

TOPOGRAPHICAL NOTICES—continued.

connects Queenston with Lewiston. The principal buildings of Queenston were burnt during the last war, from the effects of which the town has never recovered.

There are few spots in the world where so many objects of interest may be visited in a morning's drive as in the seven miles from the Falls to Queenston. When the car is tired with the deep thundering tone of Niagara, let the tourist take a carriage at the Clifton House and visit the quiet village of Drummondville and the Battle-Field of Lundy's Lane; a little to the right and he comes to the terrific whirlpool, almost as tremendous as the Mælstrom of Norway, where logs and trees are whirled round for days in its outer circles and finally drawn down perpendicularly with great force and shot out again at the distance of many rods. Pursue the banks of the river to Queenston; ascend the Heights and the Monument, and you have a view of the surrounding country unsurpassed for magnificence by any on the American continent. Cross the river by the Queenston suspension-bridge, and return by Lewiston and the American side of the river to the Clifton. A new country like Canada cannot boast of many noble Gothic Cathedrals, schools of painting, works of art, and old associations, but to the lover of the picturesque and beautiful there is nothing comparable to this one excursion in the whole of Europe—nor perhaps in the civilized world.

Niagara—situated at the mouth of the river, and is a place of much business and resort. It is one of the oldest settlements in Upper Canada, and was for a short time the metropolis. On the opening of the Welland Canal it lost much of its business, St. Catharines being more central for the boat traffic; it is, however, now fast resuming its former prosperity; ship building is largely carried on and engine making, and there are some extensive carriage-factories. It has its newspaper, a bank, and six churches of different denominations. The land all around is particularly fertile, and the district of Niagara is proverbial as being the Garden of Canada. Moffit's Hotel is very comfortable. A little below the town is Fort Mississauga, and on the opposite shore the Americans have a fort called Fort Niagara.

MICHIGAN CENTRAL RAILROAD.

THROUGH FARE \$7; WAY FARES about 8 cents a mile.

CONNECTIONS.—Great Western Railway; † New Albany and Salem Rail Road, to Cincinnati; ‡ Illinois Central Rail Road; || Chicago & Milwaukee, Chicago & Burlington, Galena & Chicago, Chicago, Dixon & Iowa, Chicago, St. Paul & Fond Du Lac, Chicago & Rock Island, Chicago Alton & St. Louis, and Illinois Central Railroads.

WAY FREIGHT—Leaves Detroit at 6 30 A. M., reaching Chicago 11 30 A. M.

Through Freight leaves Detroit 6 30 A. M., reaching Chicago 4 15 P. M.

Stock Train leaves Chicago at 1 45 P. M., arriving at Detroit 8 30 A. M.

Through Freight leaves Chicago at 9 A. M., reaching Detroit 3 55 P. M.

Way Freight leaves Chicago 9 A. M., reaching Detroit 7 15 P. M.

WORKING TRAINS.—Trains going West.—Day Express, leaving Detroit at 9 45 A. M., (Sundays excepted,) will stop at all the regular and Signal Stations.

Evening Express, leaving at 5 55 P. M., (Sundays excepted,) will stop at all the Regular Stations on the line. It will not stop at Signal Stations.

Night Express, leaving daily at 9 30 P. M., will stop at the following places only: Ypsilanti, Ann Arbor, Chelsea, Grass Lake, Jackson, Albion, Marshall, Battle Creek, Gales-