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the present trail along the top of the range is shut in by timber for about ten miles of its length; there are only two places on it from which any extensive view may be obtained. It is of course impossible to form any close estimate of what a new road along the coast would cost until it has been reported on by the Engineering division, but, for the purpose of giving consideration to this report, it may be assumed that the new road would be 18 miles in length and, together with bridges, would cost \$20,000. per mile, or \$360,000. Tourist Accommodation At the present time, there is not adequate accommodation for such a number of tourists as the National Park, if established, will undoubtedly attract, in either Cheticamp, Pleasant Bay, Dingwall or Ingonish. In the Western National Parks, it has been found possible to provide first-class tourist accommodations through responsible concessionaires, such as the railway companies, etc. I do not consider that it will be found possible to provide the necessary tourist accommodation in a Cape Breton Park through concessionaires for the following reasons: (1) There are no railway or steamship companies providing access to the Park. Moreover, since it will be impossible to visit the Park except by automobile, the railways cannot expect to derive any direct benefit from tourist passenger traffic, although this, as every other form of tourist business in Nova Scotia, will undoubtedly be increased by the establishment of a Park. (2) It will probably be found that the tourist business of the Park will develop as a constant stream of passing tourists who will not, as a rule, stay over more than one or two nights in the Park itself. (3) The season may be regarded as definitely limited between the 15th June and 15th October. I was informed by Mr. Ball, the engineer who was in charge of construction on that part of the Cabot Trail from Cape North to Pleasant Bay, that there is a heavy snowfall on the high plateau and that the 15th June was the earliest date at which it was safe to rely on the Trail being in good condition. When automobile travel ceases, the activities of the Park, as far as tourists are concerned, stops. For the above reasons, it will probably be found necessary for the Parks Branch to finance the construction of suitable tourist accommodations, and either to put people in charge or rent them to carefully selected contractors under agreement as to services to be rendered, rates to be charged, and so on. In either case, the operation of suitable tourist accommodations ought to yield a good return on the capital invested. The type of tourist accommodation which I have in mind is a good central building, with manager's quarters, dining room, kitchen, dancing and lounge room and a small writing room, together with a number of surrounding cabins provided with electric light, stoves, flush toilet and screened verandah. Such accommodation is provided as a private enterprise at many places in Canada and the States at a charge of from 75 cents to \$1.00 per person for cabin accommodation. Meals of course are extra. At prevailing Nova Scotia rates, a flat rate of \$2.50 per person for dinner, cabin and ciZ'mtEX 'atz On tL B" BEACH HOMES MOTEL CHALETS P. O. Box 177, Ingonish Beach, N. S. BOC ILO



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