shoreline is broken by hundreds of deep sheltered bays, and along the eastern side lies an archipelago of nearly 30,000 islands. Its sparkling blue waters abound with fish and form a vivid background for picturesque rock formations, rocky capes, sandy bays, and a myriad of channels winding through green-wooded isles.

The region is also rich in early historical associations. "Huronian," as it is often called, was the ancient home of the great Huron confederacy of Indians, which was practically exterminated by the Iroquois in the massacres of 1649-50. Near Midland, on the south shore of Georgian Bay, stood the palisaded Indian village and Jesuit mission of St. Ignace which was destroyed in the massacre of 1649; further west, on Christian Island, the Hurons made their last ineffectual stand against their hereditary foes.

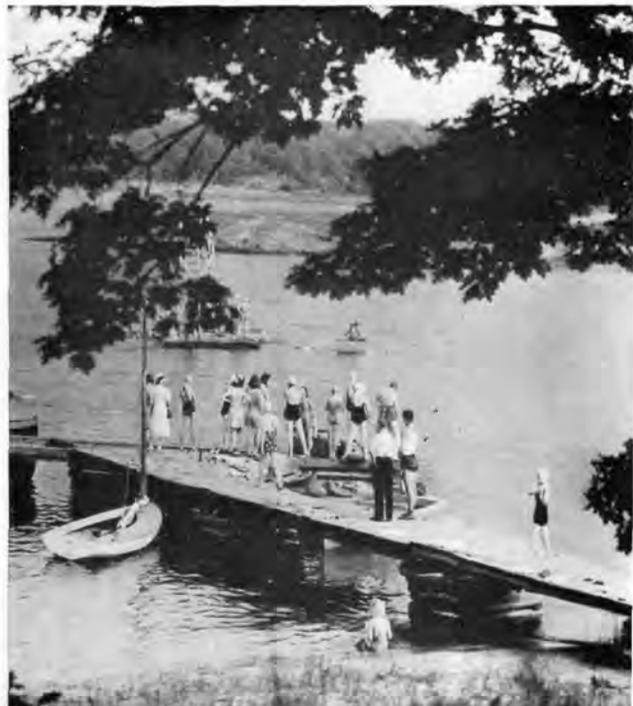
In the vicinity the Government of Canada has established Georgian Bay Islands National Park, consisting of 30 islands or portions of islands, ranging in size from less than an acre to several square miles. Beausoleil, the largest, is situated about eight miles north of Midland and two miles west of Honey Harbour. It is more than five miles long and nearly a mile wide, and contains an area of 2,712 acres. On

it have been located the local administrative headquarters of the whole park.

Beausoleil Island for many years formed a home for a band of Ojibwa or Chippewa Indians, and remains of their settlements are still visible. An Indian village stood near the site of the park headquarters building on the eastern shore, and an Indian cemetery is situated nearby. Ancient legends concerning the district are still related by Indians living in the vicinity, and many of the physical features of the island bear Indian names.

The southern part of the island is covered with sandy loam soil which supports heavy

Bathers at Beausoleil Island





The Bath-house at Park Headquarters

growths of mixed hardwoods, including maple, white birch, beech, red oak, and ash. In contrast, the northern section has heavy outcroppings of rock, and contains open stands of white pine, maple, and oak. Wild animal and bird life is numerous. Elk and deer inhabit the woods, and fox, racoon, porcupine, and numerous small fur-bearers abound. Ruffed grouse, song birds, and birds of brilliant plumage are plentiful, and waterfowl are observed in adjacent waters.

Beausoleil and other islands forming the park are supervised during the summer season by a resident park officer. There is no hotel accommodation on Beausoleil Island although a site for a bungalow camp has been selected. Camp-sites equipped with camp-stoves and other conveniences also have been laid out at

convenient points along the shore. A large dock at the park headquarters provides a landing for passenger boats which operate in the vicinity on regular schedule, and small wharves are situated at other points.

The fine sand beaches which lie along the eastern shore of the island are ideal for bathing and swimming. Boating may be enjoyed in the adjacent waters, and the numerous trails which cross the island make possible delightful hikes through the woods to a number of interesting points. Georgian Bay is a favourite region for fishing, and bass, maskinonge, lake trout, pike, and pickerel are among the species caught.

Included in the park is Flowerpot Island, which is located in the mouth of Georgian Bay at the head of Bruce Peninsula about 90 miles west of Beausoleil Island. The island owes its name to rock pillars, separated from the limestone cliffs by erosion, which stand out boldly on the shore like two immense flowerpots. Small trees and shrubs growing in the fissures of the rock accentuate the resemblance. Interesting caves are located in the cliffs, which rise to a height of 300 feet above the water. Trails which have been cut through the woods lead to the caves, and a pavilion equipped with camp-stoves has been erected on the eastern shore.

The towns of Midland and Penetanguishene form the southern gateway to the main Georgian Bay Islands system, and serve as outfitting centres for campers and fishermen. Beausoleil Island is served by daily passenger boat service from Midland during the summer season. Access by motor boat may also be made from Honey Harbour on the east. Midland, Penetanguishene, and Honey Harbour are all served by the provincial highway system of Ontario. Flowerpot Island may be reached by motor boat from Tobermory, which is the terminus of a motor road from Wiarton.

The Large "Flowerpot" on Flowerpot Island





On the Beach at Point Pelee

POINT PELEE NATIONAL PARK ONTARIO

STRETCHING SOUTHWARD into the blue waters of Lake Erie, Point Pelee National Park, although one of the smallest, is one of the most interesting of Canada's National Playgrounds. Situated in the southwest corner of Ontario, in the County of Essex, the park forms the most southerly extension of mainland in Canada. It is almost in the same latitude as the northern boundary of the State of California—a fact which comes as a surprise to those who have been accustomed to thinking of Canada in terms of the far north. The area of the park is six square miles.

The region is one of unusual physical charm, supporting rich growths of southern vegetation, including species which are rarely found in such northern latitudes. Broad sand beaches, extending for miles along the shoreline, provide exceptional opportunities for bathing; and in shady groves of oak, maple, and red cedar, sites for camping have been laid out. The park lies within one of the main routes followed by

waterfowl and other birds on their northern and southern migrations, and is one of the most interesting bird sanctuaries in Eastern Canada. Located within an hour's drive of such great industrial centres as Windsor and Detroit, it provides a summer playground for thousands who come to enjoy its unrivalled opportunities for outdoor life and recreation.

Formed by the action of the waves and currents of Lake Erie, Point Pelee is a low triangular sand spit about nine miles long and six miles across the base. Its maximum elevation is twenty feet, and as a result its sandy loam soil receives an abundance of moisture. Along the western shore and in the southern part it is heavily forested. In the northern section are large areas of marshland, dotted with a number of small lakes and ponds. In the early days of Great Lakes navigation, sailing ships found shelter from storms within the lee of the point. The ponds also provided a short water route across the point for voyageurs and others desiring to avoid the high winds and dangerous currents which sometimes prevail at the extreme end.

Point Pelee is associated with events in the early history of Canada, and a stone cairn with bronze tablet has been erected on the western shore to honour the memory of pioneers and soldiers whose adventurous spirits brought them to the region in years gone by. Among the events so commemorated is the visit in 1670 of the missionary explorers, Fathers Dollier and Galinée, who encamped on the point. They were the first Europeans known to have ascended the Great Lakes to what is now Sault Ste. Marie.

A Park Camp-site





The Main Park Drive

In the variety and extent of its flora, the park provides a veritable paradise for students of natural history. Red oak, white elm, red maple, white pine, and red cedar grow in abundance, and provide delightful shade. Sycamore, sassafras, hackberry, and blue ash, species usually found in more southern areas, also thrive along with basswood, ironwood, chestnut oak, balsam poplar, and shagbark hickory. Shrubs and bushes such as choke and sand cherry, service-berry, raspberry, goose-berry, juniper, bearberry, sumach, and dog-wood are common. Prickly pear, a cactus rare in Canada, grows in open fields, and wild grape and other vines drape in primitive tangles over trees and bushes.

Numerous small mammals which find a home in the park include red fox, racoon, skunk, woodchuck, rabbit, and squirrel. Bird life—including cardinal, Carolina wren, Baltimore oriole, towhee, and several species of warbler—is abundant in summer. Beautifully plumaged ring-necked pheasants are year-round residents. The park marshes, which contain hundreds of acres of vegetation, afford food and shelter during the spring and fall migrations to thousands of waterfowl, including Canada geese, wild ducks, and swans. Muskrats are very numerous in the marshes, as are also turtles and other forms of wild life.

More than thirteen miles of broad, silvery beaches shelving gradually into the lake provide bathing under ideal conditions. Bathers, however, are requested not to venture to the end of the point, where strong currents are prevalent. A large bath-house situated on the western beach is at the disposal of visitors, and a refreshment booth is operated nearby. A number of selected camping areas have been laid out in groves of trees along the western

side of the park, and, equipped with shelters, camp-stoves, tables, benches, fire-wood, and wells, are available to visitors on payment of a small fee.

Point Pelee Park is easily accessible by a motor road which connects with the main provincial highway system at Leamington, about eight miles north of the park gateway. Leamington is 32 miles east of Windsor on Provincial Highway No. 3, which forms a direct route from Detroit to Buffalo, via Windsor and Fort Erie. Leamington also has railway and bus services.

On entering the park, visiting motorists are requested to register and secure a transient motor licence entitling them to the use of the park roads. The licence is issued on a single trip or a seasonal basis at a nominal charge. Local administration of the park is carried out by a resident superintendent, who is assisted by park officers. General information concerning the park, including camp-sites, may be obtained at the park office situated in the gateway building.

Gateway to Point Pelee Park





Museum and Excavated Ruins at Louisbourg Fortress

THE NATIONAL HISTORIC PARKS

JOSEPH HOWE, famous Canadian statesman, has said that "a wise nation fosters national pride and love of country by perpetual reference to the sacrifices and glories of the past." To this end the National Parks Bureau has been entrusted with the preservation, restoration, and marking of places of national historic importance throughout the Dominion. Many of these are associated with stirring events in the nation's early history, and include Indian earthworks, villages, and portages; French trading posts, forts, and mission enterprises; sites connected with British exploration and naval and military operations in the long struggle for the possession of Canada, and others relating to the economic, industrial, and political development of the country.

In the selection of sites worthy of commemoration the Bureau is assisted by the Historic Sites and Monuments Board of Canada, an honorary body whose members, resident in various parts of the country, are historians of recognized standing. Since its formation in 1921, the Board has studied the historic background of more than 1,000 sites, and of these more than 300 have been recommended for marking and maintenance.

A number of the more important sites, particularly those containing the remains of early fortifications and surrounded by considerable areas, have been set aside as National Historic Parks. Several of these Historic Parks contain museums housing fine exhibits relating to the early history of the region, and are in

charge of officers who act as curators and guides. In the following paragraphs will be found brief descriptions of the National Historic Parks in Eastern Canada. Additional information concerning any of these areas may be obtained from the National Parks Bureau, at Ottawa.

Fortress of Louisbourg Nova Scotia

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 23 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.

By the terms of the Treaty of Utrecht, in 1713, Cape Breton Island, along with Isle St. Jean, now Prince Edward Island, was ceded to France by England, and English Harbour, renamed Louisbourg, was selected by the French as the most suitable point for a stronghold on the Atlantic. Possessing a fine harbour, it served as headquarters for a large fishing industry, and later as a base for French privateers which preyed on New England shipping. After the outbreak of war between England and France in 1744, hostilities were extended to North America, and Louisbourg was captured by an armed force of New Eng-



The Reconstructed Port Royal Habitation

land volunteers in 1745. Three years later the fortress was returned to France by the Treaty of Aix-la-Chapelle.

The Seven Years War which began in 1755 again brought Louisbourg into prominence, and after being twice blockaded by British fleets, its final capture was effected in 1758 by the combined forces of General Amherst and Admiral Boscawen. This achievement led to the fall of Quebec the following year, and resulted in the ultimate transfer of Canada from French to British rule. In 1760 the fortress was demolished on orders from the British Government.

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, opened in 1936, 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 Nova Scotia

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.

At Port Royal the first road in Canada was constructed, the first hydraulic development carried out, and the first Christian baptism performed. Here, too, was formed the first social club in North America, the Order of The Good Time, to keep alive the spirit of fellowship and goodwill among the members of the little settlement. On the waterfront also was enacted the first play written and staged in North America.

The original Habitation, which comprised a group of buildings arranged around a courtyard and fortified at two corners by a cannon platform and palisade, was destroyed by an invading English force from Virginia in 1613. The restoration has been carried out as faithfully as practicable from plans and descriptions left by Champlain, and from data secured from France, Quebec, and elsewhere. The location of the original buildings was fixed by intensive research, including a process of soil-reading.

Port Royal Park, Lower Granville, is accessible by motor road from Annapolis Royal, eight miles distant on Highway No. 1, and is also served by the Canadian National Railways.

Fert Anne Nova Scotia

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, centred 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 new French governor, de Razilly, built a small fort at the mouth of the La Have River on the Atlantic Coast, but on his death, d'Aulnay de Charnisay, his successor, removed the settlement to Port Royal. The new fort, built about 1635, was located on the present site of Fort Anne, several miles east of the original Habitation and on the south shore of Annapolis River.

As the capital of Acadia, Port Royal for the next hundred years experienced a chequered career, and changed hands many times before its final capitulation by the French to a New England force under Nicholson in 1710. Nicholson changed the name from Port Royal to Annapolis Royal, in honour of the reigning sovereign of England, Queen Anne.

The present Fort Anne is the outgrowth of two French fortifications built on the same site, and later additions made by the English. A large building within the grounds, erected in 1797 during English occupation and restored in 1935, 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.

The Museum at Fort Anne



Old Earthworks and Museum at Fort Beauséjour

Fort Beauséjour New Brunswick

AMONG THE NOTABLE HISTORIC PLACES in New Brunswick is Fort Beauséjour National Park, which is situated on the Isthmus of Chignecto about midway between Sackville, New Brunswick, and Amherst, Nova Scotia. Fort Beauséjour was constructed by the French between 1751 and 1755, in the course of their long struggle with the English for possession of Canada. It stood on the long ridge overlooking Cumberland Basin, the southern arm of Chignecto Bay, and was erected as a counter defence against Fort Lawrence, built by the English on a parallel ridge a mile and a half to the southeast.

Attacked in 1755 before its actual completion, the fort was captured after a short siege by the English under Monckton, who renamed it Fort Cumberland. Following its capture, the fort was strengthened and its defences extended by a system of entrenchments, traces of which still remain. During the American Revolution in 1776 the fort withstood an attack by invaders. It was strengthened during the War of 1812-14, but later the garrison was withdrawn, and the fort gradually fell into ruins.

In 1926 the site, including an area of 59 acres, was established as a national historic park, and since that time considerable restoration work has been carried out. Important historical events associated with the fort have also been commemorated by the erection of suitable memorials. A large stone museum has been constructed near the entrance to the park grounds, and contains an interesting collection of exhibits relating to the historic Isthmus of Chignecto and the surrounding region. The park is accessible from Provincial Highway No. 2, the direct route from New Brunswick to Nova Scotia, and also may be reached from Aulac on the line of the Canadian National Railways.



Parade Ground at Fort Lennox

Fort Lennox Quebec

FORT LENNOX NATIONAL HISTORIC PARK in the Province of Quebec contains the well preserved remains of one of the largest fortresses constructed in Canada during the past two centuries. Situated on Ile-aux-Noix in the Richelieu River, about 12 miles south of St. Johns, the fortifications are the outgrowth of a defence post built by the French in 1759 to resist the advance of the English from the south. Its surrender in 1760 to the English under Haviland was a prelude to the fall of Montreal and the ultimate transfer of New France to British rule.

Recognized as an important position which commanded the water route from Lake Champlain, Fort Lennox was garrisoned by British troops from the time of its occupation. It fell to an invading force of Americans under Schuyler and Montgomery in 1775, but was evacuated the following year. The present fortifications were commenced in 1782 under orders of the Imperial Government and during the War of 1812-14 further additions were made to the defences. The fort was abandoned as a military post in 1870.

Fort Lennox today presents an aspect of magnificent solidity. Entry is made through a large arch of hewn stone, which opens on a great square or parade ground. On three sides are grouped various fort buildings, which include the officers' quarters, guardhouse, canteen, barracks, and commissariat, all constructed of stone and on the massive lines adopted by British authorities. Within the officers' quarters will be found a museum housing a collection of interesting relics. The ramparts which enclose the fort are built of earth, and rise from the waters of a moat 60 feet wide and 10 feet deep. The fort may be reached from a point on the mainland near St. Paul, which is situated on Provincial Highway No. 14, about 37 miles southeast of Montreal.

Fort Chambly Quebec

THE HISTORY of Fort Chambly National Historic Park goes back for almost three centuries. Situated on the Richelieu River at Chambly Canton, Quebec, about 20 miles from Montreal, the fort was one of several constructed along the river by the French for the protection of settlers against attack by the Iroquois. The first fort, erected in 1665 by Captain Jacques de Chambly, was built of wood. It served until 1702, when it was burnt by the Indians during the temporary absence of a garrison.

Replaced on a smaller scale, the fort proved to be inadequate for the protection of the inhabitants of the region, and in 1710-11 it was rebuilt of stone in its present proportions. Held by the French until the Seven Years War, it was surrendered to the English in 1760. During the American Revolution the fort was captured in 1775 by troops under Montgomery, but was evacuated and burned by the invaders the following year. Repaired in 1777, it was garrisoned until about the middle of last century, when it was abandoned as a military post.

In 1921 the site was acquired by the National Parks Bureau, and since that time considerable restoration work has been carried out. The three massive walls that remain standing have been repaired, and the north wall along the river has been partially rebuilt. Inside the main entrance a stone museum has been constructed to house an interesting group of exhibits, and the old dungeon in the northwest corner has been restored. Along the south wall inside the fort are the remains of two great fireplaces, which are the only relics of the chapel, hospital, and chaplain's house. Several memorials have also been erected in the old military cemetery which adjoins the fort. Chambly Canton is accessible by Provincial Highway No. 1, and is also served by the Montreal and Southern Counties Railway.

West Wall of Fort Chambly



Fort Wellington **Ontario**

OVERLOOKING THE MAJESTIC St. Lawrence River at Prescott, Ontario, Fort Wellington National Historic Park is a vivid reminder of days gone by when the now peaceful International Boundary between Canada and the United States bristled with military posts. The park contains well preserved fortifications originally erected during the war of 1812-14 for the defence of communication between Kingston and Montreal, and is named after the great Duke of Wellington.

Although never besieged, Fort Wellington figured in two attacks made by its garrison on Ogdensburg, directly across the St. Lawrence River. The second attack, in 1813, resulted in the capture of that town, and the command of the river. During the rebellion of 1837-38, the fort, neglected from 1815, was repaired and the large blockhouse within the earthworks rebuilt in its present substantial form. The fort was also garrisoned during the Fenian raids of 1866, and later in 1870 and 1886.

The fortifications consist of earthworks, pentagonal in shape—surrounded by a palisade and dry ditch—which enclose the blockhouse. The latter is a massive stone building having walls three feet thick and pierced with loop-holes. Inside the ramparts also are the original officers' quarters erected in 1812. The second floor of the blockhouse serves as a museum, which contains a number of very interesting exhibits.

Another interesting feature of the fort is the caponnière or listening post, a stone structure which extends outside the ramparts and is reached by a subterranean passage from the interior. The roof is constructed of solid cedar logs, and the walls, two and a half feet thick, are pierced with loop-holes. This caponnière was erected in 1838 by engineers from Kingston and was intended as an additional defence to guard the ramparts in case of attack.

Museum at Fort Malden



Officers' Quarters and Blockhouse at Fort Wellington

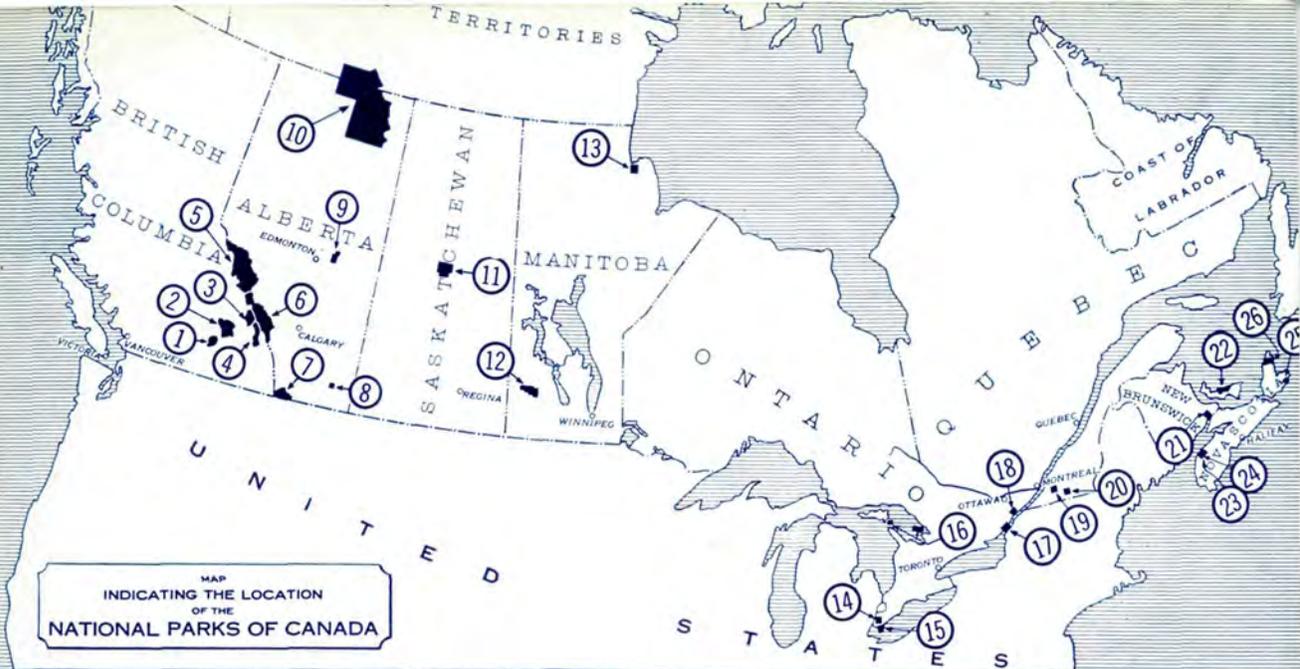
The park is situated within the town of Prescott, accessible by Provincial Highway No. 2 and also served by lines of the Canadian Pacific and Canadian National Railways.

Fort Malden **Ontario**

FORT MALDEN NATIONAL HISTORIC PARK at Amherstburg, Ontario, forms an interesting link with early events in Canadian history. Following the surrender of Detroit by British forces in 1796, Fort Malden was constructed on the banks of the Detroit River between 1797 and 1799 by Royal Canadian Volunteers, and for the next 40 years was one of the principal frontier military posts in Upper Canada.

During the war of 1812 Fort Malden played a conspicuous part, and was the rallying point for the British forces that captured Detroit in 1812. Following the Battle of Lake Erie, in 1813, Fort Malden was dismantled and vacated by the British. Occupied by an invading force from the United States, it was renamed Fort Covington, and held until 1815 when it was evacuated under the provisions of the Treaty of Ghent. During the border raids of 1837-38, Fort Malden again became an important military post, and for a time was garrisoned by a considerable force.

The site of the fort, including remaining earthworks, was acquired by the Dominion Government in 1937, and since has become established as a national historic park. Important events connected with the site have been commemorated by a suitable memorial, and a museum built on the park grounds will house a large number of interesting exhibits relating to the history of the region. Amherstburg is accessible by rail and highway; it is situated on Highway No. 18 about 16 miles from Windsor.



THE NATIONAL PARKS OF CANADA

1. **MOUNT REVELSTOKE, British Columbia.** Rolling mountain-top plateau on west slope of the Selkirk Mountains. Accessible by motor road. Established 1914; area, 100 square miles.
2. **GLACIER, British Columbia.** Superb alpine region in heart of Selkirk Mountains. Snow-capped peaks, glaciers, luxuriant flora. Established 1886; area, 521 square miles.
3. **YOHO, British Columbia.** On west slope of Rockies. High peaks, beautiful lakes. Yoho and Kicking Horse Valleys. Established 1886; area, 507 square miles.
4. **KOOTENAY, British Columbia.** Encloses Vermilion-Sinclair section of Banff-Windermere Highway in Rockies. Broad valleys, deep canyons, hot mineral springs. Established 1920; area, 587 square miles.
5. **JASPER, Alberta.** Immense playground and game sanctuary. Majestic peaks, ice-fields, beautiful lakes, and famous resort, Jasper. Summer and winter sports; golf. Established 1907; area, 4,200 square miles.
6. **BANFF, Alberta.** Magnificent scenic playground in central Rockies. Noted resorts, Banff and Lake Louise. Summer and winter sports centre; golf; big game sanctuary. Established 1885; area, 2,585 square miles.
7. **WATERTON LAKES, Alberta.** Canadian section, Waterton-Glacier International Peace Park. Mountain playground with colourful peaks, varied flora and fauna; golf. Established 1895; area, 220 square miles.
8. **NEMISKAM, Alberta.** Fenced preserve for pronghorned antelope. Reserved 1915; Established 1922; area, 8.5 square miles.
9. **ELK ISLAND, Alberta.** Fenced preserve containing large herd of buffalo; also deer, elk, and moose. Recreational and camping resort; golf. Reserved 1906; established 1913; area, 51.2 square miles.
10. **WOOD BUFFALO, Alberta, and N.W.T.** Immense region of forests and open plains west of Slave River between Athabaska and Great Slave Lakes. Large herd of buffalo and other big and small game. Established 1922; area, 17,300 square miles.
11. **PRINCE ALBERT, Saskatchewan.** Forested lakeland interlaced with numerous streams. Summer resort and recreational area; golf. Established 1927; area, 1,869 square miles.
12. **RIDING MOUNTAIN, Manitoba.** Playground and game preserve on summit of Manitoba escarpment. Summer resort and recreational area; golf. Established 1929; area, 1,148 square miles.
13. **FORT PRINCE OF WALES, Manitoba.** National Historic Park at Churchill. Ruins of fort built 1733-71 by English to control Hudson Bay. Established 1941; area, 50 acres.
14. **FORT MALDEN, Ontario.** National Historic Park with museum at Amherstburg. Defence post built by English, 1797-99 on Detroit River. Established 1941; area, 3 acres.
15. **POINT PELEE, Ontario.** Recreational area on Lake Erie, with fine beaches and unique flora. Resting point for migratory birds. Established 1918; area, 6.04 square miles.
16. **GEORGIAN BAY ISLANDS, Ontario.** Thirty islands in Georgian Bay. Unique formations on Flowerpot Island. Recreational area. Established 1929; area, 5.37 square miles.
17. **ST. LAWRENCE ISLANDS, Ontario.** Mainland area, and thirteen islands in "Thousand Islands" group, with recreational facilities. Reserved 1904; established 1914; area, 185.6 acres.
18. **FORT WELLINGTON, Ontario.** National Historic Park with museum at Prescott. Defence post built on St. Lawrence River 1812-13. Established 1941; area 8½ acres.
19. **FORT CHAMBLY, Quebec.** National Historic Park with museum at Chamby Canton. Fort built by French 1665 on Richelieu River; rebuilt 1709-11. Established 1941; area, 2½ acres.
20. **FORT LENNOX, Quebec.** National Historic Park with museum on Ile-aux-Noix, Richelieu River, near St. Johns. Fortifications built 1812-27 by English. Established 1941; area, 210 acres.
21. **FORT BEAUSEJOUR, New Brunswick.** National Historic Park, with museum near Sackville. Site of French fort erected 1751-55. Established 1926; area, 59 acres.
22. **PRINCE EDWARD ISLAND.** Strip 25 miles long on north shore of island province. Recreational area with fine beaches; golf. Established 1937; area, 7 square miles.
23. **PORT ROYAL, Nova Scotia.** National Historic Park at Lower Granville. Restoration of the "Habitation" or first fort built 1605 by Champlain and De Monts. Established 1941; area, 17 acres.
24. **FORT ANNE, Nova Scotia.** National Historic Park with museum at Annapolis Royal. Fort associated with early Acadian history. Established 1917; area, 31 acres.
25. **FORTRESS OF LOUISBOURG, Nova Scotia.** National Historic Park with museum near Louisburg. Ruins of walled city erected by the French 1720-40. Established 1941; area, 339½ acres.
26. **CAPE BRETON HIGHLANDS, Nova Scotia.** Rugged Cape Breton Island coastline with mountain background. Fine seascapes from highway; golf. Established 1936; area, 390 square miles.

DEPARTMENT OF MINES AND RESOURCES

Lands, Parks and Forests Branch

NATIONAL PARKS BUREAU

OTTAWA, CANADA

PLAYGROUNDS OF EASTERN CANADA



CAPE BRETON HIGHLANDS, PRINCE EDWARD
ISLAND, ST. LAWRENCE ISLANDS, GEORGIAN
BAY ISLANDS, POINT PELEE NATIONAL PARKS,
AND NATIONAL HISTORIC PARKS