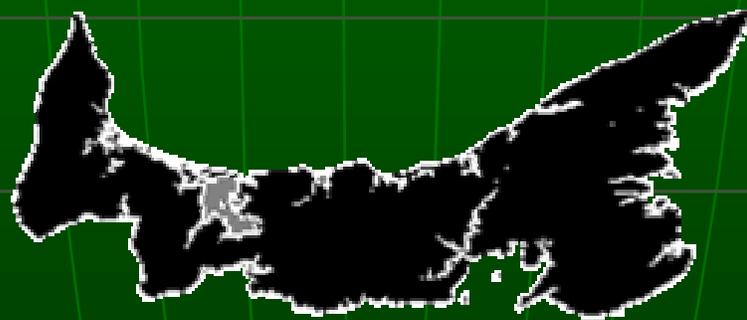




An Island Experience

*Experience the history of Prince Edward Island, while
you experience the joy and benefits of physical activity.*



An Island Experience

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An Island Experience

Dear Adventurer/Teacher,

Congratulations on choosing to take part in An Island Experience. You will get to virtually travel across all of PEI and visit many sites and locations that you may not have known even existed. Within your leaders manual you will find student booklets for every child in your class. There is also an "Island Experience" checkpoint printout with websites that you will photo copy for each of your students. This is their guide to touring the Island. To advance from one checkpoint to another they will have to accumulate the points needed to do so. The points needed each week are in the student booklet and are listed with each checkpoint. There is a key in the leader's program manual that will help guide your students to earn their points each week. The program manual also includes resources that cover every location on PEI that the students will visit.

What counts as physical activity?

In this adventure physical activity is seen as any physical movement (non-motorized) which one participates in for a period of at least 5 minutes. Physical activity may involve endurance activities

Endurance activities help your heart, lungs and circulatory system stay healthy. They also give you more energy. Examples of endurance activities range from walking, jogging, biking, swimming and dancing to organized exercise programs and recreational sports.

Stretching/flexibility activities Flexibility activities help you to move easily. They keep your muscles relaxed and your joints mobile. Examples of flexibility activities Reaching, bending, stretching, Yoga and Tai Chi are all examples of flexibility activities.

Strength activities Strength activities help your muscles and bones stay strong. To ensure good overall strength, try to do a combination of activities that work the muscles throughout your body. Examples of strength activities, lifting weights, doing sit-ups or carrying heavy loads are all examples of strength activities.

This could include playing outside at recess, going for a walk, involvement in a sport (hockey, basketball, etc.), participating in physical education classes, etc.

How do I chart my physical activity?

Each day you will be asked to complete a form where you record how much physical activity you have participated in that day. Physical Activity will be monitored in 5-minute sessions. For example if you are running around and playing at recess for 10 minutes, these 10 minutes count toward your amount of physical activity for that day. If you walk from your car or the bus into the school and it only takes one minute, you cannot record this activity as part of the adventure. It is also important to make sure you only count your active time during the activity. If you have hockey practice for an hour but you end up spending half the time either listening to coach explain something or waiting in line for a drill, make sure to only put 30 minutes on your log.

Who can participate?

This adventure is open to all students and teachers who wish to join. Details concerning how the adventure works can be found throughout this booklet.

An Island Experience

Hop off Northumberland Ferries Ltd at Woods Islands and start your adventure across all of PEI. You will get to travel from tip to tip enjoying many stops along the way. Travel by heritage roads, waterways or the confederation trail and stop and see PEI's oldest lighthouse, one of the largest miniature train sets in Canada, or the first landing site on PEI.

This adventure has been designed to take you through 8 checkpoints while visiting all parts of PEI. Each leg of the journey includes a short description of the area and indicates how much physical activity is required to reach that checkpoint. Every 5-minute session of physical activity you perform can be added until you reach the required time to complete the leg.

Guidelines

1 point activities: Receive 1 point for any light intensity physical activity that lasts at least 5 minutes in duration.

Examples:

- Light activities – light walking, stretching, volleyball, easy gardening

2 points activities: Receive 2 point for any moderate intensity physical activity that lasts at least 5 minutes in duration.

Examples:

- Moderate activities – brisk walking, biking, raking leaves, swimming

3 points activities: Receive 3 points for any vigorous intensity physical activity that lasts at least 5 minutes in duration.

Examples:

- Vigorous activity – aerobics, jogging, hockey, basketball

Key

Vigorous = 5 min. = 3 pts

Moderate = 5 min. = 2 pts.

Light = 5 min. = 1 pt.

Vigorous: aerobics, jogging, hockey, basketball

Moderate: brisk walking, biking, raking leaves, swimming

Light: light walking, stretching, volleyball, easy gardening

Week	Points needed	Time needed with Light activities	Moderate	Vigorous
1	66	5.5 hrs./wk or 47 min./day	2.75 hrs/wk or 24 min./day	1.8 hrs./wk or 16 min/day
2	96	8 hrs/wk or 69 min/day	4 hrs/wk or 34 min/day	2.6 hrs/wk or 23 min/day
3	120	10hrs/wk or 86 min/day	5 hrs/wk or 43 min/day	3.3 hrs/wk or 29 min/day
4	150	12.5hrs/wk or 107 min/day	6.25 hrs/wk or 54 min/day	4.2 hrs/wk or 36 min/day
5	180	15hrs/wk or 2hrs. & 8 min/day	7.5 hrs/wk or 1hr. & 4 min/day	5 hrs/wk or 43 min/day
6	192	16hrs/wk or 2 hrs. & 17 min/day	8 hrs/wk or 1 hr. & 8 min/day	5.3 hrs/wk or 46 min/day
7	222	18.5 hrs/wk or 2hrs. & 38 min/day	9.25 hrs/wk or 1 hr. & 19 min/day	6.2 hrs/wk or 53 min/day
8	252	21 hrs/wk or 3 hrs./day	10.5 hrs/wk or 1.5 hrs./day	7 hrs/wk or 60 min/day

An Island Experience

Students/Teachers Checkpoints
Start at Wood Islands Ferry

Checkpoint 1:

- Wood Islands Lighthouse and Interpretive Center
 - built 1876
 - <http://www.gov.pe.ca/infopei/index.php3?number=66290>
- Orwell Corner Historic Village
 - 1890's community
 - <http://www.orwellcorner.isn.net/>
- Sir Andrew MacPhail Homestead
 - Orwell, restored to 1850s
 - <http://www.islandregister.com/macphailfoundation.html>
- Point Prim Lighthouse
 - PEI's oldest lighthouse, brick, 80ft above sea level
 - <http://www.gov.pe.ca/infopei/index.php3?number=66290>
- Roma at Three Rivers
 - Junction Montague and Brudenell River
 - 1st ever Road on PEI
 - 1731, built by Jean Pierre de Roma, linked French settlements in Eastern Kings (Brudenell Pt, Cardigan, Souris, St. Peters) – roads overgrew after British attacked the colony at Brudenell
 - <http://www.romapei.com/>
- Cape Bear Lighthouse & Marconi Museum
 - Lighthouse house built 1881, still operational – Replica of first Canadian land station (1905-1922) to allegedly receive distress signals from Titanic
 - <http://www.gov.pe.ca/infopei/index.php3?number=66290>
- Panmure Island Lighthouse
 - PEI's oldest wooden lighthouse
 - <http://www.gov.pe.ca/infopei/index.php3?number=66290>
- Heritage Road → Klondyke Road
 - 1900s, sawmills and homesteads, 1920-30s, rumrunners
 - <http://www.gov.pe.ca/infopei/index.php3?number=3541>
- Heritage Road → County Line Road
 - Boundary between Queens and Kings county
 - <http://www.gov.pe.ca/infopei/index.php3?number=3541>

Checkpoint 2:

- East Point Lighthouse
 - “first generation” light house
 - <http://www.gov.pe.ca/infopei/index.php3?number=66290>
- Elmira Railway Museum & Miniature Railway
 - Story of railroad on PEI, one of the largest miniature collection in Canada
 - http://www.edu.pe.ca/easternkings/elmira/history_of_elmira_station.htm
- Basin Head Fisheries Museum
 - Inshore fisheries history, adjacent to Singing Sand Beach
 - <http://www.edu.pe.ca/easternkings/fishing/basinhead.htm>
- Heritage Road → Mellish Road
 - 1800s, route to Perth Mills
 - <http://www.gov.pe.ca/infopei/index.php3?number=3541>
- St Andrews Chapel
 - Built in 1803, in 1864 transported down the Hillsborough River to Charlottetown (turned into girls school), returned to original site in 1990
 - http://www.peicaps.org/~mountstewart/st_andrews.html
- Bishop A B MacEachern
 - 1829, 1st Bishop of Charlottetown – 1831, founded 1st institution of higher learning at St Andrews
 - http://www.peicaps.org/~mountstewart/st_andrews.html
- Greenwich → PEI National Park
 - Unusually large and parabolic dunes, rare phenomenon in NA – traces left by all major cultures that have existed on PEI
 - http://www.pc.gc.ca/voyage-travel/pv-vp/itm3-/page7_e.asp
- Dalvay By The Sea
 - Built 1896-1899, summer home Alexander MacDonald (American Oil Industrialist) of Cincinnati
 - <http://www.dalvaybythesea.com/>
- Canadian Heritage River – Hillsborough River
 - Named Mimitugaak by the mi’Kmaq --> important to all groups that settled on PEI – mouth is Ch’town where Father of Confederation met
 - http://collections.ic.gc.ca/rivers/facts/hills/hill_eng.html
 - http://www.ccge.org/ccge/english/Resources/rivers/tr_rivers_hillsboroughRiver.asp
 - http://images.google.ca/imgres?imgurl=http://users.eastlink.ca/~mountstewart/mi%27kmaq_wigwam_pei.jpg&imgrefurl=http://users.eastlink.ca/~mountstewart/aboriginal.html&h=397&w=310&sz=36&tbnid=IDxE-f_0m4J:&tbnh=120&tbnw=93&hl=en&start=3&prev=/images%3Fq%3DHillsborough%2Briver%2Bpei%26svnum%3D10%26hl%3Den%26lr%3D%26sa%3DN
- Heritage Road → Glen Road
 - Allegedly largest tree on PEI just off road, Nellie MacPhee, had fortune telling abilities, last to live in the “Glen”
 - <http://www.gov.pe.ca/infopei/index.php3?number=3541>
- Heritage Road → New Harmony Road
 - Eastern side, demonstration woodlot – Rumrunners hide cargo from boats off the North Shore
 - <http://www.gov.pe.ca/infopei/index.php3?number=3541>

Checkpoint 3:

- Charlottetown City Hall
 - Built 1888, oldest municipal hall in PEI
 - <http://www.gov.pe.ca/infopei/index.php3?number=15009>
 - <http://www.gov.pe.ca/infopei/index.php3?number=3987&lang=E>
- Hughes Drug Store/Apothecaries Hall Historic Monument
 - Corner of Queen/Grafton, original building replaces
 - <http://www.gov.pe.ca/infopei/index.php3?number=3991&lang=E>
 - <http://www.gov.pe.ca/infopei/index.php3?number=3987&lang=E>
- The Land Tenure Question → Brighton Compound
 - Brighton Power Magazine built 1866 when troops were stationed there to squash the tenants league
 - <http://www.gov.pe.ca/infopei/index.php3?number=3987&lang=E>
 - <http://www.gov.pe.ca/infopei/index.php3?number=3987&lang=E>
- Ardgowan National Historic Site of Canada → Ch'town
 - Home of William Henry Pope, site of Grand Reception for delegates in 1864
 - <http://www.gov.pe.ca/infopei/index.php3?number=16333&lang=E>
 - http://www.pc.gc.ca/voyage-travel/pv-vp/itm3-/page4_e.asp
- Province House National Historic Site of Canada
 - Ch'town, Birthplace of Confederation
 - <http://www.gov.pe.ca/infopei/index.php3?number=3987&lang=E>
- All Souls Chapel
 - Built 1884, St Peter's Cathedral, Ch'town
 - <http://www.stpeter.org/chapel.html>
- "The Bog" School
 - African Canadian community in Ch'town
 - <http://http-server.carleton.ca/~mflynnbu/PositivePresenceAbsence/>

Checkpoint 4:

- Port-la-Joye/Fort Amherst National Historic Site
 - Rocky point, 1720, 1st European (French) settlement – 1758 British captured settlement and built fort
 - Monument to 1st governor of St John Island (1769-1787), Walter Patterson
 - http://www.pc.gc.ca/lhn-nhs/pe/amherst/natcul/index_E.asp
- Car Life Museum
 - Bonshaw, over 20 vehicles, 1959 Elvis Cadillac, 1898 steam car, 1914 tractor
 - <http://www.gov.pe.ca/visitorsguide/search/display.php3?number=359>
- Victoria Seaport Lighthouse Museum
 - Second oldest lighthouse on PEI
 - <http://www.gov.pe.ca/infopei/index.php3?number=66290>
- Heritage Road – Junction Road
 - Late 1800s early 1900s sawmills were located at northern end of the road.
 - <http://www.gov.pe.ca/infopei/index.php3?number=3541>
- Heritage Road – Currie-Farrar Road
 - Named after early settlers, area was actively farmer, used to haul wood and dressed meat to market
 - <http://www.gov.pe.ca/infopei/index.php3?number=3541>

Checkpoint 5:

- Green Gables House → Cavendish
 - Cavendish, Home of David Jr. and Margaret MacNeill – LMM cousins
 - http://www.pc.gc.ca/lhn-nhs/pe/greengables/natcul/index_E.asp
- The Canadian Centre for Home Children
 - Dedicated to more than 100,000 British children who left their families and were sent to Canada between 1869 and 1948 to work as farm labourers or domestic servants. On the site of the first settled farm in Cavendish in 1791
 - <http://www.homechildren.ca/>
- The Farmers' Bank of Rustico Museum
 - National Historic site of Canada, 1864, one of the first cooperative banks of Canada
 - <http://www.naturalchoicejournal.com/heritage%20website/QueensArticleDoucethouse.html>
- Kensington Station
 - 1904, stone station – plaque to commemorate the start of the 147 mile railway in 1871, debt that accumulated important reason for joining confederation
 - <http://collections.ic.gc.ca/chip/english/railway/station.htm>
 - <http://www.kata.pe.ca/railway.htm>
- Fanning School → Cabot Beach Prov. Park
 - Cabot Beach Provincial Park, built 1794, unique 2-story building used until 1969, moved to Cabot in 1993 and restored
 - <http://collections.ic.gc.ca/chip/gallery/fanning.htm>
- Heritage Road – Princetown-Warburton Road
 - Warburton Road dates 1898, Princetown Road, circa 1771 – was the main road that connected Ch'town to Princetown (original capital of Prince county)
 - <http://www.gov.pe.ca/infopei/index.php3?number=3541>
- Heritage Road – County Line Road (Prince/Queens)
 - On border between Prince/Queens county
 - Rumrunners en route to Kensington
 - <http://www.gov.pe.ca/infopei/index.php3?number=3541>

Checkpoint 6:

- Ice Boat Service
 - 1827, Cape Traverse to Cape Tormentine, mail and passenger service
 - <http://www.islandregister.com/iceboat.html>
- Confederation Bridge
 - 12.9 kms. Longest bridge over ice-covered waters in the world.
 - <http://www.tourcanada.com/cbridge.htm>
- James Colledge Pope → Lower Bedeque
 - 1st Premier of PEI, lower Bedeque plaque on Howatt's Store
 - Played important role in PEI entering confederation
 - <http://www.collectionscanada.ca/confederation/kids/h2-1605-e.html>
- Lucy Maud Montgomery Lower Bedeque School Museum
 - Albany, school restored to 1898 condition
 - <http://www.isn.net/~cmapei/prince.html#Bedeque>
- Heritage Road – Walls Road
 - 1868, road and Mill constructed, by 1900 mill shut down
 - <http://www.gov.pe.ca/infopei/index.php3?number=3541>

Checkpoint 7:

- Former Summerside Post Office
 - 1883-1886, Summerside Town Hall
 - <http://www.gov.pe.ca/infopei/index.php3?number=4021&lang=E>
- Georgia Fane Pope
 - Mounted on Old Summerside Armoury, born in Ch'town
 - Nurse in Canadian Military – South African War
 - 1st Canadian to receive the Royal Red Cross
 - 1st Nursing Matron → head of all nurses
 - <http://www.gov.pe.ca/infopei/index.php3?number=4020&lang=E>
 - <http://www.civilization.ca/tresors/nursing/nccat25e.html>
 - http://www.civilization.ca/cwm/boer/georginapope_e.html
- PEI Sports Hall of Fame & Museum → Summerside
 - Summerside, Wyatt Center, commemorates athletes and builders of sport in PEI
 - <http://www.peisportshalloffame.ca/>
- Eglise Notre-Dame-du-Mont-Carmel Church
 - Century old, Acadian church, neo gothic architecture
 - <http://sites.ipe.gazel.ca/eglisedemontcarmel>
 - <http://www.peionline.com/communities.php?sid=&id=17>
- Acadian Museum/Musee Acadien → Mischose
 - Mischose, 1720 to present, Acadian Culture
 - <http://collections.ic.gc.ca/island/museumsandhistoricvillages.htm>

Checkpoint 8:

- Green Park Shipbuilding Museum and Yeo House
 - Tyne Valley, 1800's shipbuilding, recreated shipyard and home
- Shipbuilding Museum and Historic Yeo House
 - Tyne Valley, Green Park
 - <http://www.gov.pe.ca/peimhf/index.php3?number=80682&lang=E>
 - <http://images.google.ca/imgres?imgurl=http://www.isn.net/~cmapei/greenpark.jpg&imgrefurl=http://www.isn.net/~cmapei/about.html&h=189&w=299&sz=22&tbnid=tt8tLvMr4WkJ:&tbnh=70&tbnw=111&hl=en&start=11&prev=/images%3Fq%3Dgreen%2Bpark%2Bshipbuilding%26svnum%3D10%26hl%3Den%26lr%3D%26sa%3DN>
- Lennox Island Mi'Kmaq Cultural Center and Trail Head
 - Community museum and walking trail
 - <http://www.lennoxisland.com/>
- West Point Lighthouse Museum
 - Cedar Dunes Prov. Park, lighthouse still active, history of lighthouses on PEI
 - <http://www.gov.pe.ca/infopei/index.php3?number=66290>
- Alberton Museum & Genealogy Centre
 - 1878, Former courthouse and jail, national historic significance
 - <http://www.isn.net/~cmapei/alberton/index.html>
- Discovery of Prince Edward Island
 - Jacques Cartier Provincial Park, June 30th, 1534, commemorating 400th anniversary of landing
 - <http://www.gov.pe.ca/visitorsguide/explore/parks/jacquescartier.php3>
- Historic Site at the Green → Tignish
 - Tignish, 1799, landing of 8 founding families
 - <http://www.gov.pe.ca/visitorsguide/search/display.php3?number=4194>
- Heritage Road – John Joe Road
 - Aka, Hackney Road, believed to be involved in construction, 1912-14 – John Joe, a past resident of the road
 - <http://www.gov.pe.ca/infopei/index.php3?number=3541>

Finish North Cape Lighthouse

- <http://www.gov.pe.ca/infopei/index.php3?number=66290>

Lighthouses of Prince Edward Island



Lighthouses of PEI

*Following is a brief description of lighthouses on PEI. All information is courtesy of the Government of PEI webpage under Arts, Culture, and Heritage – Museums and Heritage sites. <http://www.gov.pe.ca/infopei/index.php3?number=66290>
<http://www.lorneslights.com/PE/>*

Wood Islands Lighthouse

Built in 1876 and situated on the south side of the eastern portion of the Island. In 1941, a fog horn was requested to help the ferry in docking. In July of that year, the horn was received and made ready for operation. In 1958, the dwelling and light tower were electrified and the light itself operated on a 1000 watt airway beacon lamp and had changed from a fixed light to a flashing light. The original light keeper's quarters are still an integral part of the structure. The light has the unique distinction of being the last lighthouse on PEI where the light keeper and his family lived right in the lighthouse.

Point Prim Lighthouse

Point Prim Lighthouse is the only round brick lighthouse in Canada. The oldest lighthouse in PEI, it was designed and built in 1845 by Isaac Smith, the same architect who designed Province House in Charlottetown. The brick had been made locally and the outside started to deteriorate so after several years the lighthouse was sheathed with wooden strapping and shingles.

Cape Bear Lighthouse

The first Canadian land station to hear the SOS of the Titanic as she sank in 1912 was the Marconi station at Cape Bear. The station is no longer there, but the Cape Bear Lighthouse is still there and has been in existence since 1881. The lighthouse is a square three story tower with a warning beacon on top. It has gabled windows at each level, on three sides of the structure. The light is 23 meters above the water, while the tower itself stands at 12 meters.

During the Second World War, the lighthouse proved useful for spotting German U-boats that neared the coast. Several were seen along the shore, but disappeared while being tracked. They probably vanished into the deep trench which runs between the Magdalen Islands and Prince Edward Island.

Panmure Head Lighthouse

This lighthouse was built in 1853 and is located on the southwest extremity of Cardigan Bay. It marks the entrance to Georgetown Harbor, on the east coast of Prince Edward Island. A lot of changes were made to the light stations and new things were being added as science got more advanced.

The light tower was constructed in 1853. It had a wooden octagonal tower. This light was used as a coast light serving considerable steamer, schooner, and fishing boat traffic. In 1909, the dwelling was built. It was reconstructed in 1958 as the building disintegrated over the years. It was made as a one and a half storey. In 1909, the fog alarm building was put together. It consisted of a wooden frame structure. The garage was also built and it also consisted of a wooden frame structure. In 1986, they had three options with regard to Panmure Island lighthouse: the first being that they rent it with a maximum lease of 5 years; the second being that they sell it with the building being removed from the property; and the third being that they sell it complete with a parcel of land. They chose that it would be sold as it would not be preserved as well if rented out to different people.

East Point Lighthouse

Built in 1867, this lighthouse is one of the Island's last manned lighthouses and is now one of the most popular sights on the Island. It is also one of the busiest aids to navigation stations for both deep sea traffic and the inshore and offshore fishery. In the East Point lighthouse the stairs wind up to the top of the white octagonal tower. The light station consists of a lighthouse, cottage, fog alarm, radio, beacon station, and oil shed. In 1885, an addition was built to the fog alarm.

The light was put in operation during the winter months of 1940 – 1945 as an aid to the local Flying Schools. In 1965, there was a construction of a dwelling. It is presently running by means of electricity.

West Point Lighthouse

Established in 1875, this lighthouse was built for the federal Department of Marine. With a total height of over 21 meters from ground to vane, it is the tallest square design on the Island. There are straight flights of stairs along the east wall connecting each floor.

From 1942 – 1945, the light was kept on over the winter months as a guide for those training at the aviation school.

On May 29, 1963, the light was converted to automatic. A major improvement was made in 1985. It was converted into a gift shop and a full service restaurant that offers up lobster suppers and chowder which is popularity there. Accommodations are also offered to tourists both in the lighthouse and in the new addition. Only five Island

lighthouses pre-date the West Point Lighthouse. It has a strong symbolic value as an important local historic site and it is an increasingly major tourist attraction.

Victoria Seaport Lighthouse

The Victoria Seaport Lighthouse Museum is located on Water Street and housed in the second oldest lighthouse on PEI. Visit the "Keepers of the Light" exhibit which traces the settlement of Victoria and its growth as a seaport. On display are 1920's seaport navigational aids, including the kerosene lamp which was tended daily by a light keeper. View the harbor from the second floor or climb to the top to see the light.

North Cape Lighthouse

The North Cape Lighthouse is on the northwestern point of Prince Edward Island. A lighthouse has served shipping and fishermen in this area since 1866. The first light though was a portable lamp erected by local fishermen on a makeshift stage. The lighthouse was built in the following year, and still stands.

Heritage Roads on Prince Edward Island



Heritage Roads

Tunnels of sugar, maple, red maple, beech, and red oak, bordered by lupins, black-eyed Susan's, daisies, and Queen Anne's lace. . . . Prince Edward Island's heritage roads are delightful pathways to the Island's rural past. These red clay, sun-dappled roads bordered by wildflowers and native shrubs twist along fields and through wooded hills. In their day, they were commonly traveled roads between communities, connecting farms to saw-mills and furniture factories. Having escaped asphalt paving, these clay lanes and their surrounding vegetation are now protected from alteration. Island wildlife also enjoy these roads which serve as corridors for foxes, squirrels, and snowshoe hares and as nesting areas for song birds. The Island's heritage roads constitute a cultural and natural heritage unto themselves.

In Prince Edward Island, scenic heritage designation of roads became possible in 1987. Under the Planning Act regulations, individuals are prohibited from cutting or removing trees, shrubbery or plant life or in any way altering the landscape of a scenic heritage road without written permission from the minister responsible for the environment. There are sixteen heritage roads across the Island: three in Prince County, nine in Queens, and four in Kings County. All information regarding the Island's Heritage Roads is courtesy of the Government of PEI Webpage <http://www.gov.pe.ca/infopei/index.php3?number=3553&lang=E>.

Prince County Heritage Roads

John Joe Road: *A pleasant rural lane where fields of grain and potatoes alternate with woodland to form the border, this patchwork of farm and forest creates ideal conditions for the ruffed grouse and grey partridge. Corn-lily, bracken fern and trillium are found under the tree cover. This road has two local names, the John Joe Road and the Hackney Road. The former is after a man by the name of John Joe Gallant, a past resident of the road, the latter from a Mr. Hackney who is believed to have been involved in its construction around 1912-14. Prior to this time the road was a cart track that led to a homestead in the wood. Traces of an old stagecoach road that stretched from the Kelly Road toward Alberton are found near the southern end. Location: Officially unnamed but locally known as the John Joe Road, this trail runs north from the Kelly Road (Rte 142) for 2.2 km to meet Rte. 136 near Mill River Resort.*

Walls Road: *Open farmlands encompass either end of this variable lane until it breaks into a lovely woodland scene where the road crosses the Dunk River. Spruce, birch, pin cherry and alders surrounding this area and common wildflowers enhance the picture. Upon closer exploration you may discover the provincial flower, the pink Lady's Slipper. Common to the area are muskrats, grey partridge and red fox. The rare but showy bald eagle has also been spotted along here. Officially this road is unnamed, but it is well known in the area as Wall's Road. About 1868 the road and Wall's Mills, which included a saw and grist mill, were constructed. A shingle mill was added by 1880. By 1900 the mills had ceased operation; the only reminder of their existence is the flattened area near the river which now provides a great spot for picnics. Nature lovers and fishing enthusiasts will appreciate this road/river combination, as will those seeking winter recreation such as skiing or snowshoeing. Location: West of Scales Pond Park in the Freetown area, Wall's Road runs south from Rte. 113 to Rte. 111 for 1.5 km.*

County Line Road – Anne’s Land: Open farmland and mixed woodland lead the way over rolling landscape to a very high "magnetic" hill, the summit of which provides a spectacular view of the Gulf of St. Lawrence to the north and rolling hills to the south. Erosion and yearly scraping have literally carved this road several feet into the landscape. Rumrunners, en route to Kensington, transported their "cargo" along this secluded trail risking the sharp incline of the hill. It is reported to be so steep at the base that a wagon driver with a full load of grain could touch the ears of his horses while sitting in his seat! The rugged hill provides a challenge to the traveler as well as wonderful vistas for sightseeing, while the woodland invites exploration on foot. Location: In the Darnley-Seaview area, this road runs south for 4.5 km from Rte. 103 to Rte. 101 near Irishtown, along the border of Prince and Queens Counties. Note: this road begins and ends on short paved sections.

Queens County Heritage Roads

Millman Road: The Millman road was one of the first scenic heritage roads to be designated. A wonderful view of the surrounding countryside is provided from a high hill near the northern end. A variety of hardwood and softwood forms the border with branches reaching up and over to create a lovely canopy through which the sun dapples onto the red soil. In spring, sweet-scented apple blossoms create a profusion of bloom, attracting not only humans, but a variety of birds as well. In 1855, the Irishtown Anglican Church was erected. A nearby school and general store followed approximately 20 years later. These were the places upon which life outside the farm focused. Horse-drawn wagons and sleighs transported those in need of spiritual comfort, education or local "exchange" at the country store. Visions of children rambling along and of young lovers strolling come to mind. Location : North of Kensington, the Millman Road runs south from Rte. 101 in Irishtown for 2 km to meet with Rte. 231 in Burlington. Traveling from north to south provides a good vantage point.

Princetown - Warburton Road: An air of seclusion and wilderness prevails on this steeply hilled and winding road which has been designated as a scenic heritage road. The high hills provide a panoramic view of the surrounding farmland. The road wanders through a border of woodlands, hedgerows and pastoral landscape. The Warburton Road dates to 1898, while the Princetown Road, circa 1771, is one of the most famous early roads. Once the main artery connecting Charlottetown to Princetown, the original capital of Prince County, its use has decreased over the years. (Hikers, watch for the section east of the intersection of the two roads.) A fascination and familiarity with hills and hollows has often prompted locals to give them names. Interesting examples here include Inch Hill, Mile Hill, Burnt Hill and Marianne's Hollow. Location: Sections of the Princetown and Warburton Roads form a "Y" shape covering 7.8 km. From Rte. 239 near Millvale the Warburton Road travels south to Fredericton Station. The adjoining section of the Princetown Road runs west from the Warburton Road toward South Granville.

Perry Road: Carved through the hilly terrain of Central Queens, this narrow passage is heavily bordered by softwood and various hardwoods. Bushes and ground vegetation encroach upon the road, providing a secure habitat for wildlife. Exploring on foot you may discover the provincial flower, the pink Lady's Slipper, and chanterelle mushrooms. (Please do not pick.) This road is one of those which have been officially designated under the Planning Act.

It is reported that, during construction of the road, the government of the day was defeated and work was halted. Land for this first section of the road had been purchased from a landowner of the appropriate political stripe. Land required for completion was acquired, on the opposite side of the road's intended line, from a landowner sympathetic to the new

government. This created a "dog leg" or "crook" midway along the road. On foot or by vehicle, bring along a camera or binoculars and catch the flora and fauna that abound here.

Location: Near St. Patrick's in central Queens, the Perry Road runs south from Rte. 239 for 2 km to meet Rte. 228, near Hazelgrove.

Junction Road: Handsome stands of hardwood and softwood, including maple, beech, yellow birch, spruce and hemlock, provide an appealing backdrop for this pleasant lane in Central Queens. Just off the road near the southern end is a mature hemlock stand. Some of the trees are estimated to be ninety years old. Wildflowers, including trillium, Lady's Slippers and Sweet William bloom among the mosses. In the late 1800s to the early 1900s sawmills were located near the northern end of this road. After hauling wood to the mill, travelers, at the first sign of dusk, would hasten down the Junction Road to avoid the place known as "Spooky Hollow". Locals were well aware of the mysterious events rumored to have occurred here. From the first buds of spring through the splendor of autumn, this road provides a tranquil drive or stroll. Winter recreations such as sleigh riding, skiing and snowshoeing are also popular pursuits. Location: This road is part of Rte. 227 near Hartsville. Entering from Rte. 225, the designated portion begins 420 meters from Rte. 225 and extends northwest for 1.7 km

McKenna-Appin Road: The upper arms of the road travel through a tremendous variety of hardwoods and softwoods that form a light to extensive canopy. This provides a wonderful "cooling" effect especially enjoyed by farmers leaving hot dusty fields. Ground vegetation, including wood ferns and fire weeds, competes for space along the roadside. The southern section is somewhat less wooded but is quite winding and hilly, with views of open farmland and spruce stands. The Appin Road was built in 1862. Its name probably is derived from Strath of Appin, Perthshire, or Appin, Argyleshire, Scotland. The McKenna Road, constructed in 1904, is named for Hugh McKenna, a property owner in the area. It now serves as a shortcut from Emyvale to Rte. 246. These roads form part of an interesting network of clay lanes in southwestern Queens County offering a wide variety of bordering vegetation -- a wonderful place for a peaceful ramble through the countryside.

Currie-Farrar Road: Bordered by spruce, hemlock, sugar maple and beech that extend from hedgerow to a light canopy, this road features wonderful visual variety. Rose bushes, bracken ferns and mosses are found scattered along the roadside and within the woodland. These low bushes provide protective nesting and roosting sites for birds common to the area. The high hills of the Currie provide excellent vantage points for viewing the surrounding countryside and Northumberland Strait. The Farrar, bordered by a hedgerow and a small canopy, is somewhat lower and less winding. The Currie and Farrar families were property owners along these routes for several generations. The roads have been named for these early settlers. In the late 1800's and early 1900's, the area was actively farmed. Horses and wagons were used for hauling wood and dressed meats to market. Although the farmsteads are gone, reminders of early rural life are easily embraced on a drive through this country lane.

Jack's Road: A narrow, winding trail where time seems to stand still, this rustic passage is a gentle reminder of simpler times past. Leafy arches are created by a border of hardwoods such as sugar maple, beech and birch. Stately hemlocks appear as one goes round a bend, adding dimension and depth. Mosses form a textured carpet under the tree cover. The pervading silence is broken only by the trilling of songbirds and the trickling of nearby streams. Muskrats, hares and red fox find this secluded wood an ideal location to feed and raise their families. Jack MacPherson owned a large farm to the north of the road in the early 1900s. Locals traveled the road to get to his place and, consequently, it became known and has remained Jack's Road. Location: Near the south shore and Wood Islands this road runs from Rte. 1 in Flat River to Rte. 207 for a distance of 4.1 m.

Klondyke Road: Uphill and down, the Klondyke cuts a sturdy swath through a border of sugar maple, birch and spruce. Foxes, raccoons and hares have a secure corridor amid the trees and lower vegetation as they scurry from one woodland thicket to another. In the early 1900s, sawmills and several homesteads were located here. Colonel Weatherbie, known in military circles as the "Father of Canadian Munitions" due to his expertise in that field, was the last settler to live on the road. His homestead, now abandoned, was once a welcome retreat where visitors enjoyed both the beautiful flower gardens and the musical talent of the family. The 1920s and 30s set the scene for another activity - rumrunners, under cover of darkness, would steal along the road, hiding their contraband in a secure place. A rag tied to a tree indicated the location. Location: For 4.9 km the Klondyke road travels roughly in an east west direction from the Selkirk Road (Rte. 23) south of Iona, to the Murray Harbour Road (Rte. 24).

MacArthur Road: Retaining the rustic charm of a century or more ago, the MacArthur Road twists and turns uphill and down through beautiful stands of hardwood and softwood and agricultural fields. Sunlight filters through a protective umbrage of maples, birch, pine and spruce. Old apple orchards, the remnants of abandoned farmsteads, add their blooms in spring. An assortment of wildlife, especially perching birds, find this type of habitat irresistible. This road has received protection through designation as a scenic heritage road. Prosperous farmland once surrounded the road and, in the mid- to late-1800s, a sawmill and furniture factory were located here. Now officially known as Peter's Road, it has become known locally as the MacArthur Road after families of that name who settled here. Near the turn of the century, diphtheria swept through this small community. A pioneer cemetery known as the MacArthur Cemetery, on the west side near the top of the hill, bears sad witness to the fate of families stricken by this dreaded disease. A sense of history, both human and natural, prevails on this pleasant country lane. Location: Near Strathgartney Provincial Park this section of Rte. 244 begins 700 meters north of the Trans Canada Highway and extends to Elmwood for a distance of approximately 2 km.

Kings County Heritage Roads

County Line Road - Hills and Harbours: A drive through the County Line Road offers many vantage points for viewing the surrounding countryside. Mid way along the road is a small but lovely hardwood stand. This road has been designated as a scenic heritage road. In earlier years horse-drawn carriages transported passengers along this lane, at that time bordered by beautiful hardwood stands that arched overhead to form a delightful canopy. Although the area has changed little over the years, recent widening of the roadbed has resulted not only in a decrease in aesthetic appeal but a loss for the wildlife that once found refuge in the trees and surrounding vegetation. Perhaps, through time and proper management, this road will regain its former splendor. The County Line Road derives its name from the fact that it is on the boundary of the two counties, Kings and Queens. Location: The designated portion of this road (Rte. 325) begins at Caledonia at the intersection of Rte. 315 and runs north for 2.6 km until it intersects with Rte. 317.

Glen Road: This rich, red clay passage wanders through a bright green "glen" where wonderful woodland and pastoral farmland greet the traveler. Just off this road on the eastern end is a large American elm believed to be the largest tree on PEI. It is reputed to be so big that two men cannot reach each other's hands around its base. This was once a prosperous farming community with a mill and two blacksmith shops. Fine horses and driving wagons were status symbols the residents proudly displayed along this route. Today activity in the area centers on a shingle mill and farming. Stories of

fairies abounded (and still linger) in the area, and children would quietly await the appearance of these magical creatures. Nellie MacPhee, a lifelong resident, is well remembered for her fortune-telling abilities. Clinging to her beloved homestead to the end, she was the last person to live in "the Glen". Location: Northeast of Souris, this road is the section of Rte. 303 that runs west from the Baltic Road (Rte. 302, through Glencorradale or "the Glen" as it is known locally, to the New Harmony Road.

Mellish Road: *Cattle grazing on sloping hillsides, a farmer plowing his fields, rural scenes such as these enliven a drive down this country lane. As one enters from the northern end, one looks upon open fields and then a hedgerow bordering the road to an old mill pond where mixed woodland creates a light canopy overhead. Wildflowers, including daisies, dandelions and Queen Anne's lace, grow along the roadside. In the late 1800s this road served as the route to Perth Mills. A MacDonald family owned the land on the northern section of the road. The enterprise became known as MacDonald's Mills and the road as the MacDonald Mill Road. Other variations of the name include "Mill Road", "Fish Pond Road" and the "Dam Road". Today the road provides farmers with access to fields and sports enthusiasts with winter pursuits such as skiing and snowmobiling. This road has been designated as a scenic heritage road.*

New Harmony Road: *Wonderful hardwoods, interspersed with softwood, combine to form a leafy canopy where sunlight dapples onto this rich clay passage, creating a brilliant green "tunnel". On the eastern side of the road the Provincial Department of Energy and Forestry operates a demonstration woodlot, which lends an educational aspect as well as aesthetic appeal. Visitors are welcome to tour this site. Once part of a thriving agricultural community where French, Irish, English and Scottish nationalities settled, the farmland has now been reclaimed by woodland. Today the road is used as an access to property, and a scenic drive and shortcut to the north shore. During Prohibition years, the remoteness of the road made it a prized location for rumrunners to hide illegal cargo unloaded from boats lying off the north shore.*

Museums, Heritage Sites, and Historical Figures



Museums, Heritage Sites & Historical Figures

During your Island Experience you will travel through places that are home to some of PEI's National Historic sites, as well as museums that preserve the Island's history. Following is a brief description of some of the stops in an Island Experience. The information gathered is courtesy of the government webpage: www.gov.pe.ca under the category of Heritage and Culture. Other sources used are referenced at the end of this section.

Checkpoint #1

Orwell Corner

Orwell Corner Historic Village opened in July of 1973. Orwell was named in 1769 by Surveyor General Captain Samuel Holland in honor of Lord Francis Orwell, British Minister of Plantations. Much of the early settlement took place at Orwell Cove and as fields were cleared and roads improved settlement moved inland. The small crossroads community was founded in the early nineteenth century by Scots that arrived on the Island with the Glenaladale Settlers brought out by Captain John MacDonald, as well as families that came from the Isle of Skye, County Monaghan in Ireland and United Empire Loyalists. Many of the current residents in the Orwell community are descendants of these early pioneers. In 1970 the Provincial Centennial Commission, various departments of the Provincial and Federal governments and dedicated volunteers in the community set plans into action and the site was restored to the late nineteenth century. The buildings were furnished with artifacts from the Provincial Collection and it opened to the public in July of 1973.

Currently it is owned by the Province of Prince Edward Island and administered by the Prince Edward Island Museum and Heritage Foundation and the Orwell Corner Pioneer Village Corporation with support from various departments of government as well as generated revenues.

Sir Andrew MacPhail

Physician, editor, man of letters, and professor at McGill University, Sir Andrew was a brilliant scholar of wide interests. These included agriculture, so vital to his native Prince Edward Island, and social commentary, steeped in his Celtic heritage.

*Born in Orwell, Andrew Macphail was educated in Vigg School, entered Prince of Wales College at age fifteen; received his medical education at McGill in Montreal and editor of the McGill University magazine, where he graduated B.A. in 1888, and M.D., C.M. in 1891, later becoming their first professor of the history of medicine. Sir Andrew was founder and first editor of the Canadian Medical Association Journal. Beginning in 1905 he published more than 10 books. At the age of 50 he enlisted, spending twenty months at the Front with a field ambulance corps in World War One. He considered his greatest honour being knighted by the King on New Year's Day, January 1, 1918; this was in recognition of both his military and literary contribution. He made Orwell both his family's summer sanctuary and a place to experiment in agriculture. His semi-autobiographical book *The Master's Wife* provides lasting insight into 19th century Island life. It was written in the 1920's, and first published in 1939. It is an excellent description of 19th century life on P.E.I., a very important social history of P.E.I.'s past. The "Master" was his father, William, the book about his family and the community they lived in, Orwell. Sir Andrew was a noted social critic, his writings reflecting his*

Scottish Protestant uprising in rural Orwell. Sir Andrew Macphail passed away on September 23, 1938.

Sir Andrew's birthplace is a memorial to his genius and diversity of interests. In visiting the 140-acre site you are offered a memorable experience. You may feel that Sir Andrew has just stepped out of his study. You can visit the stream where he bathed. Because he was ahead of his time in his concern for sustainable land and forest practices, you can share in his spirit by walking the nature trail, watching for birds, identifying trees and flowers, exploring the reforestation project or wildlife gardens designed to continue his environmental interests. Guided tours of the house and property with observations from the Master's Wife will also tell you about the pillar gates from McGill, the story behind the Wallace stone steps, and the church bell in the front yard.

Sir Andrew's memorial offers other services: extensive grounds for special events like family reunions or picnics; a large conference room in the former dining room; a tea room in the sun porch, with catering for groups on request; a gift shop and a library. The homestead is a short ride from Orwell Corner historic Village and the Trans Canada Highway.

Sir Andrew Macphail Homestead is a unique natural area that will appeal to our interest in the environment, in heritage, or in meeting a creative mind. Or, it can be just a quiet place to relax and enjoy nature.

Roma at Three Rivers

Trois Rivières, Early French Settlement on PEI

In June 1732 Jean Pierre Roma and his small band of settlers, workers and fishermen sailed into Cardigan Bay on eastern Isle St. Jean (now Prince Edward Island) and landed on what is now known as Brudenell Point to start the settlement which he called Trois Rivières. One of the three ships were described was carrying "wine, whiskey and other effects" a second brought "fishermen" and a third carried "engagés" (workers who signed up for three years). This was not only an early French colony but the first commercial venture on PEI that survived for 13 years against all manner of setbacks and was starting to prosper and repay its debts when a British war ship ravaged the site and ended the colony.

In 1731 King Louis XV of France granted the owners of the Compagnie de l'Est de l'Isle St. Jean exclusive rights to a 220km by 2.5km strip of coastline along eastern PEI. The terms of the grant created a large feudal estate held in homage to Louisbourg but free of Royal dues. Jean Pierre Roma became the moving spirit behind the venture and the director of the company.

Note: French maps of the 1700s show NORTH towards the BOTTOM of the page and SOUTH towards the TOP of the page!

Roma envisaged the colony becoming not only a fishing community but the centre of a five-cornered international trade between Isle St. Jean, and Québec, Louisbourg, France and the West Indies. The company's five large ships would take fish to France; bring food from Québec until Trois Rivières would become self-sufficient, carry fish and lumber to the West Indies and bring back sugar, molasses and coffee and supply food grown at Trois Rivières to Louisbourg. Trois Rivières would be an international trade centre. This conflicted with his partners' ideas. They wanted only to exploit the resources (fish) for a quick profit. Roma was full of plans; one was to produce beer for sale or trade.

This supports the rumor that he made glass on Panmure Island. With a large military presence in the area there was a ready market for alcohol.

The terms of the grant specified that the company would bring out 80 settlers with the necessary stock in 1732 and another 30 in each subsequent year. The settlers would be encouraged to clear the land and construct public and private buildings and of course churches. The company also had permission to establish fish-drying facilities on the north shore at Havre St. Pierre (now St. Peters Bay) and receive land in proportion to the number of chaloupes (small boats) used for fishing.

Jean Pierre Roma was a superb organizer and planner, energetic, ambitious and determined (obsessed?) but to his detriment he also was self-righteous and obstinate in dealing with people. This brought on conflict with partners, government officials and clergy. The problem with the clergy started with a dispute over working on Sunday. Fortunately the governor of Louisburg sided with Roma. On the surface the future of the settlement looked good but there was a string of difficulties/disasters, some by chance and some due to Roma's personality, which delayed progress. The success of the colony can be attributed largely to the detailed planning and scheduling by Roma. He kept meticulous records of his accomplishments and activities from which we can get a feel for life at Trois Rivières.

About 50 acres of land were cleared and 6000 stumps removed and the hollows filled to make way for the buildings and crops in the first two years. Later reports indicate about 200 acres were cleared in all. Stumps described as needing 10 to 15 men to move gives an idea of the magnitude of the task.

To protect the point from erosion (still a problem in 2004) Roma leveled the top of the hill on the point (which was 36ft high) and built up the base with rocks and timber. For cargo handling, he constructed a pier 45.5ft out from the bank to a water depth of 11 ft at high tide. This required 300 tons of stone. A smaller wooden jetty 40ft x 12ft was built for the canoes and chaloupes.

Since travel by water was unpredictable in small boats, Roma's men blazed roads through to Havre St. Pierre (St. Peter's Bay), Port La Joye (on the Hillsborough River), Sturgeon, Tracadie and Baie de la Fortune. This work was done in the winter with the men staying in temporary shelters built along the route.

Nine buildings were constructed on the plateau overlooking the water. Two 80 foot buildings, one called the Maison de la Compagnie housed Roma and his family along with a store room and the other accommodated the company's fishermen. A sixty foot building housed the laborers and visitors and a second sixty foot one housed the officers and crews of the ships. The supervisors and tradesmen had a roomy dwelling of 69 feet. One building of 50 feet was partitioned for stores. There was also a forge, a stable and a bake house, each of which was 40 feet. Some of the timbers were dragged across the ice from where Georgetown now stands. The bricks for the 13 massive chimneys and fireplaces were made on location. Moss and clay were used between the logs of the buildings.

Marconi Museum

In 1998 the Northumberland Community Development Corporation began to develop and renovate the lighthouse as a tourist facility. It opened to visitors in the spring of 1999. Over 2,000 visitors came and with this encouragement, plans were continued to add the Marconi Museum.

An annex was added in 1999 to contain a replica of the Marconi Station that stood beside the lighthouse from 1905 until 1924. By the spring of 2000, the annex was completed with an observation

deck around two sides, and the lighthouse generator room was converted for use as a display and craft area.

The museum facility opened on June 12, 2000. Throughout the summer, the number of visitors increased to 3,500. These attendance counts are based on those who signed the guest book. It is estimated that twice this number visited the site. The light is still operational, and in clear weather it can be seen for up to 14 miles.

The Marconi Museum is notable because the Cape Bear station is said to be the first Canadian land station to hear the S-O-S signal from **The Titanic** as she sank south of Newfoundland in 1912. The Museum contains an audio-visual reproduction of operator Tom Bartlett receiving the S-O-S message, period furniture, artifacts and historical pictures.

Checkpoint #2

Elmira Railroad Museum

Known as the end of the line for those traveling east on Prince Edward Island, Elmira Station became an important part of railroading on the Island in the early 1900's. Opening in 1912, during the last major extension on the rail line, the station became a beehive of activity. The yard featured five rail spurs, an engine house, a 200-foot coal shed, a barn, bunkhouse and shacks for the conductors and engineers. Only the wooden station house, the platform, freight shed and three master's office has been re-created with maps and artifacts, such as the telegraph, which was often used at Elmira as passengers came and went.

The station was unusual in that it had two waiting rooms, one for men and one for women. [The men's](#) was primarily used for playing cards, and later, the women's was converted into a baggage area. The two rooms now house thematic displays that illustrate various facets of railway life.

Basin Head Fisheries Museum

Spectacularly situated on a headland overlooking one of the Island's most beautiful white sand beaches, Basin Head Fisheries Museum near Souris, Kings County, depicts the changing nature of the province's historic inshore fishery through a wealth of displays and artifacts. Basin Head is part of the PEI Museum and Heritage Foundation. In 1973 the Basin Head Fisheries Museum was built under the direction of the Prince Edward Island Museum and Heritage Foundation and was open to the public.

Since then a number of changes have taken place. Boat sheds were built to house fishing boats and larger artifacts as part of the museum exhibits. A box factory was also constructed and wooden boxes were built for a period of time to simulate the designs of boxes used years ago to carry, pack, and ship fish to its destinations. All this enables the Museum to tell the story of the Province's historic inshore fishery through its displays and artifacts. On site are dioramas illustrating methods and materials, small craft displays, and the restored cannery with its aquariums and coastal ecology exhibit. There is also a lab where the biologists and researchers from the lagoon and area can record, store and complete their research and data. Soon the upper level will also be completed to house a full lobster exhibit.

In 1995-96 huge renovations took place on the site by the Eastern Kings Development Association. This included a board walk which features access to the magnificent "Singing Sands" white sandy beach, gift shops, food, and beach services and a children's play village. Provincial Parks take care of the grounds. Locals and visitors alike come to enjoy the site, its beauty, the people, our culture, history and heritage. Some decide to buy land here and others take their experiences back to share with others about this fantastic Island.

St. Andrew's Chapel

Because of its unique history, St. Andrew's Chapel is an important heritage site. But its history was destined to be forgotten had it not been saved for demolition in 1998 and moved from Charlottetown to St. Andrew's PEI, where it was built in 1805.

Built by Scottish settlers who had come in 1772, it was the first major church in Prince Edward Island.

Considered "elegant in its construction" this fine chapel was built under the direction of Father MacEachern, at that time the only missionary to serve all the settlers on Prince Edward Island - the Scots, the French, the Irish and the Micmacs.

Replaced by a larger church in 1862, it stood abandoned until 1864 when it was moved 20 miles over the ice to Charlottetown, a feat considered little less than miraculous at that time. A first-hand account of the day tells us that with the help of 500 men and 50 teams of horses, the huge building was placed on runners and dragged very slowly to Charlottetown. But disaster struck as they approached the channel where the ice was thinner. The building went through the ice requiring superhuman effort to drag it from the water. It was finally landed on Pownal Street on the third day of its perilous journey.

The building was renovated and handed over to the Sisters of Notre Dame for use as a school, and on September 6, 1864, St. Joseph's Convent opened with more than 100 pupils. The Sisters operated the school for girls in Charlottetown for more than 100 years.

On July 17, 1987, the old chapel, now vacant once again for some time, suffered a disastrous fire. Interior damage was mainly to the renovations dating from 1864, but the fine and firm structure of the building remained, revealing huge hand hewn timbers and wide board construction typical of the early 19th century.

Aside for the history of the building it was these qualities that justified an extraordinary effort to save it from demolition. So the building was carefully cut into four pieces and hauled back to St. Andrew's

During the restoration and refurbishing, the original round-headed windows were discovered. This important architectural detail, along with those described in old letters and diaries, established that the building was a fine example of 18th Century Georgian architecture, a style used by the very early settlers from England and Scotland.

Once again the focus of widespread interest in PEI, St. Andrew's Chapel will be used for lectures, seminars, concerts, plays, family reunions and anniversary celebrations. The Chapel is located on Rte 2, 3km east of Mt. Stewart and 28 km from Charlottetown.

Greenwich National Park

The area contains an extensive and fragile coastal dune system, wetlands and various natural habitats in which numerous rare plant species are found. Among the most spectacular natural characteristics protected at Greenwich are the unusually large and highly mobile crescent-shaped or parabolic dunes with their associated counter ridges. Greenwich is also noted for its cultural and historical richness.

The facilities, services and activities offered at Greenwich allow visitors to experience the site in a manner that is sensitive to its fragile resources and to gain an understanding of its priceless legacy.

Dalvay By The Sea

The House was built in 1895 by Alexander McDonald, a wealthy businessman and one time president of Standard Oil Company with John D. Rockefeller. Originally from Scotland, McDonald left his native home to seek his fame and fortune and eventually landed in Cincinnati, Ohio.

He became director of numerous companies, including several successful rail-lines, mining companies and the Third National Bank. He was also active in charities and philanthropy. His salaries and investments from a number of these posts allowed him to amass a considerable personal fortune.

He married Laura Palmer in 1862. They had one son, who died in infancy, leaving their only daughter, who they also named Laura. Daughter Laura married Edmund Stallo, a young Cincinnati lawyer and son of the U.S. Ambassador to Rome. Laura and Edmund had two daughters, Helena and a third Laura. Unfortunately, Laura Stallo died at a young age in 1895, leaving the two girls in the care of Mr. & Mrs. McDonald. With Alexander's wealth, the granddaughters were given the best possible education and were able to travel with the McDonalds all over the world. It was on one of these vacations that Alexander McDonald and his family spent their first summer on Prince Edward Island. After a few days in Charlottetown they moved on to the old Acadian Hotel in Tracadie. (Since destroyed by fire.) McDonald became so intrigued with the area that he contracted George Longworth, a leading island businessman, to act as his agent on P.E.I. They bought 120 acres of land on the north shore, which included a variety of cleared farmland and forested area.

Building was underway in late 1895. He named the house "Dalvay" after his boyhood home. Construction of Dalvay was said to have run close to \$50,000. Local building materials were used exclusively in the construction of Dalvay. The lower half of the house was built with Island Sandstone in its natural boulder form and the huge fireplaces were also constructed with quarried blocks of the famous reddish sandstone.

Much of the furniture was oak and mahogany. The family had traveled all over the world and bought beautiful articles of furniture, pottery and draperies in England, France, Egypt and Italy. Some very fine pieces of furniture were also purchased from established British families in Charlottetown.

It cost \$10,000 a year to operate Dalvay, a huge sum even by today's standards. They kept a large number of servants, cooks, housemaids, a gardener, two butlers, two laundresses, a caretaker and two men to look after the horses and stable. Macdonald and his family entertained a great deal and his summer home was usually filled with guests. Every season before leaving, they gave a dance for the local people with a hired violinist; a lavish affair that was enjoyed and remembered by all.

Hillsborough River – A Canadian Heritage River

The Mi'kmaq name for the river - Mimitugaak- describes a waterway from Northumberland Strait, at the entrance to Charlottetown Harbour, winding inland through rich farm country to its source close to the white sand beaches of the north shore. For centuries, the Mi'kmaq people fished and camped along its shores. Europeans settled here in the early 18th century, using the river for transportation and as a major ship building area in the days of sail. For most of its length, the Hillsborough is a tidal estuary with extensive salt marshes - a rich breeding area for thousands of marine birds and other creatures of the land and the sea. The great blue heron is the "statesman" of the river, an ambassador of the serenity found along its shores.

Human populations originating from various European sources over the past 275 years, adapted well to the diversity of an estuarine waterway. Attracted to its life sustaining qualities humans have at various times harvested oysters, quahogs and mussels; dyked and harvested wetlands; played in and along the river; built large sailing vessels; and used it as a link to local and foreign shores.

In recognition of its importance to our human heritage and because of its outstanding recreational values, the Hillsborough was nominated to the Canadian Heritage Rivers System in 1994. The nomination was sponsored by the Province of Prince Edward Island in partnership with the Hillsborough River Association - local citizens concerned for the river's future and appreciative of its past. Not forgotten are the days when people homesteaded by the river and used the steamer service in summer and the frozen estuary in winter.

Checkpoint #3

Charlottetown City Hall

Constructed in 1888, City Hall included a fire station whose doors opened all at once when the bolt was drawn and also housed the police station with five cells in the basement. Located on the corner of Kent and Queen Streets. The Charlottetown City Hall is the oldest municipal hall in Prince Edward Island. Designed by Phillips and Chappell in the Romanesque Revival style often favored for 19th-century civic buildings.

Hughes Drug Store

On December 24, 1810, Thomas Desbrisay Jr. opened an apothecary shop on this site. In 1874, George Hughes bought Apothecaries Hall and operated it under the title "Apothecaries Hall - Hughes Drug Co. Ltd." The original building was replaced by the present brick structure in 1900. A plaque is mounted on the corner of the building presently housing COW'S Ice Cream on the corner of Queen and Grafton Streets.

The Land Tenure Question

The Land Tenure Question (Brighton Compound) Land dominated Island politics for over a century. In 1767, the British government granted the Island into 67 lots to 100 proprietors. Over time, leasehold tenures disappeared with the sale of land and estates to tenants and the government. This was required by law after 1875. The Brighton Powder Magazine was built in 1866, when troops were stationed here to quash the Tenant's League.

The Tenant League was an organization of farmers on Prince Edward Island that attempted to force a resolution to the absentee landlord question. The league was formed in December 1863, and membership grew through the winter and spring. By August 1864 the vast majority of land tenants on the Island had joined the Tenant League.

The league held a convention at Charlottetown, where it adopted a constitution urging its members to withhold rent payments until the absentee landowners agreed to sell their lands. On March 17, 1865, both Catholic and Protestant members of the league attended the St. Patrick's Day Parade at Charlottetown. An attempt by the local police to arrest Tenant League leader Samuel Fletcher at the parade was thwarted by the crowd.

Subsequently Governor George Dundas declared the Tenant League a seditious movement, and banned it. However, farmers refused to disband the league. There were several clashes between farmers and the bailiffs and sheriffs who were sent out to collect rents. These clashes are sometimes called the Tenant League Riots. The unrest became so severe that the governor requested a contingent of British troops be sent to the Island to restore order. The troops were obliged to remain for more than a year.

Ardgowan National Historic Site

Ardgowan National Historic Site (2 Palmers Lane) the former home of William Henry Pope, one of the Fathers of Confederation. Now the headquarters for Parks Canada's District Office. The exterior has been restored consistent with styles and materials of the 1850s. The interior has been renovated to provide modern office accommodation. Open to visitors year round, the restored grounds feature garden fashions from Pope's time." It is an example of a picturesque rural cottage from the Victorian era, and the house and grounds have been restored to the period. Visitors can experience the serenity of the restored Victorian grounds, enjoy a family picnic or take a leisurely stroll.

Province House National Historic Site

Standing proudly on the crest of Great George Street is Province House National Historic Site of Canada—the very heart of the 1864 Conference and now, a national icon. Its impressive Colonial portico welcomes all, while its stone walls echo of past debates and dances.

As the second-oldest active legislature in Canada, this is a building where past and present blend seamlessly. The west wing houses the meticulously restored Confederation Chamber while the east wing comes to life regularly as the Provincial Legislature sits in session with local political business.

All Souls Chapel

All Souls' Chapel was originally conceived as a memorial to Father George Hodgson, the first "priest-incumbent" of St. Peter's Cathedral, and was built in 1888 to plans prepared by William Critchlow Harris, ARCA (1854-1913), a member of the first class confirmed in St Peter's Church in 1869. The arched reredos, with statues of apostles and evangelists occupying the niches, is typical of Harris's altar screens. The Chapel walls are occupied by 16 paintings by William's brother, Robert Harris, CMG, PRCA (1849 - 1919). The round painting above the reredos is of Christ ascending to Heaven, and has been a treasured icon to generations of Cathedral parishioners. The Chapel was built by Lowe Brothers of Charlottetown, and the woodwork was carved by Messrs Whitlock and Doull.

The Bog School

On Prince Edward Island in the 19th century, the gulf between the rich and the lower classes was enormous. Nowhere was this more obvious than in the Bog area of Charlottetown where many Black Islanders lived.

In the Bog, on Rochford Street, was an integrated school for the underprivileged. For over fifty years in the Bog School (1848 - 1903) Sarah Harvie, trained more than two thousand children. Sarah, who was African Canadian, was highly respected for the positive influence she exerted on the locality. (Hornby 1991) One can imagine the 1860 meeting in Charlottetown similar to the one portrayed here. Some protested the fact that children of "respectable parents" were sending their children to Sarah Harvie to benefit from her progressive teaching.

On the same street as the Bog School was Robert Harris' family church, St. Peter's. Harris, who returned often to his Island home, was very attached to this Church. His brother was the architect of St. Peter's Chapel and Harris contributed numerous paintings to decorate the interior. It is from here that Harris was buried in 1919. In the 1880's Church meetings must have been heated when, against the wishes of more conservative members, St. Peter's Chapel became a Chapel of Ease for the poor people of the Bog. (Tuck 1997)

The Bog was razed in a redevelopment project shortly after the school's closing in 1903. With the local community scattered many black Islanders became part of an exodus. Within ten years the Island lost most of its African Canadians. The majority went to Boston, joining thousands of African Canadians moving south in search of community and opportunity. (Hornby 1991)

Checkpoint #4

Port-la-Joye/Fort Amherst National Historic Site

Port-la-Joye

In 1720, the Comte de St. Pierre arrived at Port-la-Joye with 3 ships and 300 settlers to establish the first European settlement on Prince Edward Island. The ships were owned by the Compagnie de l'Isle Saint-Jean and officials of the Compagnie hoped the combined efforts of these settlers would result in a thriving agricultural community capable of supplying French centres like Louisbourg. The Comte experienced financial failures and lack of support and abandoned the Island in 1724.

Thereafter, those who chose to stay saw their Island home recognized as a crown colony with its own commandant sent from Louisbourg in 1726. Suitable structures were erected to accommodate the garrison and civil authorities; such as a chapel, store-house, bakery, forge, powder magazine, barracks and the commandant's lodgings. In 1720, Michel Haché-Gallant formerly of Beaubassin in Acadia established his holdings between the French post and the creek flowing into the landing cove. Michel Haché's household and those of his sons and daughters constituted the core of Port-la-Joye civilian community. They and their neighbors remained at Port-la-Joye until the autumn of 1744 when the threat of British attack compelled them to relocate inland. Another group of French colonists arrived in the 1730's and established a settlement at Trois-Rivières (now known as Brudenell Point). Port-la-Joye served as a point of entry to the island, as well as a meeting place for French, Acadian, Mi'kmaq allies and activists.

In 1745, a force of New Englanders fresh from victory at Louisbourg arrived to take possession of the Island. The settlements at Trois-Rivières and Port-la-Joye were burned. Acadians and Mi'kmaq fought the invaders but were forced to retreat and the population came under

British rule. The French garrison departed for Quebec but returned again in 1748 following the Treaty of Aix-la-Chapelle. The struggle for control continued between the English and French in the 1750's and many Acadians were forced to abandon their homes and fled to island. These numbers increased dramatically after the expulsion of the Acadians from Nova Scotia in 1755. However, following the fall of Louisburg in 1758, the commandant at Port-la-Joye surrendered peaceably to Lieutenant-Colonel Andrew, Lord Rollo commander of the British forces on the island. Following the British takeover, Lord Rollo used part of his force of 500 to collect an estimated 3,500 inhabitants and refugees for transport to France. Of the total exiled, at least 700 drowned and many others died of sickness en route. Some families managed to escape by fleeing to safer French territories or by hiding. Thirty families of one parish escaped the deportation and the thousands of Acadians who live on the island today are descended from these families and from others who returned after 1764.

Fort Amherst

Lord Rollo established Fort Amherst on the same bluff as the French outpost and settlement. It served as the main defense point for the British on the island. With the return of peace in 1763, Fort Amherst's importance as a military fort declined. Soldiers from the fort assisted Captain Samuel Holland with his survey of the island in 1764 and 1765. British settlers chose the new town site named Charlottetown some distance from Fort Amherst and at the mouth of the Hillsborough River as the colony's capital. In 1768 military authorities ordered the withdrawal of the garrison from Fort Amherst. Following the withdrawal of the garrison the land was leased for agricultural purposes. A blockhouse and battery were built at the harbor entrance to protect Charlottetown from French and American privateers during the Napoleonic Wars.

Port-la-Joye – Fort Amherst Today

The lands adjacent to the Fort Amherst ruins were united under one Leasee in the late 1800's and the land associated with the fort lot were purchased by the same Leasee, John Newson in 1892. The property was sold to the Province of Prince Edward Island in 1959. The Historic Sites and Monuments Board recognized the site's national historic significance in 1958. The following "Statement of Commemorative Intent" was created indicating the significance of the site. "Fort Amherst/Port-la-Joye is on national historic significance because, from 1720 to 1770, it served as the seat of government and port of entry for settlers to the island, and because of its role as a colonial outpost in the Franco-British struggle for dominance in North America." The site was proclaimed a national historic park in 1967 and was officially opened in 1973.

Did you know that...?

- *In 1720, Prince Edward Island was under French rule and was known as Isle St. Jean. Port-la-Joye was established as its capital.*
- *Michel Haché-Gallant, an early Acadian settler at Port-la-Joye, had 100 grandchildren and is the ancestor of the "Gallants" on Prince Edward Island today.*
- *In 1746, the Mi'kmaq fought alongside the Acadians during a British attack on Port-la-Joye. The Mi'kmaq also helped many Acadians to escape to Malpeque during the expulsion.*

- *Early fishermen stood in a large barrel lashed to the outside of their boat. This put them closer to the water and they could throw the fish over their shoulder into the boat.*
- *The common cattail was an important source of food to early colonists. The stems and roots were cooked, eaten raw and even ground into flour.*
- *In 1758, the British constructed an underground tunnel leading from the shore to the centre of Fort Amherst.*
- *The flag flown during the British reign at Fort Amherst was known as "Queen Anne's Jack". It lacked the red "X" representative of Ireland that is present on the "Union Jack" of today.*

Car Life Museum

Located on the Trans Canada Hwy., between Borden-Carleton and Charlottetown. Over 20 automobiles, tractors, farm equipment, wheeled vehicles from the 19th century. Includes a 1959 Cadillac owned by Elvis Presley, 1898 Mason steam car, 1914 tractor, well-restored farm machinery.

Checkpoint #5

Green Gables House

Green Gables, part of Prince Edward Island National Park has become famous around the world as the inspiration for the setting in Lucy Maud Montgomery's classic tale of fiction, Anne of Green Gables. In real life, this farm was the home of David Jr. and Margaret Macneill, who were cousins of Montgomery's grandfather. Shortly after her death in 1942, Lucy Maud Montgomery was recognized by the Historic Sites and Monuments Board of Canada as being a person of national historic significance, and a monument and plaque were erected at Green Gables in 1948.

The Canadian Centre for Home Children

Like a sudden flood, the Industrial Revolution swept away the old way of life. Machinery replaced the craftsman. The rural population migrated to the cities in waves. Capital triumphed over labor and created a new form of serfdom. Competition depressed wages to the minimum required for subsistence. The loss of employment, disability, or the death of a wage earner often condemned whole families to pauperism and the workhouse. The first serious social surveys made at the end of the 19th century indicated that about 40% of the working class lived in poverty or even worse.

In times of economic crisis, many parents placed their children in the care of 'charitable' society homes as a temporary expedient until times improved. Unfortunately, these societies viewed child emigration as a solution to poverty and overcrowding in Britain's cities. Parental consent to a child's emigration was often overlooked, and many parents were never informed of their children's emigration. Others would receive written notification only after the ship carrying their children had left port.

The Centre is dedicated to the more than 100,000 British children who left their families behind, when they were sent to Canada between 1869 and 1948 to work as farm laborers or domestic servants.

The Center's primary objective is to assist Home Children and their descendants by discovering their real identities, obtaining confirming documentation (birth certificates), and the tracing and locating of living relatives.

Location

The Centre is on the site of the first farm settled in Cavendish in 1791. Located in the PEI National Park, on Route 6, the Centre is across the road from Avonlea Village, and is just half a mile west of Green Gables House.

The Farmers' Bank of Rustico Museum

The Farmers' Bank of Rustico, a National Historic Site, operated from 1864 to 1894 as the first people's bank and is credited with being "the precursor of the credit union movement in North America." The museum, which describes the settlement of the community by the Acadians and the establishment of the bank, also contains a genealogical centre. The Doucet House, now situated adjacent to the bank, is a 1772 Acadian period log house which has been restored and is open for visitation.

Kensington Train Station

At the start of the 1870s, the Island was a thriving and independent British colony, made prosperous and even a little bit overconfident by the shipbuilding boom. By 1873, it had to throw itself on the mercy of the federal government to offload over three million dollars worth of debt. What happened in between was the building of the P.E.I. Railway. Many of the difficulties the government experienced can be traced back to the shortcomings of the original contract, which agreed to pay the contractors per mile of track laid and failed to specify an exact route. As a result, the builders went around instead of through obstacles, and engaged in under-the-table dealings to determine where the track would make its bends.

The result was one of the most winding and circuitous road beds in Canada. The constant need to veer left and right posed real challenges for the crew of the old steam engines, who would have to re-adjust the steam pressure to take each bend at the right speed. Adding to this already formidable task was the fact that, despite the yeoman service of rail foremen, every spring thaw would change the rails into a province-wide series of dips and humps. When the Island was converted to diesel in 1950, not many thought they would miss the unpredictable old steamers. But they soon discovered that the steam engines were not only sometimes easier to repair, but also possessed a romance and personality that the quiet, efficient diesel could never replace.

If the railway was important in determining the fate of our province, it exerted an even greater influence on the development of Kensington. The same railway that was the undoing of the province was the making of our community; it can honestly be said that, without the tracks, there might not be any town at all. Before the arrival of the rails in the 1870's, the town was no more than a village at a crossroads, with a couple of inns for travelers. It was a far from obvious decision to route the rail lines through Kensington, as communities with water frontage-- such as Margate-- were the real commercial centres in the region at the time.

But thanks to a little backroom wheeling and dealing, the big bend bypassed Margate and the commerce followed the tracks right into Kensington. Businesses clustered around the town's train station, the final version of which is a beautiful stone structure completed in 1905. Perhaps the saddest day in the history of the building came on August 25, 1900 when it housed the dying David Pound, injured in a terrible train crash outside the town. While trains may no longer pull in and out of the yard, an engine will always remain there, thanks to those who rescued Engine 1762 to serve as a

perpetual reminder of our rich railroad past. Once a bustling railway hub, now a heritage destination, Kensington station remains at the core of the community.

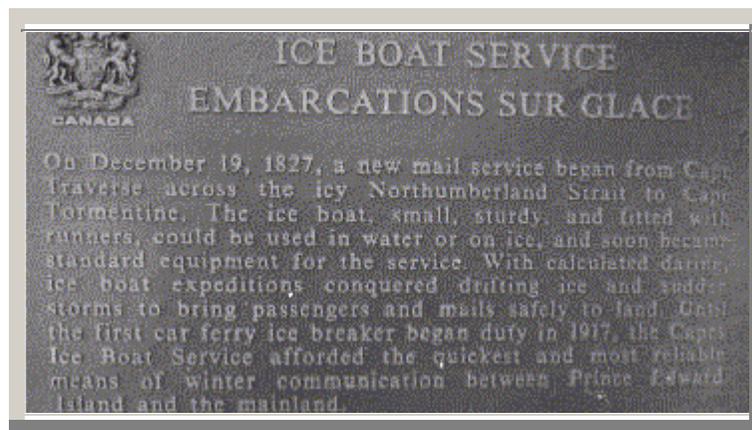
Fanning School

A Provincial Heritage Site, the schoolhouse was named after Governor Fanning and was built in 1794. This schoolhouse was very unique at the time because it was a two-storey building. People were still being taught in the schoolhouse in 1969; and, in 1993, it was moved to Cabot Beach day-use area and was restored.

Checkpoint #6

Ice Boat Service

On December 19, 1827 a new mail service began from Cape Traverse across the icy Northumberland Strait to Cape Tormentine, NB. The ice boat was small, sturdy and fitted with runners so it could be used in water or on ice. Soon the ice boat became standard equipment for the service. With calculated daring, ice boat expeditioners conquered drifting ice and sudden storms to bring passengers and mails safely to land. Until the first car ferry ice breaker began duty in 1917, the Capes Ice Boat Service afforded the quickest and most reliable means of winter communication between Prince Edward Island and the mainland.



Memorial commemorating the Ice Boats and their Crews!

Crew and Passengers Involved in the 1885 Incident:

Boat one: In command of Captain Muncey Irving

Crew:

Alex (Sandy) Stewart

Blucher Robinson

William Howatt

William Campbell.

Boat 2: In command of Newton Muttart

Crew:

Hector Campbell

Mont Campbell

Eph Bell

James A. Howatt.

Boat 3: In command of Captain Hanford Allen

Crew:

George Allen

John Allen

Edward Trenholm

Daniel McGlashen.

The passengers were Dr. Peter A. McIntyre, M.P. from Souris, James A. Fraser and Aaron Wilson from Summerside, Albert Glydon of Tignish, Philip Farrell of Sturgeon (author of the ode above), and James A. Morrison and T. S. McLean of Halifax, N.S.

Albert Glyddon was found by his rescuers in a barn, exhausted and frozen, later he would suffer the loss of both feet and the fingers of both hands.

Sandy Muttart, who had become delirious on the second day on the ice, was found in the swamp, clinging to the branch of a tree. Rescuers found it necessary to cut the branch from the tree to carry him to a house. He, too, lost fingers and toes as a result of the ordeal.

As a result of this disaster, regulations were soon passed requiring that each boat be equipped with a compass, at least two paddles, food, axes, and fire-making materials, and required that, in the future, there not be fewer than three ice boats accompanying each other.

*For further information on this misadventure, including the accusations, recriminations and other details, see the Jan 31 - Feb 4th issues of *The Daily Examiner*, 1885.*

An Earlier Ice Boat Incident:

From Campbell's ["History of Prince Edward Island"](#), pg. 14: "In the month of March, 1855, a distressing occurrence took place. The ice-boat from Cape Tormentine to the island, with Mr. James Henry Hazard, Mr. Johnson, son of Dr. Johnson, medical students, and an old gentleman - Mr. Joseph Weir, of Bangor - as passengers, had proceeded safely to within half a mile of the island shore, when a severe snow-storm was encountered. The boat, utterly unable to make headway, was put about, drawn on the ice, and turned up to protect the men from the cold and fury of the storm. Thus they were drifted helplessly in the strait during Friday night, Saturday, and Saturday night. On Sunday morning they began to drag the boat towards the mainland, and, exhausted, - not having tasted food for three days, - they were about ceasing all further efforts, when they resolved to kill a spaniel which Mr. Weir had with him, and the poor fellows drank the blood and eat the raw flesh of the animal. They now felt a little revived, and lightened the boat by throwing out trunks and baggage. Mr. Hazard was put into the boat, being unable to walk; and thus they moved towards the shore, from which they were four or five miles distant. On Monday evening Mr. Hazard died from exhaustion. They toiled on, however, and on Tuesday morning reached the shore, near Wallace, Nova Scotia, but, unfortunately, at a point two miles from the nearest dwelling. Two of the boatmen succeeded in reaching a house, and all the survivors, though much frostbitten, recovered under the kind and judicious treatment which they received."

Confederation Bridge

Prince Edward Island joined the Canadian Confederation in 1873 and at that time, the Federal Government promised the Islanders continuous transport between PEI and the mainland. In the early years, this was sometimes threatening to life and limb, particularly in winter when small boats were muscled over and through the ice of Northumberland Strait linking New Brunswick and Prince Edward Island.

By 1917, a permanent ferry service was implemented across the Northumberland Strait which lasted for more than 80 years. However, lobbying for a bridge crossing for vehicles has been a factor for

many years and finally, the technology of the 90's made the construction of almost a 13 kilometer bridge possible.

In June of 1997, the Confederation Bridge, linking Cape Jourimain, New Brunswick, and Borden-Carleton, Prince Edward Island, became a reality. Just prior to the first day of vehicle traffic, thousands of people lined up for a history making walk across the bridge. An aura of excitement gripped the participants even though the walk took much longer than the 12 minute drive over the S shaped bridge which spans 12.9 kilometers. As well, the trip is now much shorter in time than the previous 3 hour ferry voyage, plus the tolls are deemed to be reasonable. The 1997 rates for cars started at \$35 and the 2003 rates are provided in the table below.

The Confederation Bridge is indeed a tribute to the Atlantic Provinces. Not only does it make exploring the scenery and peoples of this part of the Maritimes easier, it was constructed with the major part of the labor force and the main subcontractors coming from the area. It is presently the longest bridge in the world to cross ice-covered salt water. While the bridge only has two lanes, and a speed limit of 80 kilometers per hour, bridge patrol vehicles will assist motorists if they should encounter vehicle problems en route. In fact, emergency call boxes, equipped with telephones, fire extinguishers and an external alarm button, are located along the bridge at 750 meter intervals, all there to assist in safe passage. You will be part of history in the making if you choose to motor over this bridge, and as an added bonus, you will experience some of Canada's most scenic areas!

James Colledge Pope

Merchant, shipbuilder, and statesman, and three times as Premier of Prince Edward Island. He played a significant role in the final negotiations that preceded Prince Edward Island's entry into Confederation. Minister of Marine and Fisheries for Canada. Born in Bedeque, June 11, 1826. Died in Summerside May 18, 1885.

Lucy Maud Montgomery Lower Bedeque School Museum

Schoolhouse restored to 1898 condition. School is dedicated to Lucy Maud Montgomery and all one room schoolhouse teachers on P.E.I. Museum houses old double desks and slate blackboard. Picnic area outside

Checkpoint #7

Former Summerside Post Office

Located at Summerside Town Hall. Built from 1883-86, this structure was designed under the direction of Thomas Fuller who served as Chief Architect of the Department of Public Works from 1881-86. This basic design was adapted to many small post offices across the country and came to symbolize the federal presence throughout Canada.

Georgina Fane Pope

Born in Charlottetown, Georgina Pope trained and worked as a nurse in the United States before being selected in 1899 to superintend Canada's military nurses in the South African War. She was the first Canadian to receive the Royal Red Cross, and in 1908, she became Canada's first Nursing Matron having charge of all Canadian military nurses.

PEI Sports Hall of Fame

The Prince Edward Island Sports Hall of Fame and Museum was incorporated in 1968 and is managed by a board of Directors appointed by Executive Council of the Province of Prince Edward Island. It had its first home at the Summerside High School, then Summerside Town Hall before moving to the Eptek Centre in 1978. The Hall relocated to its present location in Summerside's Centre in September of 1998.

P.E.I. Sports Hall of Fame's Banquet of Champions and Induction Ceremonies, in conjunction with the Summerside Lobster Carnival's popular Celebrity Dinner, was the Hall of Fame's major activity during its early years. In its first year of operation, five well known Island sport individuals were inducted into the Sports Hall of Fame. They were; Alfred Groom - track and field, Vern Handrahan - baseball, Forbes Kennedy - hockey, Davis Lidstone - baseball/coach, Norman "Small d" Macdonald - sports journalist, Dr. Archie MacMurdo - official, and Joe O'Brien - harness racing.

Since its inception in 1968 the Sports Hall of Fame has inducted over a hundred individuals and sports teams as honored members. The Hall of Fame has two classes of membership, Athlete and Builder. Eligible nominees are those who have brought distinction to Prince Edward Island in any field of sport, and those who have made a major contribution to the development of sports in the Province.

There are two primary purposes for the Sports Hall of Fame; (1) to recognize and pay tribute to those athletes and builders of sport who have brought special honor to our province and (2) to collect artifacts, photographs and other memorabilia relating to, and illustrating the history of sport in Prince Edward Island, and display them in a manner to be enjoyed by all who visit.

When the Wyatt Centre opened in July 1998 upwards of 2000 square feet of space was made available for the Sports hall of Fame to more than adequately honor its present 109 members and future inductees.

The newly constructed space consists of four components: an inductee shrine, a public interaction area, a history of Prince Edward Island sports area and a reception merchandising area.

As the continuing story of sport unfolds with the achievements of athletes and those who work on their behalf, the Prince Edward Island Sports Hall of Fame and Museum Incorporated will be there, ready to record and honor their excellence for future generations.

Eglise Notre-Dame-du-Mont-Carmel Church

Picturesquely nestled along the coast-line in the heart of P.E.I.'s Acadian region, Mont Carmel exudes the rustic charm and fun-loving hospitality of this French-speaking culture. The Our Lady of Mont Carmel Church, one of the Island's oldest, provides a perfect example of the dazzling architecture and craftsmanship characteristic of so many structures of its era. Constructed of Island brick, the turn of the century church towered majestically over a magnificent shoreline backdrop. Numerous festivals hosted throughout the region provide visitors with an opportunity to delight in the celebratory Acadian culture while offering the finest in both musical and artistic talent.

Acadian Museum/Musee Acadien

Since heritage has a great deal to do with the identity of a people, the Acadian Museum wishes to create awareness among Island Acadians and make them proud of their culture, language and heritage, and thus contribute to the survival and development of Prince Edward Island's Acadian community.

Checkpoint #8

Green Park Shipbuilding Museum and Yeo House

Green Park Shipbuilding Museum traces the history of the once mighty shipbuilding industry and offers visitors a glimpse of a by-gone era through the restored Victorian rooms of the Historic Yeo House. Located in Port Hill, (near Tyne Valley in Prince County), Green Park was the home and site of a shipyard owned and operated by James Yeo who was considered to be the richest and most influential man in the colony. He was a merchant, landowner and politician, but his wealth was founded on shipbuilding. Green Park invites you to explore the Island's shipbuilding industry during its Golden Age.

Lennox Island Mi'kmaq Cultural Centre

The Lennox Island Mi'kmaq Cultural Centre is a community museum, opened in 2000, by the Governor-General of Canada, Adrienne Clarkson.

A visit to the Cultural Centre will touch on subjects such as the:

- *traditional Mi'kmaq territory*
- *traditional government*
- *medicines*
- *local archaeological history*
- *spirituality and religion*
- *and the historical Mi'kmaq-Acadian relationship*

Surrounded by the waters of Malpeque Bay, our island is home to a rich legacy of Mi'kmaq culture, preserved through oral tradition. This oral tradition, as well as significant archeological evidence, indicates the presence of our people on Malpeque Bay dating back about 10,000 years.

Much of Mi'kmaq traditional culture evolved over countless generations as a way of surviving the extreme weather of the [Mi'kmaq](#) in the traditional Mi'kmaq territory.

The seasonal migration patterns of our ancestors developed from traditional knowledge gained over many lifetimes. That knowledge allowed them to arrive in an area when food was at its most plentiful. A Mi'kmaq of old grew up knowing when to arrive at the coast in time for hunting seals, when to get to rich rivers in time for salmon runs, or to bird colonies in time for collecting eggs.

While traditional knowledge could help families and communities find food, there also developed from this experience a great wealth of knowledge of the value of medicinal plants and natural

remedies. The use of these important medicines became inseparable from prayer and spirituality, forming important cornerstones of Mi'kmaq culture.

The Government of the Mi'kmaq people also followed a rich tradition. Each community would have a hereditary Chief; this Chief would consult a regional Chief called a "Sagamore". The Mi'kmaq grand council was made up of all Sagamores and a grand Chief. The Grand Chief of the Mi'kmaq was called the Chief of Unama'kik, now called Cape Breton. The Grand Council would deal with issues that affected the entire nation. These issues included treaty signing and the negotiation of alliances.

Alberton Museum & Genealogy Centre

The building that currently houses the Alberton Museum, pictured above, was originally the Alberton Courthouse. Following the passage of the Prince Edward Island County Courts Act in 1873, six circuit courthouses were built around the province. The Alberton Courthouse was built in 1878 by the company of James Wiggins & Sons. This building served in the capacity of a courthouse until court services were moved to the former Fielding School, located on Dufferin Street, in 1978.

The Alberton Museum was established in 1964 by Mrs. W.R. Oulton. At first, the museum consisted of the private collection of Mrs. Oulton who housed this collection in her barn. The museum would develop and would eventually move to its present location in the old town courthouse in 1980. The building is a National Historic site and a Designated Provincial Historic site. The museum currently contains displays of artifacts of early residents, many local photos illustrating the history of Alberton and its inhabitants, and extensive genealogical information on area families. It is also home to the West Prince Genealogy Centre.

The building itself is of great historical and architectural significance. It stands at a height of one and one half stories. It was one of two courthouses which contained a jail (located in the basement) and two large front windows. The only other town to have a courthouse similar in style to this was in Souris, in eastern PEI. However, this courthouse has not survived.

Jacques Cartier Provincial Park

The island's first European visitor came ashore in 1534 in the vicinity of this provincial park, which bears his name, Jacques Cartier. He remarked that this was "the fairest land 'tis possible to see!" The park holds a celebration of this great discovery every July on Rediscovery Day. Jacques Cartier Provincial Park offers a wide range of activities for all ages.

Historic Site at the Green

Off Rte 12, approximately 3 km north of Tignish on Founder's Lane. Visit the 1799 landing site of the eight founding families. Find a protected archeological area of natural, unspoiled beauty. Includes trails leading to the site of the first church and cemetery, an observation deck and view of Tignish Harbor, the original campsite, amphitheatre and parking lot. The gazebo has an orientation map, history and local information.

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