

## TRAVELLERS GUIDE.

delightful views — falls, rapids, perpendicular cliffs, deep gullies, or flat intervals — which are unequalled. Dams could be built at different points along the stream and at slight cost; but don't attempt to go up it if you are given to profanity!

**Carleton**, or the "West Side," is the terminus of the St. John and Maine, and Grand Southern Railways. Contains a Town Hall, Masonic Hall, several churches and schools, many handsome residences, saw mills, foundries, machine shops, shipyards, fish canning establishments, etc. The ruins of *Fort La Tour* may be traced on the point of land opposite Navy Island. The story of Madame La Tour's heroic defence of her husband's rights and property, — the revengeful cruelty of her captor, and her sad death from grief and exposure, has been the theme of many a writer. A fine view of the *Suspension Bridge*, which spans the rocky gorge through which the waters of the St. John find their way into the ocean, may be obtained from the Northern part of Carleton.

The *St. John River* is over 450 miles long, and with its tributaries has an almost uninterrupted navigable length of nearly 800 miles, and drains over 15,000,000 acres in its course to the sea. The immense accumulation of waters is emptied into the harbor through a gorge in some places not more than 450 feet wide! Whirling, twisting, white with foam, headlong with unresisted sweep, the waters seek the ocean wide. The fall is about 15 feet into the sea at low water, but at high tide the fall is as great the other way, and the *river runs up stream* with as great force and rapidity as it ran out before. There is but one other place in the world where a like phenomenon occurs! Steamers, sailing vessels, and small boats pass through the falls in smooth water, at certain times of the tide. The bridge was built in 1852, at a cost of \$80,000; has a span of 640 feet; is 70 feet above high water; is hung on 10 cables; supported on four towers 53 feet high, and contains 570 miles of wire. A railway suspension bridge is to be built here immediately. The *Lunatic Asylum*, a handsome brick structure, is on a hill West of the bridge, and a quarter of a mile Northwest is the busy little town of *Fairville*. A mile above the bridge, on the East side of the river, the wharves and buildings of *Indiantown*, a suburb of Portland, and starting point of the river steamers, can be seen. Many fine views of St. John and its surroundings may be had from the road back through Portland, but nothing of interest is to be seen in Portland itself, until the railway track near the boundary line of the two cities, is reached. The Intercolonial Railway Freight sheds, several hundred feet long and just completed, are to the left, on Pond Street, and a large passenger depot is to be built here this summer. The St. John and Maine, and probably the Grand Southern Railway will have terminal facilities here after the suspension bridge is built. There are about fifty places of worship in Saint John, Carleton, Portland, Indiantown and Fairville; several handsome school buildings; a number of religious and charitable societies, two public libraries, one in Portland and one in the city, and another to be opened shortly. There are two Banks, four Bank agencies, two Bankers, and one Savings Bank in St. John; 4 daily papers, 2 morning and 2 evening, and several weeklies. St. John and Portland have efficient fire brigades; fire alarm telegraphs; a first-class water supply (brought from Little River, 5 miles distant, through three large mains, and distributed through 67 miles of pipe, 10,000,000 gallons daily); several first-rate hotels, and boarding houses innumerable — good, bad, and indifferent. Saint John may be said to be the centre of the Railway system of the Eastern Provinces — the St. John and Maine connects it with the United States, and the Grand Southern, when extended as proposed, will form another link. Both of these roads intersect the New Brunswick Railway, and this road will soon be connected with the Intercolonial at River du Loup, and also with the Megantic Railway. The Intercolonial connects the city with Nova Scotia, Cape Breton, Quebec and Ontario, and the St. John and Northeastern will connect it with St. Martins and Hampton *via* Barnesville; from Hampton it will run to — a railway is like a balloon, its course depends entirely on the "wind." The position of Saint John, on one of the finest harbors in the world — in some respects it is *the best*, being safe, easy of access, and frost-proof; ice never forms in it — and at the mouth of one of the largest rivers in North America; with direct steam communication to Nova Scotia, the United States and Europe; an immense fleet of vessels, built, owned and manned by her own citizens, sailing to all parts of the globe; and every facility for the handling and shipment of goods, and for manufacturing, are sure indications of what it is and of what it will become. That St. John is a manufacturing, as well as a trade centre, can be seen at a