



15 MATAPÉDIA, QUE.
Mile: 12.8 Population: 696

The Patapédia and Matapédia rivers are tributaries of the Restigouche River. The Matapédia River carved out a deep valley between the mountains, which define the western border of the Gaspé Peninsula. Nearby, the national historic site commemorating the Battle of the Restigouche has many objects on display as well as an interesting audio-visual reconstruction that brings to life the sequence of events during the summer of 1760, when a French fleet that had sailed from Bordeaux to liberate New France fell into the hands of the English. Only three ships made it into Chaleur Bay. The English, who considerably outnumbered them, decimated the French flotilla in a matter of hours.

The village of Saint-André-de-Restigouche, a Micmac village that is the hub of the largest First Nations community in the Gaspé region, rises to the north of Matapédia. This is the site of Fort Listuguj, which takes us back to the 18th century, when French colonists, the Micmac and recently deported Acadians who cohabited the region fought side by side against English invaders.

16 NOUVELLE, QUE.
Mile: 35.5 Population: 1,815

Those of you interested in palaeontology will especially enjoy the Parc de Miguasha in Nouvelle, but so will everyone else, as this is the world's second largest fossil site. UNESCO recognized it as part of the world heritage in November 1999.

17 CARLETON, QUE.
Mile: 44.5 Population: 4,077

Carleton is an important centre of Acadian culture in Québec as well as a resort with a beautiful sandy beach caressed by calm waters. Acadian refugees who were later joined by fellow Acadians returning from exile founded the town in 1756.

18 NEW RICHMOND, QUE.
Mile: 68.9 Population: 3,748

The first English settlers in the Gaspé arrived here shortly after the Conquest. They were soon joined by United Empire Loyalists, then by Scottish and Irish immigrants. This strong Anglo-Saxon presence is evident in the town's architecture, with its neat and tidy streets dotted with small Protestant churches.

19 CAPLAN, QUE.
Mile: 78.5 Population: 1,884

Caplan, whose name probably comes from a small fish, was founded in 1875 on the north shore of Chaleur Bay. A beach has since been developed for the pleasure of vacationers. In addition to its panoramic tourist stop, Caplan offers outdoor rest areas that are perfect for budding ornithologists and other wildlife enthusiasts.

20 BONAVENTURE, QUE.
Mile: 89.2 Population: 2,673

Bonaventure is one of the bastions of Acadian culture in the Chaleur Bay area, a small seaside resort that benefits from both a sandy beach and a deep-water port. For culture and nature lovers, this is also the site of the Musée acadien du Québec and of the Bioparc.

21 NEW CARLISLE, QUE.
Mile: 98 Population: 1,370

The New Carlisle region was settled by United Empire Loyalists who came here after the Versailles Treaty, which recognized the independence of the United States, was signed in 1783. The town of New Carlisle is also known as the birthplace of René Lévesque, Premier of Québec from 1976 to 1985.

22 PORT-DANIEL, QUE.
Mile: 22.5 Population: 2,586

In addition to its beautiful sandy beach equipped for swimmers, Port-Daniel has several interesting buildings. There are two transportation-related attractions nearby: the Cap de l'Enfer (Cape of Hell) railway tunnel that cuts through a 190-metre length of solid rock, and a covered wooden bridge built in 1938.

23 CHANDLER, QUE.
Mile: 44.1 Population: 7,914

Chandler is an industrial town dominated by a paper company's installations. Its deep-water seaport allows it to export newspaper used to print many of the major dailies in Europe and North America.

24 GRANDE-RIVIÈRE, QUE.
Mile: 53.9 Population: 3,409

Grande-Rivière is the largest town on the banks of the great river that gave it its name, and whose source is in the very heart of the Gaspé region. The municipality of Grande-Rivière enjoys a magnificent setting overlooking Chaleur Bay.

25 PERCÉ, QUE.
Mile: 65.1 Population: 3,419

Percé occupies a wonderful site. Its imposing natural surroundings offer a range of natural phenomena within a short distance. The main attraction is the famous Percé Rock. From here, you can also go on an excursion to Parc de l'Île-Bonaventure-et-du-Rocher-Percé, which is home to large colonies of birds. There are rustic houses along its many trails, which all end at the incredible bird reserve, where about 200,000 birds, including close to 55,000 Northern Gannets, create a veritable wildlife exhibition.

26 BARACHOIS, QUE.
Mile: 79.3 Population: 381

On the south shore of the Baie de Gaspé there are charming villages with Anglo-Saxon and Protestant roots. They were founded as small communities of Loyalists or British immigrants. Among them, Barachois is especially noteworthy, with its 1895 St. Mary's Church located in a pleasant site. Now merged with Percé, its name comes from "barre à choir," referring to a sand bar upon which ships ran aground.

27 GASPÉ, QUE.
Mile: 104.2 Population: 14,819

The word "Gaspé" means "land's end" in the language of the Micmacs, who inhabited these lands for millennia. It was here, in early July 1534, that Jacques Cartier claimed possession of Canada in the name of François I, King of France. The town of Gaspé is now the largest municipality in the Gaspé Peninsula, as well as its administrative centre. It forms a long narrow ribbon that hugs the shoreline of the bay of the same name. You can visit the Musée de la Gaspésie and view the superb monument to Jacques Cartier, a work by the famous Bourgault family of Saint-Jean-Port-Joli.

The theme of Forillon National Park, located not far from Gaspé, is "harmony between man, land and sea". The succession of forests and mountains, crisscrossed with hiking paths and lined with cliffs along the coastline, is a dream come true for outdoor enthusiasts. There are not only natural elements here, but reminders of human activity as well. The group of buildings at Grande-Grave, originally peopled by Anglo-Norman immigrants, can be visited in its entirety or at your leisure.



RAILWAY SIGNS TO WATCH FOR

One of the railway traditions – the milepost – provides the key to locating a train's current position. Mileposts may be on either side of a track, and are usually rectangular white signs with black numbers. Though Canada now uses the metric system, the original markers for railroads were, and still are, in miles. Each line is subdivided at Railway Division Points; these subdivisions are not a standard length, they were based on the distance a steam locomotive could travel in a day.

Mileposts

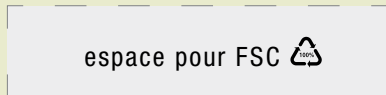
Milepost numbers rise from east to west and reset to zero at the start of each subdivision. Subdivisions are 43 to 146 miles (69 to 235 km) long.

Siding and Station Name Boards

Newer siding and station name boards are white with a black name. Older station name boards are also white with a black name but the lettering is all capitals and the sign is mounted on a building.



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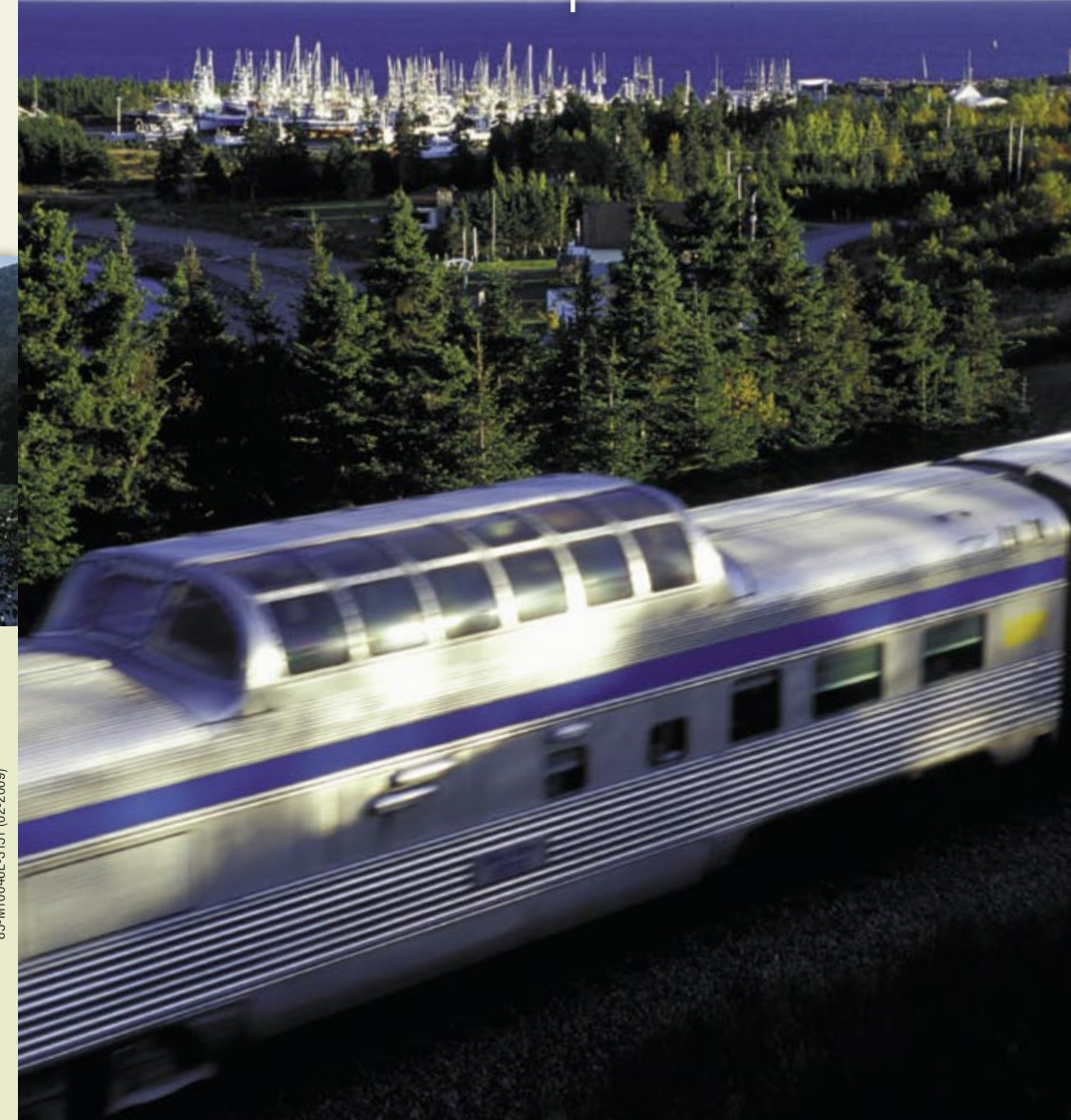


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YOURS TO KEEP

ROUTE GUIDE

Montréal-Gaspé



A MORE HUMAN WAY TO TRAVEL VIA Rail Canada



This guide chronicles the points of interest along the train route. From Montréal, the train covers 1,041 km (647 mi.). It leaves Montréal in the evening and travels through the small towns on the south shore of the St. Lawrence River, also known as the Lower St. Lawrence, then heads down the Matapédia Valley. It reaches Chaleur Bay very early in the morning. At this point, the train separates. One train heads for Gaspé along Chaleur Bay, the other heads for Halifax. On the return leg, the train leaves Gaspé in the afternoon and arrives in Montréal the next morning. It offers you a very pleasant way to visit the Gaspé Peninsula.



1 MONTRÉAL, QUE.
Mile: 74.1 **Population:** 1,620,693

Montréal is a city at the crossroads of America and Europe. Both Latin and northern, international and Québécois, Montréal holds nothing back. It surprises overseas visitors with its rebellious character and nonchalance, while its European cachet charms North Americans.

When it comes to celebrating jazz, film, comedy, singing or the provincial holiday Saint-Jean-Baptiste Day, hundreds of thousands of people invade the city's streets, making these events friendly and popular gatherings. The city's cultural attractions, such as the Museum of Fine Arts, Pointe-à-Callière Museum of Archaeology and History, the Musée d'art contemporain and the McCord Museum of Canadian History, complement its other must-see attractions, such as Mont-Royal Park, the Olympic Stadium and its famous tower, the Montréal Botanical Garden and the Biodôme.

The Montréal area has evolved over the years and now boasts an increasingly cosmopolitan population. Francophones and anglophones have learned to appreciate their respective differences, and both enjoy the advantages of the province's metropolis. In the last hundred years, immigrants from every continent have joined these two main components of Montréal society. Some of these minorities, notably the Italian, Greek, Jewish, Portuguese and Chinese communities, settled in neighbourhoods where they maintain a touch of the lifestyle from their homeland. This great variety of neighbourhoods and the people who live in them contribute to Montréal's delightfully distinct charm.

2 SAINT-LAMBERT, QUE.
Mile: 70.3 **Population:** 21,599

The development of Saint-Lambert, today a peaceful suburb of Montréal merged with Longueuil on January 1, 2002, is closely tied to the construction of the Victoria Bridge in the mid-19th century. The railway's presence attracted a large anglophone community, giving it a slightly British flavour. The Saint-Lambert lock, inaugurated in 1959, is the gateway to the St. Lawrence Seaway, which starts here and ends 3,700 km to the west at the tip of the Great Lakes. The seaway allows ships to navigate through the natural obstacles along the St. Lawrence River and directly supply the continent's industrial heartland.

3 SAINT-HYACINTHE, QUE.
Mile: 40.9 **Population:** 51,616

The city of Saint-Hyacinthe came into being at the end of the 18th century. Thanks to the region's fertile soil, it grew quickly, attracting a number of religious, commercial and business institutions. Food conversion and distribution still plays a leading role in the city's economy. Thanks to its Agri-Food Science Park, in 1993, it was the first Canadian city to be inducted into the International Association of Science Parks. A major regional agricultural fair is held here every year in July. Saint-Hyacinthe has also made construction of the huge world-renowned Casavant organs its speciality.



4 DRUMMONDVILLE, QUE.
Mile: 98.3 **Population:** 67,392

Drummondville was founded after the U.S. – Canada War of 1812, initially as a military post on the Saint-François River. The colony soon became a major industrial centre thanks to the establishment of mills and factories in the vicinity. With the advent of hydroelectric power at the start of the 20th century, industry took the lead over agriculture, and the manufacture of silk and gunpowder became the basis of Drummondville's industrial development. They gradually gave way to the textile industry, particularly from the 1920s on, with the establishment of two large industries, Dominion Textile and Celanese. Textiles proved to be the engine of the local economy and job creation for several decades.

Le Mondial des Cultures, a celebration of the world's cultures, takes place during the second week of July. This event is organized to promote exchange among the world's various traditions and cultures.

5 CHARNY, QUE.
Mile: 8.1 **Population:** 10,367

Since January 1, 2002, Charny has been merged with Lévis. It owes its existence to the railway. It is still a very important rail centre and transfer point between several destinations, including Québec and the south shore of the St. Lawrence. Québec's largest rotunda (a railway hangar in a circular shape) is found here. Charny is also located on the bank of the Chaudière River, which forms wild rapids at this point before flowing into the St. Lawrence River.

6 MONTMAGNY, QUE.
Mile: 78.1 **Population:** 11,353

Montmagny has a long industrial history. It was the home of the Bélanger factories, which for many generations manufactured cast-iron cooking appliances that were highly prized by Québec families. Twice a year, in the spring and fall, Montmagny welcomes an unusual visitor: the snow goose. In the fall, these geese return from the Arctic regions, where they spend the summer and touch down here before heading south to milder climes. En route, they stop on Montmagny's elevated riverbeds, a protected site offering them abundant food. This is when the town celebrates the Festival de l'oie blanche with all sorts of activities related to the observation and interpretation of this beautiful migrating bird.

The excursion to the national historic site of Grosse-Île and the Irish Memorial is a journey back in time to a painful era in North American immigration. Fleeing epidemics and famine, emigrants

from Ireland to Canada were especially numerous between 1830 and 1850. To limit the spread of cholera and typhus in North America, the authorities decided to quarantine transatlantic passengers before landing at the Port of Québec. In total, some 4 million immigrants from 42 different countries passed through the Port of Québec between 1832 and 1937.

7 LA POCATIÈRE, QUE.
Mile: 42 **Population:** 4,575

In 1672, the former seigneurie of La Pocatière was granted to Marie-Anne Juchereau, widow of an officer in the Carignan-Salières Regiment. The opening of a classical college in 1827, then the first agricultural school in Canada in 1859, transformed this market town into a centre of post-secondary studies. Also found here is the main factory of the multinational giant Bombardier, which specializes in public transit equipment. Subway cars for the Montréal metro, the New York subway system and many other large cities around the world are manufactured here.

8 RIVIÈRE-DU-LOUP, QUE.
Mile: 188.8 **Population:** 18,586

Rivière-du-Loup has become one of the largest urban centres in the Lower St. Lawrence region thanks to its exceptional geographic location, which made it a crossroads of communications, first maritime, then rail, back when the city was the eastern terminus of the Canadian Railway. Today, Rivière-du-Loup is the departure point for both the highway leading to New Brunswick and the ferry to Saint-Siméon on the north shore of the St. Lawrence.



9 TROIS-PISTOLES, QUE
Mile: 161.7 **Population:** 3,500

Legend has it that a French sailor passing through the region in the 17th century lost his silver goblet, worth three gold pistoles, in the nearby river, giving a very picturesque name to both the river and, later, this small industrial town on the Lower St. Lawrence. Trois-Pistoles is dominated by a colossal church erected in 1887, Notre-Dame-des-Neiges, that is crowned with three bell towers plated in silver-coloured sheet metal.

Birdwatchers and archaeology buffs alike will enjoy an excursion to l'Île aux Basques, where a few years ago remains were found of the activities of Basque fishers who came to this island every year for the whale hunt in the 15th century, a good 100 years before Jacques Cartier, official discoverer of Canada, set foot here.

10 RIMOUSKI, QUE.
Mile: 123.4 **Population:** 42,240

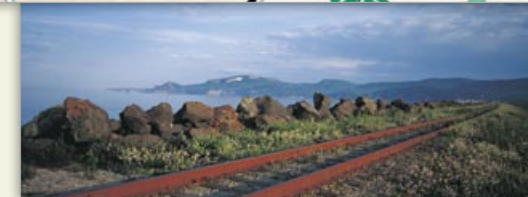
The development of the Seigneurie de Rimouski, a Micmac name that means "land of the moose," was laboriously undertaken at the end of the 17th century by merchant René Lepage, who hailed from Auxerre, France. As a result, it became the most advanced settlement in the Gulf of St. Lawrence under the French regime.

Beside Rimouski, at Pointe-au-Père, the monument to the Empress of Ireland commemorates the tragic night of May 29, 1914, when more than a thousand people lost their lives in the St. Lawrence when this Canadian Pacific passenger vessel that ran between Québec City and England sank. The Musée de la Mer presents a fascinating collection of objects salvaged from the shipwreck and presents a detailed account of the tragedy. The nearby lighthouse marks the exact spot where the river officially becomes the Gulf of St. Lawrence.

11 MONT-JOLI, QUE.
Mile: 105.4 **Population:** 6,568

Located on the border of the Lower St. Lawrence and Gaspé regions, Mont-Joli developed in the years 1900 and 1910 thanks to the Intercolonial Railway. In addition to its many natural attractions, the town offers a number of cultural activities.

Not far, in Grand-Métis, you can visit the magnificent Jardins de Métis botanical garden. In 1927, Elsie Stephen Meighen Reford inherited the domain from her uncle, Lord Mount Stephen, who made his fortune by investing in the transcontinental Canadian Pacific Railway. The following year, she decided to create an



English garden, which she maintained and expanded until 1959. A few years later, the government of Québec acquired the domain and developed it for public display. Today, repurchased by the founder's grandson, Jardins de Métis is divided into eight distinct ornamental garden entities.

12 SAYABEC, QUE.
Mile: 75.9 **Population:** 1,953

Located at the head of Lac Matapédia, Sayabec (after the river of the same name, pronounced "saybec," which means "blocked") relies mainly on the forest industry, but also on tourism. This village is the gateway to the Matapédia Valley and benefits from practically all the services found in a large city. A large number of sports fishermen can be found shopping in Sayabec's stores.

13 AMQUI, QUE.
Mile: 60.9 **Population:** 6,261

Thanks to its location in the heart of the Matapédia Valley, Amqui has become a major service centre over the years. Here, even the tourist information kiosk has its own distinct architecture; it was built in the model of the former Amqui station. Inside, a mural display reveals the region's historical heritage. It appears that the site was once a major gathering point for First Nations peoples. In fact, the town takes its name from the Micmac word for "where one has fun"!

14 CAUSAPSCAL, QUE.
Mile: 47.5 **Population:** 2,458

The Causapscal sawmills dominate this town divided by the Matapédia River, one of the best salmon fishing rivers in North America. A longstanding source of conflict between the local population and private clubs, salmon fishing is now a major contributor to the regional economy.