

01226 MAY 15TH, 1904

# REID

# NEWFOUNDLAND

# COMPANY

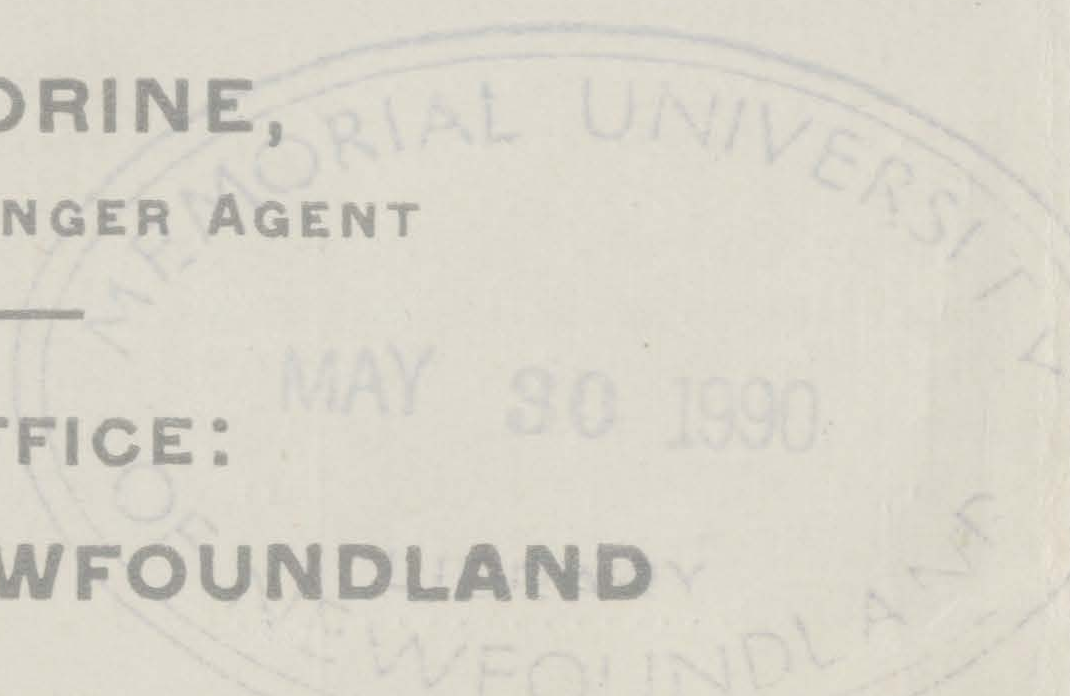
## RAILWAY and STEAMSHIP SYSTEMS

NFD  
FF  
1009  
R43  
1904  
FIC



**H. A. MORINE,**  
GENERAL PASSENGER AGENT

HEAD OFFICE:  
**ST. JOHN'S, NEWFOUNDLAND**



# NEWFOUNDLAND

*The Norway of the New World*

**A Most Beautiful Climate in Summer Months ; Cool, Even, and Invigorating**

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## ALONG THE SOUTH COAST

The Steamer leaves Port-aux-Basques, Newfoundland, every Wednesday morning, after the "Bruce's" arrival from North Sydney, C.B., and Placentia every Saturday. The run of 414 miles is made in three days, a harbor being entered every few hours, so that nothing of interest along the coast is overlooked. For the first hundred miles one skirts rampart-like cliffs, broken here and there by fissures and estuaries, in which are situated the fishing-villages. Balena is the home of the scientific whaling fishery, where dead leviathans, 90 to 100 feet long, can be seen. Bay D'Espoir is the greatest Caribou section on this coast.

Grand Bank and Fortune are the principal centres whence are prosecuted the cod-fisheries on the Grand Banks, immortalized by Kipling in his "Captains Courageous." Off Burin peninsula lie the rocky islets of St. Pierre and Miquelon, which belong to France.

### PLACENTIA BAY

Placentia Town was in ancient days the French Capital of Newfoundland, and the Grand Monarque ruled the vast bay, and the southern half of the Island. In the Town are still visible the relics of the French occupation, the old Church, the tombstones with their vast inscriptions that cannot be translated to-day, and the foot which crowns Mount Pleasant, from which eminence a sublime view of the bay and landscape can be attained. A set of communion plate, presented by William the Fourth, when the Captain of a British Warship upon the Coast, is still shown to visitors and is highly prized. The scenery in and around is perhaps the loveliest in the Island, the noble arms of the estuary being real marvels, and, what is no less important, the trout and salmon fishing is unexcelled.

### BONAVISTA BAY

Cape Bonavista claims the distinction of being the first land sighted by Cabot in his discovery of the North American continent, in 1497, and it is further said that he named it Buera Vesta (happy sight).

The nearby settlement is King's Cove, where he harbored, having named the next Keels, where his boats first took land. As the map shows, Bonavista Bay is little, if at all, inferior to Trinity in the numbers and extent of the fords which seam it, while it has this advantage, that the Steamer in her regular route, winds among these inlets, and along reaches, around islands and through straits, until an unceasing variety is afforded the passengers, whose exclamations of delight as some new coast scene is unfolded to them, forms the fittest tribute to its beauty. Access to good fishing from any of the rivers, and hunting locations, and many a splendid set of antlers is seen adorning a fisherman's cottage.

### NOTRE DAME BAY

Hundreds of islands, great and small, make up the expanse of this noble bay. A trip round it is delightful, for the conditions found so favorable in Trinity and Bonavista, are enjoyed to the fullest here, the voyage seeming as if made on an inland sea. The outer islands form a natural breakwater, and the fertility of the inner reaches is wonderful. The Steamer meets the train at Lewisport and passes down the lovely Bay to the sea, every feature of the landscape charming the eye. Passing through lochs between mighty hills clad with verdure, the route to the Bay points is taken up. The same panorama of fishing-villages is renewed, save that the natural surroundings are more majestic, and the coasting among the islands is a revelation. Frequent calls are made, relics of the Boethicks or Aborigines are to be had in the remotest parts, while farms and fishing stations occupy every suitable point.

Notre Dame Bay is also the centre of the great copper industry, which makes Newfoundland the sixth largest copper-producing country in the world. At TILT COVE is a copper mine which none should pass without visiting. At Tilt Cove and Little Bay other copper mines have been in operation, and at Pilley's Island a large pyrites deposit.

### TRINITY BAY

TRINITY BAY, sixty miles of an indraught, by fifteen wide, is noted for its deep fjords, or arms, eating into the land for miles and displaying the most marked contrasts in the wild and striking scenery. The outer spit of the Southern Boundary, Bacalieu Peninsula, is now noted for its immense deposits of Red Hematite iron, practically the whole geological formation being of it, and mines are being prospected in every quarter. Passing inward, Heart's Content is visited by the Steamer serving this Bay. The town is the home of the Atlantic cables, where Cyrus Field's genius found concrete expression in the greatest achievement of the century. The Cable Station is very interesting, six cables landing there, and a volume of business, totalling 4,000 messages a day, being transacted, with a staff of fifty operators. Mementoes of the Great Eastern, which laid the cable, are shown, as well as many of later cable ships.

# REID-NEWFOUNDLAND COMPANY

Miles Operated (Rail).....	638
S. S. Bruce (Sea Trip, 6 hours) .....	93
Port-Aux-Basques, Placentia and St. John's Steamer... ..	414
Placentia Bay Steamer.....	212
Trinity Bay Steamer.....	207
Bonavista Bay Steamer.....	122
Notre Dame Bay Steamer.....	258
St. John's and Labrador (Summer Service) .....	1050
Bay of Islands and Battle Harbour Steamers.....	318
<b>Total Miles.....</b>	<b>3312</b>

## USEFUL INFORMATION.

**TICKET OFFICES**—Passengers are requested to procure tickets at ticket offices and in ample time to enable the proper checking of baggage. When tickets are procured on train the Conductor will collect ten (10) cents additional to regular fare.

**TICKETS, DIRECTION HONORED**—Tickets of all classes are good for passage only in the direction printed.

**ROUND TRIP TICKETS**—Round trip through tickets can be obtained at reduced fares; they are good only for time specified and are not transferable nor good for stop-over at any intermediate station, unless specially stamped "Good to stop off."

**CHILDREN**—Children not exceeding five years of age, accompanied by their parents or friends will be carried free. Children over five and under twelve will be carried at half fare.

**STOP-OVER** will be allowed in exchange on such tickets as entitle holders to stop-over and when so stamped.

**LOST TICKETS**—Proper care should be taken so as to guard against the loss of a ticket, as Railways are not responsible for lost tickets; also, care should be taken of baggage checks, making a memorandum of check numbers for use in case of loss.

**PERSONAL BAGGAGE**—Consisting of wearing apparel only, and not exceeding 150 lbs. weight, will be checked free on each whole fare ticket, and 75 lbs. free on each half fare ticket. Baggage in excess of free allowance will be charged for, and passengers paying excess charges will receive an excess baggage ticket which must be delivered to Agent with baggage check when baggage is claimed.

**CAUTION**—It is unlawful to carry dangerous articles, such as gunpowder, matches, etc., in baggage.

**CUSTOMS**—When baggage is examined at Canadian and Newfoundland points, passengers are required to attend to this personally, otherwise baggage will be held by the Customs.

**TIME OF TRAINS**—It is not guaranteed that the starting time or the arriving time of trains shall be as published herein, neither will this Railway be liable for loss or damage arising from delays or detentions, nor will this railway assume any responsibility beyond its own line.

**REFERENCE MARKS**—\*, ||, †, §, ¶, ‡, herein mean as follows:

\*—Trains stop only when signalled or when there are passengers to set down, and under the conditions named herein.

||—Run through to destination on Sunday.

†—Daily, except Sunday.

§—Daily.

¶—Daily, except Monday.

‡—Daily, except Saturday.

**DISPUTES**—Conductors and Agents are governed by rules which they are not authorized to change, therefore, in the event of any disagreement about tickets required, privileges allowed, etc., passengers should pay Conductor's or Agent's claim, obtain receipt and refer the matter to the General Passenger Agent for his decision.

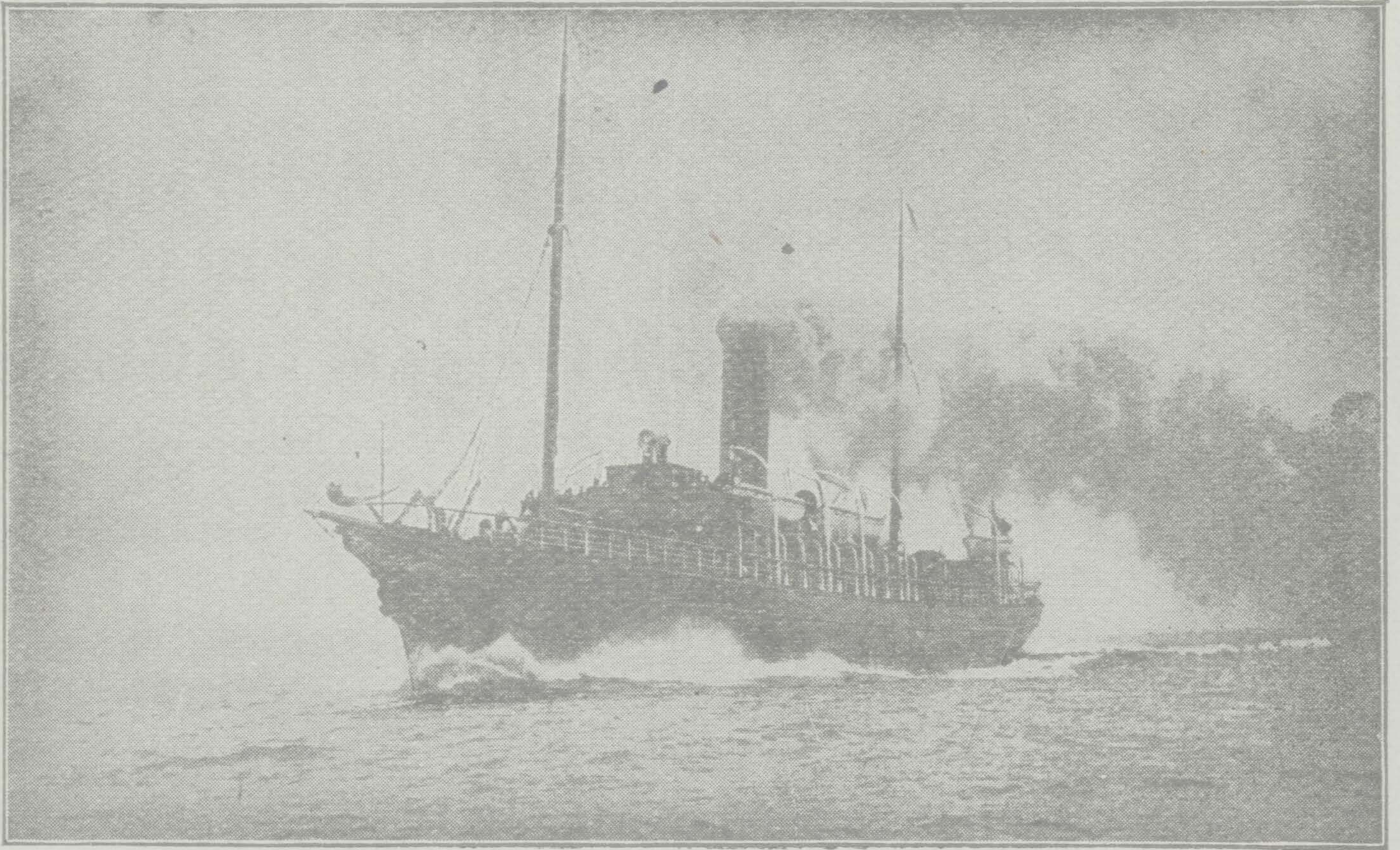
**SEAT SPACE**—A passenger is entitled only to seat space in car sufficient for one person, baggage and parcels that cannot be placed under car seat or in the passenger's portion of the parcel rack must not be taken into the car. Baggage which cannot be stowed away as above mentioned should be delivered at the baggage room. If found in the car it will be removed.

**Obstruction of the Car Aisles Will Not Be Permitted.**

# REID-NEWFOUNDLAND COMPANY

## S. S. BRUCE

BETWEEN NORTH SYDNEY AND PORT-AUX-BASQUES



S.S. Bruce

### DESCRIPTION OF "BRUCE"

The "BRUCE" is at once the fastest and finest of all ocean and coast steamers sailing between Newfoundland and Canada, with a speed of sixteen knots; and is thus one of the fastest boats on this side of the Atlantic. She is a dream of beauty, with the lines of a yacht, and her appointments are as perfect as taste and science can suggest.

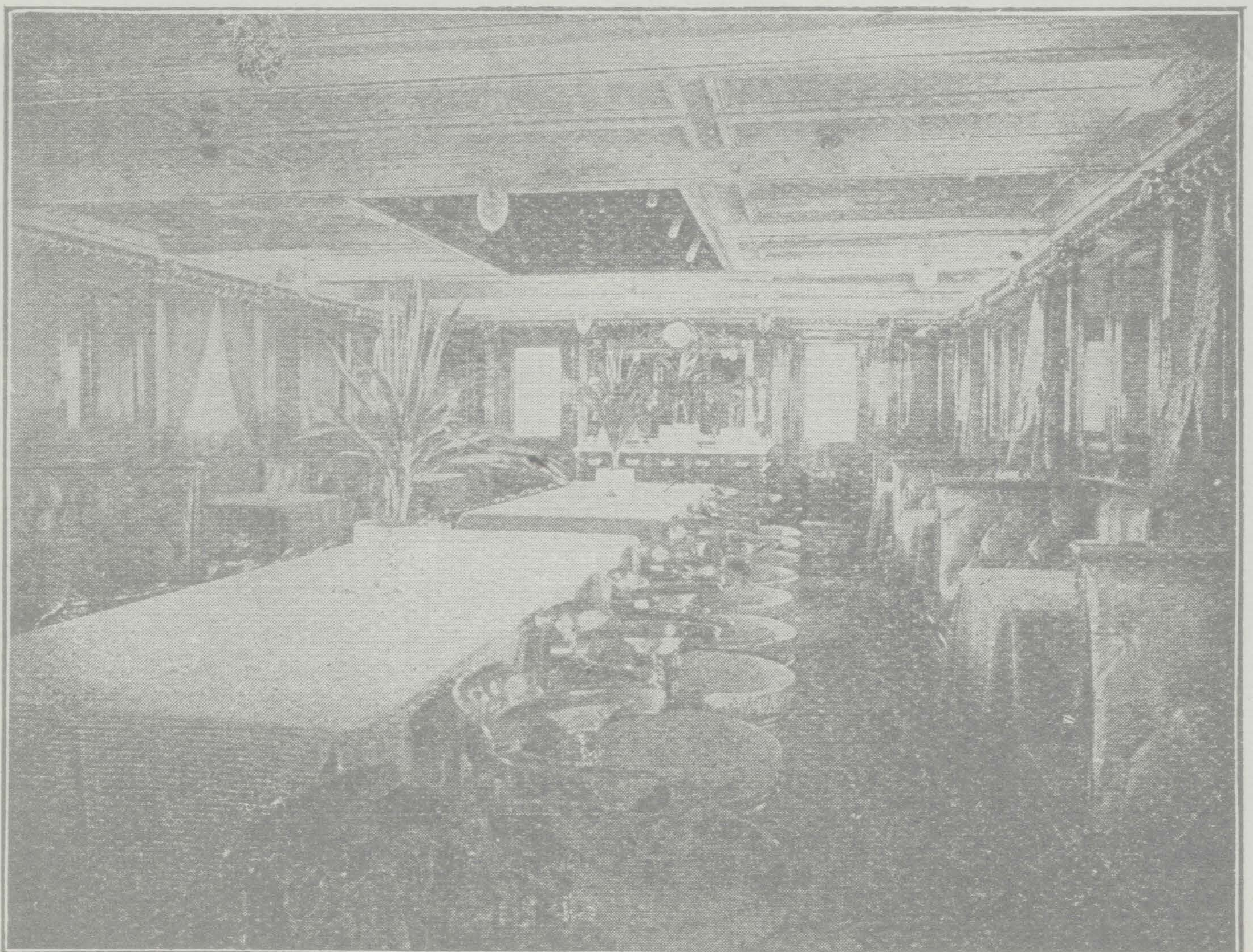
Dining saloon, smoking room, staterooms and all her other apartments make her the first among her class.

The "BRUCE" was built to the order of R. G. Reid, and especially for this trade. Fitted throughout with electricity.

### HEATING AND VENTILATION

The steam-heating apparatus has been arranged throughout with an eye to extremes of temperature, and the comforts of the passengers have been made the first consideration. Special care has been taken to warm thoroughly all the saloons and staterooms that may in the winter be exposed to an abnormal outside temperature.

Travelling by the "BRUCE" in winter will be only housing one's self for the time in a first-class hotel. All other Steamers of this Company are of an equally high class.

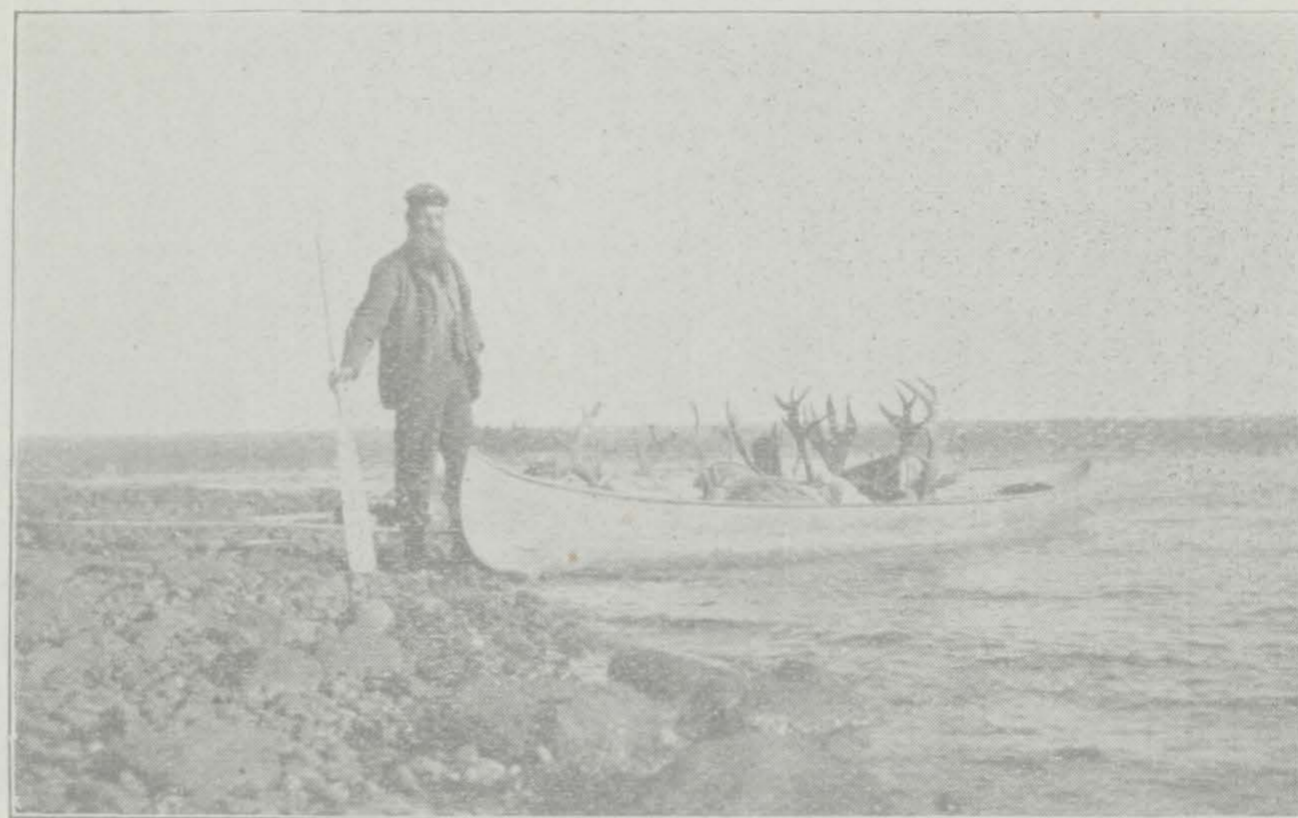


Saloon of S.S. Bruce



CARIBOU STAG

Shot by F. C. Selous, the famous African Hunter, who spent the season of 1902 in Newfoundland, and returns again in 1904.



CANOE LOAD

F. C. Selous, the renowned Hunter, secured two Canoe loads in 1902, in the Terra Nova Country, Newfoundland.

## NEWFOUNDLAND

### “The Sportsman's Paradise”

**N**EWFOUNDLAND and its caribou have become topics of increasing interest to American sportsmen of late years, and with good cause. The journey can be made entirely by rail, with the exception of the short run from North Sydney to Port-aux-Basques, with unusual comfort; and when you have left the train you are on the trail, for in this caribou country something may happen the next minute.

In Newfoundland it may be fairly said that success depends only on “the man behind the gun.”

Every assistance in the procuring of guides and giving all information obtained on application to the General Passenger Agent of the Reid-Newfoundland Company, St. John's.

Write for illustrated booklet “Shooting and Fishing in Newfoundland and Labrador.”

F. C. SELOUS, the well-known African hunter, says:—

“I think I never enjoyed an outing more than my last trip to Newfoundland. I got off the beaten track, found plenty of caribou, and of the five stags I shot, two carried very fine heads and two others very fair ones, the fifth being a small one. The wild, primeval desolation of the country and the vast voiceless solitudes—where the silence is never broken save by the cry of some wild creature—have an inexpressible charm all their own. You feel that you stand on a portion of the earth's surface which has known no change for countless centuries, a land which may remain in its natural condition for centuries yet to come.”

W. K. VANDERBILT, of New York, who spent a season caribou hunting in this country in 1903, said that “Newfoundland was a veritable Sportsman's Paradise.” He secured fine heads, the full complement allowed under his license, and intends visiting the country again next year, bringing a large party with him.

More Sportsmen visited Newfoundland and with greater success in 1903 than any previous year.

# REID-NEWFOUNDLAND COMPANY

ST. JOHN'S, PORT-AUX-BASQUES AND NORTH SYDNEY

GOING WEST		ST. JOHN'S SECTION				GOING EAST	
READ DOWN		STATIONS				READ UP	
No. 1 Express Daily 1ST CLASS	No. 7 Accom. Daily except Sunday 2ND CLASS			Miles	No. 8 Accom. Daily except Sunday 2ND CLASS	No. 2 Express Daily 1ST CLASS	
5.00 pm	8.30 am	Lv....	St. John's	Ar	0	9.30 pm	11.00 am
		....	Waterford Bridge	Lv	2		
	8.56 "	....	Mount Pearl	....	3	9.09 "	
		....	Donovan's	....	7		
5.25 "	9.00 "	....	Western Junc.	....	7	9.04 "	10.35 am
	9.07 "	....	Irvine	....	10	9.00 "	
5.43 "	9.27 "	....	Topsail	....	15	8.45 "	10.17 "
	9.39 "	....	Manuels	....	18	8.32 "	
		....	*Fox Trap	....	21		
6.03 "	9.55 "	....	Kelligrews	....	22	8.20 "	9.55 "
	10.14 "	....	*Sea Cove	....	27	8.10 "	
	10.18 "	....	*Duffs	....	29	8.05 "	
		....	*Briens	....	32		
6.38 "	10.39 "	....	Holyrood	....	33	7.45 "	9.25 "
	10.48 "	....	Woodford	....	36	7.36 "	
6.58 "	10.59 "	....	Avondale	....	39	7.28 "	9.07 "
7.15 "	11.20 "	Ar }	Brigus Junc.	Lv }	44	7.15 "	8.54 "
	11.30 am	Lv }		Ar }	44	6.50 "	
		....	*Maher's	....	47		
		....	*Hodgewater	....	49		
7.50 pm	12.10 pm	Ar...	Whitbourne	Lv	57	6.15 pm	8.15 am

No. 7 Accom. Daily except Sunday 2ND CLASS	No. 1 Express Sunday Tuesday Thursday 1ST CLASS	No. 5 Mixed Monday Wednesday Friday 2ND CLASS	STATIONS		Miles	No. 6 Mixed Sunday Wednesday Friday 2ND CLASS	No. 2 Express Monday Thursday Saturday 1ST CLASS	No. 8 Accom. Daily except Sunday 2ND CLASS
12.40 pm	8.00 pm	8.15 pm	Lv...	Whitbourne	Ar	57	7.45 am	8.00 am
1.00 pm	8.20 "	8.43 "	....	Placentia Junc.	Lv	64	7.22 "	7.40 "
	8.49 "	9.18 "	....	Long Harbour	....	73	6.47 "	7.15 "
	9.22 "	10.03 "	....	Tickle Harbour	....	82	6.09 "	6.55 "
	9.46 "	10.31 "	....	Rantem	....	90	5.36 "	6.16 "
	9.55 "	10.43 "	....	La Manche	....	92	5.23 "	6.10 "
	10.21 "	11.03 "	....	Arnold's Cove	....	101	4.50 "	5.42 "
	10.36 "	11.35 pm	....	Come-by-Chance	....	105	4.32 "	5.30 "
			....	*Seward's Mill	....	111		
			....	*Come-by-Chance "Y"	....	112		
			....	*Benson's Mill	....	115		
	11.17 pm	12.33 am	....	Northern Bight	....	118	3.44 "	4.51 "
			....	*Tunnel	....	124		
			....	*65th Mile	....	129		
	12.05 am	1.17 am	Ar...	Clarenville	Lv	133	2.51 am	4.07 am

## CLARENVILLE SECTION

No. 1 Express Monday Wednesday Friday 1ST CLASS	No. 5 Mixed Tuesday Thursday Saturday 2ND CLASS	STATIONS		Miles	No. 6 Mixed Tuesday Thursday Saturday 2ND CLASS	No. 2 Express Sunday Wednesday Friday 1ST CLASS
12.15 am	1.27 am	Lv....	Clarenville	Ar	183	2.41 am
12.25 "	1.37 "	....	Shoal Harbour	Lv	135	2.33 "
		....	*Tuck's Mill	....	141	
12.55 "	2.05 "	....	*Thorburn Lake	....	145	1.47 "
		....	*Pilley's Mill	....	146	
1.20 "	2.50 "	....	Port Blandford	....	153	1.20 "
2.05 "	3.38 "	....	Terra Nova "Y"	....	166	12.33 am
		....	*Mackerels	....	176	
2.55 "	4.36 "	....	Alexander Bay	....	183	1.37 pm
		....	*Water Shute	....	184	
		....	*Grants	....	187	
3.23 "	5.08 "	....	Gambo	....	191	11.04 "
4.05 "	5.55 "	....	Benton	....	206	10.14 "
		....	*Cobb's Camp	....	221	
5.22 "	7.34 "	....	Glenwood	....	233	8.42 "
6.05 "	8.12 "	....	Notre Dame Junc.	....	247	7.54 "
6.30 "	8.56 "	....	Norris Arm	....	256	7.03 "
7.05 am	9.33 am	Ar..	Bishop's Falls	Lv	269	6.45 pm

## BISHOP'S FALLS SECTION

7.15 am	9.43 am	Lv..	Bishop's Falls	Ar	269	6.35 pm	9.10 pm
7.50 "	10.25 "	....	*Rushy Pond	....	284	5.54 "	8.33 "
8.37 "	11.23 am	....	Badger Brook	....	296	4.57 "	7.45 "
9.30 "	12.21 pm	..	Millertown Junc.	..	312	4.00 "	6.55 "
9.40 "	12.34 "	..	*St. Patrick's Brook	..	317	3.45 "	6.40 "
10.00 "	12.54 "	....	*West Brook	....	324	3.20 "	6.20 "
10.10 "	1.05 "	....	Quarry	....	327	3.07 "	6.10 "
10.35 "	1.26 "	....	*Gaff Topsail	....	335	2.37 "	5.45 "
11.05 "	2.00 "	....	*Kitty's Brook	....	347	2.00 "	5.15 "
11.44 "	2.45 "	....	Howley	....	359	1.15 "	4.33 "
12.01 am	3.15 "	....	Grand Lake	....	365	12.46 "	4.15 "
12.34 pm	3.55 "	....	Deer Lake	....	375	12.06 pm	3.42 "
1.09 "	4.37 "	....	*South Brook	....	388	11.21 am	3.05 "
2.05 pm	5.50 pm	Ar..	Bay of Islands	Lv	404	10.10 am	2.05 pm

\* Flag Station

# REID-NEWFOUNDLAND COMPANY

ST. JOHN'S, PORT-AUX-BASQUES AND NORTH SYDNEY

GOING WEST

## PORT-AUX-BASQUES SECTION

GOING EAST

READ DOWN		STATIONS	Miles	READ UP	
No. 1 Express Monday Wednesday Friday 1ST CLASS	No. 5 Mixed Tuesday Thursday Saturday 2ND CLASS			No. 6 Mixed Tuesday Thursday Saturday 2ND CLASS	No. 2 Express Sunday Wednesday Friday 1ST CLASS
2.15 pm	6.00 pm	Lv..... <b>Bay of Islands</b> .....Ar	404	10.00 am	1.55 pm
2.30 "	6.20 "	.....*Fisher's Mill.....	406	9.40 "	1.40 "
3.15 "	7.24 "	.....Birchy Cove.....	408	8.37 "	12.55 "
3.24 "	7.35 "	.....*Cook's Brook.....	416	8.26 "	12.41 "
3.50 "	8.10 "	.....Howard's.....	427	7.51 "	12.15 pm
4.30 "	9.03 "	.....Spruce Brook.....	430	6.54 "	11.35 am
4.45 "	9.21 "	.....*Harry's Brook.....	439	6.37 "	11.20 "
5.27 "	10.17 "	.....*Black Duck.....	447	5.42 "	10.37 "
5.56 "	10.56 "	.....Stephenville.....	453	5.04 "	10.06 "
6.08 "	11.12 pm	.....St. George's.....	460	4.48 "	9.54 "
7.37 "	1.10 am	.....*Fishels.....	474	2.50 "	8.23 "
8.00 "	1.50 "	.....Robinson's.....	481	2.20 "	8.00 "
9.00 pm	3.00 am	.....Crabbs.....	486	1.10 am	7.00 am
Monday	Sunday	.....*North Branch.....	504	Tuesday	Sunday
Wednesday	Wednesday	.....*South Branch.....	513	Thursday	Wednesday
Friday	Friday	.....Doyles.....	523	Saturday	Friday
		.....Little River.....	528		
		Ar.... <b>Port-aux-Basques</b> ...Lv	548		

## PLACENTIA BRANCH

No. 7 Accommodation Daily except Sunday 2ND CLASS	STATIONS	Miles	No. 8 Accommodation Daily except Sunday 2ND CLASS
1.00 pm	Lv... <b>Placentia Junction</b> ...Ar	0	5.00 pm
2.00 pm	.....* Ville Marie.....	12	
	.....* Dunville.....	16	
	Ar..... <b>Placentia</b> .....Lv	20	3.45 pm

## BROAD COVE BRANCH

No. 15 Accommodation Tuesday, Wednesday Friday 2ND CLASS	STATIONS	Miles	No. 16 Accommodation Tuesday, Wednesday Friday 2ND CLASS
8.00 pm	Lv..... <b>Whitbourne</b> .....Ar	0	8.00 am
8.30 "	.....* Blaketown.....	5	7.28 "
9.02 "	.....Broad Cove.....	10	7.00 "
9.15 "	.....Tilton.....	22	6.40 "
9.40 pm	.....Harbour Grace.....	27	6.10 am
	.....* Mosquito.....	30	
	Ar..... <b>Carbonear</b> .....Lv	34	

## BURNT BAY BRANCH

Special Accommodation Daily 2ND CLASS	STATIONS	Miles	Special Accommodation Daily 2ND CLASS
	Lv. <b>Notre Dame Junction</b> .Ar	0	
	Ar..... <b>Lewisport</b> .....Lv	9	

## BRIGUS BRANCH

No. 3 Accom. Daily except Sunday 2ND CLASS	No. 9 Exp. Monday Thursday Saturday 1ST CLASS	STATIONS	Miles	No. 10 Exp. Monday Thursday Saturday 1ST CLASS	No. 4 Accom. Daily except Sunday 2ND CLASS
11.38 am	7.20 pm	Lv.... <b>Brigus Junction</b> .....Ar	0	8.40 am	7.00 pm
12.15 pm	7.58 "	..... Brigus.....	11	8.03 "	6.15 "
12.45 "	8.21 "	.....*Clark's Beach.....	17	7.39 "	5.35 "
1.00 "	8.35 "	.....Bay Roberts.....	21	7.25 "	5.20 "
1.20 "	8.44 "	.....*Spaniard's Bay.....	24	7.16 "	4.59 "
1.40 "	8.53 "	.....Tilton.....	26	7.07 "	4.37 "
2.00 "	9.12 "	.....Harbour Grace.....	31	6.48 "	4.17 "
2.30 pm	9.40 pm	.....*Mosquito.....	38	6.20 am	3.45 pm
		Ar..... <b>Carbonear</b> .....Lv			

\* Flag Station.

# REID-NEWFOUNDLAND COMPANY

## TIME TABLE

### BAY STEAMSHIP SERVICE

BETWEEN

BAY OF ISLANDS AND LEWISPORT

VIA BATTLE HARBOUR

Leaving every alternate Wednesday from May 1st until December 20th

	STATIONS.	Miles.
	Ar. Bay of Islands .Lv.	0
	..... Bonne Bay.....	40
	..... Port-au-Port.....	60
	..... Cow Head.....	70
	..... Port Saunders.....	120
	... Bartlett's Harbour...	150
	..... Brig Bay.....	168
	..... Current Island. ...	176
	..... Salmon River.....	211
	... Bonne Esperance...	214
	..... Middle Bay.....	222
	..... Isle-au-Bois } .....	235
	..... Blanc Sablon } .....	
	..... Flowers Cove.....	250
	..... Forteau.....	263
	..... Lance-au-Loup.....	269
	... West St. Modiste....	279
	..... Red Bay.....	291
	... Hendley Harbour } .....	321
	..... Chateau..... } .....	
	... Chimney Tickle.....	331
	... Cape St. Charles....	336
	Lv. Battle Harbour. Ar.	342

### BAY STEAMSHIP SERVICE

BONAVISTA BAY (S. S. DUNDEE)

(May 1st to December 20th)

Via Port Blandford, every Monday and Friday, on arrival of Trains from Port-aux-Basques and St. John's, calling at

Charlottetown	Salvage
Brooklyn or James' Cove and Musgrave Hr.	Flat Island
Sweet Bay	St. Brenden's
Southern Bay	Gooseberry Island
Indian Arm	Fair Island
Open Hall	Greenspend
King's Cove	Pool's Island
Keel's	Wesleyville
Bonavista	

### BAY STEAMSHIP SERVICE

PLACENTIA BAY S. S. (ARGYLE)

VIA PLACENTIA

ON ARRIVAL OF TRAINS FROM ST. JOHN'S, CALLING AT

Every alternate Monday—

Every Wednesday—

One week making Red Island first Port of Call, and the next week making Merasheen the first Port of Call.

Red Island  
 Ram's Island  
 Indian Harbor  
 Rose au Rue  
 Harbour Buffet  
 Haystack  
 Brulé  
 North Harbor  
 Sound Island  
 Black River  
 Woody Island  
 Barron's Island  
 Tack's Beach  
 Burgeo  
 St. Leonard's  
 Isle Valen  
 Merasheen

Presque  
 Paradise  
 Petit Port  
 St. Joseph  
 Oderin  
 Baine Harbour  
 Flat Island  
 Mary's Town  
 Beau Bois  
 Fox Cove  
 Burin  
 Great Burin  
 Epworth  
 St. Lawrence  
 Lawn  
 Lords Cove  
 Lamaline



# REID-NEWFOUNDLAND COMPANY

## BAY STEAMSHIP SERVICE

NOTRE DAME BAY S. S. (CLYDE)

(May 1st to December 20th)

VIA LEWISPORT

ON ARRIVAL OF TRAINS FROM ST. JOHN'S AND PORT-AUX-BASQUES

Every Monday For	Every Friday For
Campbellton Botwoodville Exploits Moreton's Harbour Tizzard's Harbour Twillingate Herring Neck Change Islands Fogo Beaverton Beaver Cove Dog Bay	Botwoodville Kite Cove Exploits Fortune Harbour New Bay Head Leading Ticks Triton Pilley's Island Springdale Boot Harbour Ward's Harbour Little Bay Islands Little Bay, Three Arms } alternately Jackson's Cove } North-West Arm Nipper's Harbour Snook's Arm Tilt Cove Shoe Cove

## BAY STEAMSHIP SERVICE

TRINITY BAY (S. S. ETHIE)

(May 1st to December 20th)

VIA CLARENVILLE

EVERY MONDAY FOR PORTS MARKED \* AND FRIDAY FOR PORTS MARKED o, ON ARRIVAL OF TRAINS FROM ST. JOHN'S AND PORT-AUX-BASQUES, CALLING AT

o Fox Harbour	o Ireland's Eye
o Deer Harbour	o Britannia Cove
o Thoroughfare	o White Rock
*Hant's Harbour	o *Catalina
o British Harbour	o *Hickman's Harbour
o *Bay DeVerde	*Old Perlican
o *Western Bay	o *Carbonear
*Heart's Content	o New Bonaventure
o *Trinity	o Salmon Cove

## STEAMSHIP SERVICE

BETWEEN PORT-AUX-BASQUES AND PLACENTIA  
 CONNECTING WITH S.S. "BRUCE" AND RAILWAY  
 WEEKLY SERVICE

PLACENTIA—(Rail connection)	Pushthrough
Burin	Balena
St. Lawrence } Alternate	Recontre—Alternate
Fortune	Ramea
Grand Bank	Burgeo
Belleoram	Grand Bruit—Alternate
St. Jacques	LaPoile
Harbour Breton	Rose Blanche
Hermitage	PORT-AUX-BASQUES— (Rail connection)

# REID-NEWFOUNDLAND COMPANY

## The Home of the Salmon and Trout—Best Fishing Streams yet Discovered

WHILE Newfoundland and Labrador have been looked upon for the past few years as the best Salmon and Trout fishing countries that have yet been discovered, we believe in 1904 it will be demonstrated that, in addition to the above, Newfoundland and Labrador will afford to sportsmen the best "Tuna fishing" in America. In the vicinity of Bay of Islands, Bonavista, Notre Dame and White Bays great "schools" of these fish are to be found. And whilst this sport has not yet been indulged in here, many American sportsmen who have spent seasons at Catalina Island and other places "Tuna fishing" are coming to Newfoundland in 1904 to indulge in the sport. And we believe we shall be able, at the close of the season, to announce that the best Tuna fishing in America is to be found in the Bays of Newfoundland.

W. F. J. McCORMICK, son of R. R. McCormick, Vice-Prest. of the Bank of Bay of Biscayne, Miami Florida, writing from Little River Codroy, on Sept. 24th, says:—

"I have been away up the Humber (or "Willow Steady" as the guides call it). My guide was Jeffrey Callahan, of Corner Brook, who is a first class man. I saw hundreds of salmon and grilse and made arrangements to visit the place about June 1st next. Of course we were too late for fishing last week. The best pools I have seen on the island are there. I saw 151 caribou in three days and killed one large and two fair heads. Had lots of sport with black duck and geese. Last Monday morning (Sept. 21st) my wife and I were rowing between Corner Brook and Birchy Cove and we saw numbers of "tuna" or horse mackerel feeding along shore. Next year, I shall bring my tarpon rod and give them a trial. I understand angling for them and you can look for some record breakers next July.

Writing from Little River Codroy, on August 24th, he gives the following record of his catches of salmon during the month:—

23½ lbs., 24¾ lbs., 12½ lbs., 11½ lbs., 19 lbs., 31 lbs., 16½ lbs., 15 lbs., 10½ lbs.

"The last one, I took this morning (Aug. 24th) was fresh run from sea, which is rather unusual at this season," and "In addition to these I have taken about two dozen grilse, weighing from three to eight pounds and a number of trout from two and a half to four pounds each."

J. DE WOLFE SPURR, of St. John, N. B., writing from Overfalls, Great Codroy, on July 13th, 1903, says:

"I killed fifteen salmon and one grilse. The salmon weighed two hundred and three pounds (203). Their several weights ranged from eight to upwards of thirty pounds. An average of thirteen and one-half pounds. Mr. S. Hayward, my companion, a more ardent fisherman than myself, fished twenty days prior to July 13th, and killed sixteen salmon, eight to thirty pounds, weighing two hundred and five pounds, an average of nearly thirteen pounds. We were favored with and welcomed the visits of a number of gentlemen, and shared, sometimes giving up the whole of the pools to them."

In the "WESTERN STAR," of August 6th, 1903, appears the following:—

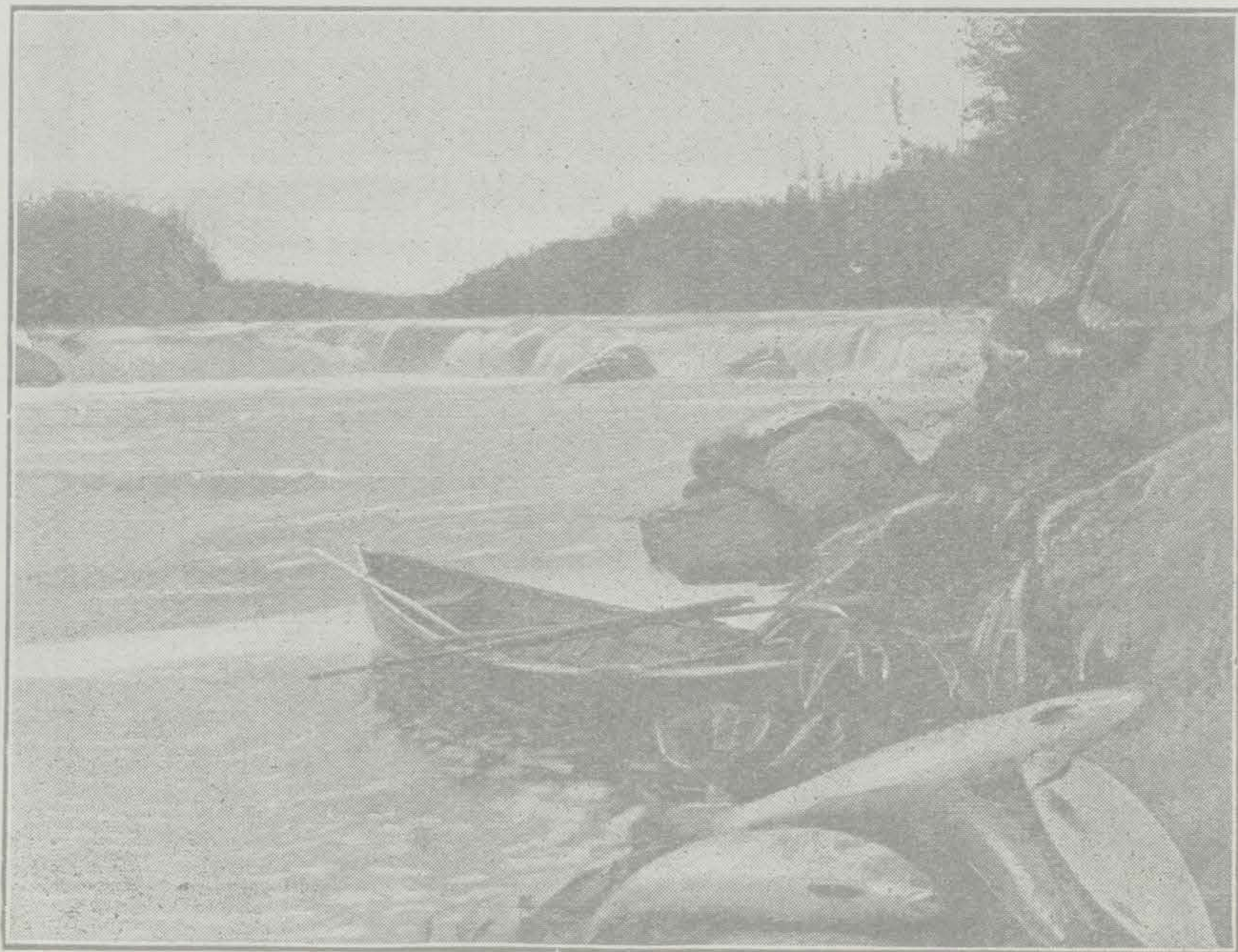
"Messrs. R. C. Lowry and W. C. Astell, of the Grosvenor Club, London, England, returned on Saturday from Hawke's Bay, where they had been occupying Mr. Pratt's recreation Lodge, "The Firs." They report salmon numerous in the East and Torrent Rivers, which they fished. They killed about sixty salmon and lost about forty-five more. Mr. Lowry explains that the fish were lost by reason of the water being clear, the salmon refusing to take large hooks, and the smaller hooks failed to hold the fish. A freshet occurred the day the sportsmen left and fishing was much improved. Mr. Lowry is an experienced angler, having for many years fished the Metapedia."

REV. J. EDWARD FLOWER, M. A., Secretary of the Congregational Church-Aid Home Missionary Society, 28 Memorial Hall, Farringdon Street, London, E. C., writing on July 14th, 1903, says:—

"Much of your lovely scenery, especially in the Bay of Islands on the West, and Trinity and Conception Bays on the East, reminds me of the rocks and mountains of the Scottish Highlands, and sometimes of the softer beauties of the English lake district; whilst the stories, which I heard from fellow travellers and sportsmen of the rod, whom I casually met, were enough to make any British angler's mouth water."

MR. L. O. CRANE, of L. M. Crane & Co., 91 Oliver Street, Boston, writing on September 4th, 1903, says:—

"I am more than delighted with your country, people, and salmon fishing, and I think it a perfectly beautiful sporting country. One that would not be satisfied there would be hard to please. I caught just fifty salmon and grilse up to twenty-two pounds, about half of which were returned to the waters. I only regret that I shall have to wait until next June before I can try it again."



UPPER HUMBER, NEWFOUNDLAND



A MORNING CATCH, ON THE UPPER HUMBER, NEWFOUNDLAND

# REID-NEWFOUNDLAND COMPANY

**\$60.00**

## LABRADOR

**\$60.00**

**During July, August and September**

Offers to Tourists and Health-seekers the best and cheapest trip in America.

Round trip (first-class) from North Sydney, Cape Breton to Nain, Labrador, occupying about eighteen days, and including meals and berth on the Steamer from St. John's to Nain and return, \$60.00.

Passengers have the option of travelling via S.S. BRUCE to Port-aux-Basques, rail to St. John's, thence Labrador Steamer to Nain, returning same route; or, via Steamer from Battle Harbor to Bay of Islands, thence rail and BRUCE to North Sydney.

The Steamer leaves St. John's every alternate Thursday, commencing June 16th—subject to changes—for the trip to farthest Labrador, calling at Harbor Grace, the Chief Town in Conception Bay, and the headquarters of a large fishing industry on the coast. The east coast of Newfoundland is skirted and its bluff outlines invoke attention, while the endless procession of icebergs which pass south as the ship speeds along the coast, cannot fail to inspire the admiration of the most blasé. Rounding Cape Norman and sighting Belle Isle, the strait of that name is crossed, with the attendant incidents of St. Lawrence liners passing, and Battle Harbor, the first Labrador port, is entered. It is just 500 miles from St. John's and the run occupies less than two days. Nothing in America can compare in interest with Labrador. It is a vast wilderness, its coast line for three months the home of 30,000 Newfoundlanders.

The Coast is about 950 miles long, and the study of fishery in its different aspects, the contrast between the summer fisherman and the "liverymen," who live there permanently, and the presence of the Indians from the interior, and Esquimos from the North, will all provide subjects of interest for the tourist or sightseer. If more adventurous, the visitor can land at Rigolet, the Hudson Bay Co.'s post in Hamilton Inlet, and step into the Land of Romance at once.

At its head is Grand River, following up which for many miles the famous Grand Falls of Labrador are reached. They exceed Niagara, being 310 feet high, and running through a canyon 25 miles long, with cliffs 500 feet high. The first white man who saw them was named McLean, in 1839, and they remained unvisited until 1891, when some Americans, led by W. H. G. Bryant, of Philadelphia, rediscovered them.

They form a sublime spectacle, the river after forming a steep rapid of 200 feet, leaping from a rocky platform sheer into the pool below, whence an immense column of mist arises to a great height, forming a beautiful rainbow. The roar of waters can be heard twenty miles away.

In the far North are the Moravian settlements; Hopedale, Nain, Skate, Nainah, and the Esquimos of the region have been Christianized by the zealous German missionaries who spend their lives there.

Here the traveller may gaze upon the midnight sun in all its splendor, without the fatigue or expense incident to a trip to the North Cape for the purpose, and if time permits, may remain over for a trip, enjoying the hospitality of the missionaries and revelling in the sport so abundant in that region. The Esquimos also form an interesting study, and a liberal supply of Camera plates can be used to advantage.

Tickets to Newfoundland and Labrador from the United States, may be purchased at all agencies of Thos. Cook & Sons, Henry Gaze & Sons, Raymond & Whitcomb, R. H. Cruden & Co., Simmons and Masters, Plant Line, Eastern Steamship Co., Dominion Atlantic Ry., Boston & Maine Ry., N.Y.C. Ry., N.Y., N.H. & H. Ry., and all other Railways and Tourist Agents.

In Canada from Intercolonial Ry., Canadian Pacific Ry., Grand Trunk Ry., Canada Atlantic Ry., Dominion Atlantic, and from all Railway, Steamship and Tourist Ticket Agents.

### Direct or Unlimited Passenger Rates to Points in Newfoundland

FROM		TO																					
		PORT-AUX-BASQUES		GODROY		ST. GEORGE'S		BAY OF ISLANDS		HOWLEY		GAFF TOPSAIL		MILLERTOWN JCT.		NORRIS' ARM		GLENWOOD		CAMBO		TERRA NOVA TO ST. JOHN'S (INCLUSIVE)	
		First	Return	First	Return	First	Return	First	Return	First	Return	First	Return	First	Return	First	Return	First	Return	First	Return	First	Return
Boston.....	B. & M.	19.05	35.15	19.95	36.95	21.70	40.45	23.30	43.65	24.75	46.55	25.45	47.95	26.10	49.25	27.80	52.65	28.55	53.05	29.75	53.05	30.00	53.05
".....	D. A. R.	16.55	29.10	17.45	30.90	19.20	34.40	20.80	37.60	22.25	40.50	22.95	41.90	23.60	43.20	25.30	44.00	25.50	44.00	25.50	44.00	25.50	44.00
".....	C. & P.	15.55	27.10	16.45	28.90	18.20	32.40	19.80	35.60	21.25	38.50	21.95	39.90	22.60	41.20	24.30	42.00	24.50	42.00	24.50	42.00	24.50	42.00
".....	Int. S.S. Co.	15.55	25.85	16.45	27.65	18.20	31.15	19.80	34.35	21.25	37.25	21.95	38.65	22.60	39.95	24.30	43.35	25.05	43.75	26.25	43.75	26.50	43.75
New York.....	N.Y.N.H.&H	24.55	45.15	25.45	46.95	27.20	50.45	28.80	53.65	30.25	56.55	30.95	57.95	31.60	59.25	33.30	62.65	34.05	63.05	35.25	63.05	35.50	63.05
".....	O.C.S.S.Co.	24.55	45.15	25.45	46.95	27.20	50.45	28.80	53.65	30.25	56.55	30.95	57.95	31.60	59.25	33.30	62.65	34.05	63.05	35.25	63.05	35.50	63.05
Philadelphia.....		27.30	50.15	28.80	51.95	29.95	55.45	31.55	58.65	33.00	61.55	33.70	62.95	34.35	64.25	36.05	67.65	36.80	68.05	38.00	68.05	38.25	68.05
Chicago.....		36.60	.....	37.50	.....	39.25	.....	40.85	.....	42.30	.....	43.00	.....	43.65	.....	45.35	87.15	46.10	87.55	47.30	87.55	47.55	87.55
Toronto.....	G.T.R.	30.60	53.35	31.50	55.15	33.25	58.65	34.85	61.85	36.30	64.75	37.00	66.15	37.65	67.45	39.35	70.85	40.10	71.25	41.30	71.25	41.55	71.25
".....	C.P.R.	30.60	53.35	31.50	55.15	33.25	58.65	34.85	61.85	36.30	64.75	37.00	66.15	37.65	67.45	39.35	70.85	40.10	71.25	41.30	71.25	41.55	71.25
Montreal.....	I.C.R.	23.00	36.65	23.90	38.45	25.65	41.95	27.25	45.15	28.70	48.05	29.40	49.45	30.05	50.75	31.75	54.15	32.50	54.55	33.70	54.55	33.95	54.55
".....	C.P.R.	23.00	36.65	23.90	38.45	25.65	41.95	27.25	45.15	28.70	48.05	29.40	49.45	30.05	50.75	31.75	54.15	32.50	54.55	33.70	54.55	33.95	54.55
St. John, N.B.....	I.C.R.	11.75	19.15	12.65	20.95	14.40	24.45	16.00	27.65	17.45	30.55	18.15	31.95	18.80	33.25	20.50	36.65	21.25	37.05	22.45	37.05	22.70	37.05
Halifax.....	I.C.R.	9.05	15.10	9.95	16.90	11.70	20.40	13.30	23.60	14.75	26.50	15.45	27.90	16.10	29.20	17.80	30.00	18.00	30.00	18.00	30.00	18.00	30.00
For tickets giving "STOP-OVER" privileges at all stations and good for the season, the following amounts must be added to the fares shown above, to whatever station tourist desires to extend his trip.....				.80	1.60	1.15	2.30	1.45	2.90	1.75	.50	1.90	3.80	2.00	4.00	2.35	4.70	2.50	4.80	2.75	4.80	2.80	4.80



A 1/90

# REID-NEWFOUNDLAND COMPANY

## SHORTEST SEA TRIP

BETWEEN

## NEWFOUNDLAND AND CANADA

"SIX HOURS"

SLEEPING AND DINING CARS ON ALL THROUGH EXPRESS TRAINS



Railway Station, St. John's, opened January, 1903.

R. G. REID, President	- - -	St. John's, Newfoundland.
W. D. REID, Vice-President and General Manager	- - - - - }	" "
H. D. REID, Asst. General Manager and Secretary	- - - - - }	" "
R. G. REID, Jr., Superintendent	- - -	" "
G. H. MASSEY, Chief Engineer	-	" "
H. A. MORINE, Gen. Pass. and Ticket Agent		" "
D. SUTHERLAND, Gen. Freight Agent		" "
H. McNEIL, Auditor	- - - - -	" "
H. S. CORMACK, Treasurer	- -	" "
H. CRAWFORD, Purchasing Agent	-	" "