

Price 12 cts.

1st JUNE, 1856.

By direct Official



Authority.

THE CANADA
(MONTHLY)
GENERAL RAILWAY AND STEAM NAVIGATION
GUIDE;

After the Plan of the English "Bradshaw."

CONTAINING

THE OFFICIAL TIME AND FARE TABLES OF EVERY RAILWAY NOW OPEN THROUGHOUT CANADA; THE DURATION OF TRANSIT, STATIONS, AND ALL MATTERS CONNECTED WITH RAILWAY AND STEAMBOAT TRAVELLING, CAREFULLY AND OFFICIALLY REVISED AND CORRECTED FOR PUBLICATION ON THE FIRST OF EVERY MONTH;

WITH A LARGE VARIETY OF LOCAL, GENERAL, AND

VALUABLE INFORMATION,

COLLECTED AND ARRANGED EXCLUSIVELY FOR THIS PUBLICATION.

Illustrated with a plain and well-executed MAP OF THE RAILWAYS OF CANADA, shewing those completed, in progress, and projected, which will appear in the July Number.

TORONTO:

PUBLISHED FOR THE PROPRIETOR BY MACLEAR & CO.

HAMILTON:—BARNES & CO.

LONDON.—ANDREWS & COOMBE.

MONTREAL:—B. DAWSON.

And sold by all Booksellers and at all Railway Stations throughout Canada.

NOTICE.

Communications are requested to be addressed (post-paid) "to the Editor of the *Canada Railway and Steam Navigation Guide*, No. 76, King Street, Toronto.

All Railway, Steamboat, and Trade Advertisements must be sent before the month.

The Editor regrets that the MAP to accompany the Work is not quite ready, but will appear with the July Number. In a first publication, the Editor is conscious there may be some errors; but he trusts, with the aid of the Railway and Steamboat Companies and the Public, to avoid them in future numbers, and to make that has long been wanted, a correct and reliable Railway and Steam Navigation Guide for Canada.

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GREAT WESTERN RAILWAY.

Suspension Bridge (N. F.) to Hamilton, Paris, London and Windsor.

C. J. BARRAGE, Managing Director, Hamilton.

W. C. STEPHENS, Secretary.

DISTANCE.			1	2	3	4	5	6	7
Intermediate.	From N. Falls.	(GOING WEST.)							
		STATIONS.	Mile. 1.	Steas about Exp.	Day Express.	Preston Mixed.	Accommodation.	Mail.	Night Express.
		NIAGARA FALLS, Susp. Bridge depart	A. M. 8 00	A. M. 7 30	A. M. 11 45	...	P. M. 3 45	P. M. 8 03	P. M. 11 45
0 1/4	0 1/4	Thorold	8 30	...	P. M. 12 20	...	4 10	...	A. M. 12 10
2 1/4	1 1/4	S. Catharines	6 40	8 02	12 20	...	4 20	8 40	12 10
5 1/4	1 7/8	Jordan	7 02	...	...	...	4 42	...	...
5	2 1/4	Beamsville	7 21	...	...	...	4 55	...	...
4 3/4	2 5/8	Grimsbay	7 49	8 35	...	...	5 08	...	...
5	3 1/4	Ontario	8 09	...	...	...	5 22	...	...
11 1/4	4 3/4	HAMILTON { arrive	8 50	9 03	1 25	P. M. 4 55	9 50	1 10	
		{ depart .....	...	9 20	1 40	4 50	10 10	1 20	
5 1/4	4 3/4	Dundas .....	...	9 40	...	5 15	6 17	...	...
3 1/4	5 1/4	Flamboro .....	...	9 50	...	5 27	6 24	...	...
2 3/4	5 3/4	Opstown .....	...	10 00	...	5 59	6 32	...	...
4 1/4	5 5/8	Vanketick .....	...	10 12	...	6 10	6 44	...	...
3 1/2	6 1/4	Fairchild's Creek .....	...	10 22	2 30	6 23	6 55	...	...
	7 1/4	Preston, depart .....	...	7 15	1 30	...	...	...	...
4	7 1/2	Galt, depart .....	...	7 30	1 45	...	...	...	...
		Galt, arrive	A. M. 6 20	11 00	...	7 30	7 30	...	...
		Preston, arrive	6 50	11 20	...	7 45	7 45	...	...
6 3/4	7 1/4	PARIS .....	...	10 50	2 55	...	7 20	11 23	...
7	7 3/4	Princeton .....	...	11 10	...	...	7 38	...	...
5 1/4	8 1/4	Arnolds .....	...	...	...	...	7 43	...	...
4 1/2	8 5/8	Eastwood .....	...	...	...	...	7 56	A. M. 12 10	...
4 1/2	9 1/4	Woodstock .....	...	11 40	3 35	...	8 03	12 10	...
5	9 6	Beachville .....	...	11 49	...	...	8 18	...	...
4 1/4	10 1/4	Ingersoll .....	...	12 00	3 55	...	8 30	12 20	...
9 1/2	10 9/4	Edwardsburgh .....	...	12 20	...	...	8 50	...	...
		{ arrive .....	...	12 40	4 20	...	9 10	1 02	4 00
0 1/2	11 0 1/4	LONDON { depart	A. M. 8 00	P. M. 12 55	P. M. 4 40	...	...	1 10	4 10
10 1/4	12 0 1/4	Komoka	8 30	1 18	5 02	...	...	1 44	...
5	13 1/4	Mt. Brydges	8 55	1 30	5 14	...	...	...	...
5	13 3/4	Elfrid	9 20	1 40	5 28	...	...	...	...
9 1/4	14 0	Woss	10 05	...	5 49	...	...	...	...
6 1/4	15 5 1/4	Wardsville	10 35	2 16	6 02	...	...	2 50	5 20
4 1/4	15 9 1/4	Bothwell	10 55	2 24	...	...	...	...	...
8 3/4	16 3 1/4	Thamesville	11 30	...	...	...	...	...	...
		{ arrive	P. M. 12 40	3 15	7 15	...	...	3 50	6 20
15	183 1/4	CHATHAM	12 40	3 15	7 15	...	...	3 50	6 20
14 1/4	198	Baptiste Creek	1 25	...	...	...	...	...	...
14	212	B. River	2 10	...	...	...	...	...	...
4	216	Puce .....	...	P. M. 9 00	...	...	...	A. M. 5 40	A. M. 7 43
16	229	Windsor, opposite Detroit, arrive	3 00	5 00	9 00	...	...	5 40	7 43

GREAT WESTERN RAILWAY.

Windsor to London, Paris, Hamilton, and Suspension Bridge, (N. Falls)

C. J. BRYCES, Managing Director, Hamilton.

W. C. STEPHENS, Secretary.

DISTANCE.		(GOING EAST.) STATIONS.	1	2	3	4	5	6	7
Intermediate.	From Windsor.		Accommodation.	Morning Express	Preston Mixed.	Steamboat Exp.	Mixed.	Lightning Exp.	Night Mail.
		WINDSOR (opposite Detroit) depart .....	..	A. M. 6 00	..	A. M. 10 30	NOON 12 00	P. M. 5 45	P. M. 7 45
13	13	Puco .....	..	..	..	..	..	..	..
4	10	B. River .....	..	..	..	..	..	..	..
14	31	Baptiste Creek .....	..	..	..	..	..	..	..
14 1/2	45 1/2	GLATHAM .....	..	7 35	..	P. M. 12 05	..	..	..
16	69 1/2	Thamesville .....	..	8 09	..	..	..	..	..
4 1/2	63 1/2	Bothwell .....	..	8 30	..	..	..	..	..
4 1/2	73 1/2	Wardsville .....	..	8 45	..	1 05	..	6 02	10 20
8 1/2	80	Mosa .....	..	9 00	..	..	4 53	..	..
9 1/2	89 1/2	Ekfrid .....	..	9 25	..	1 40	5 25	..	..
9 1/2	94 1/2	Mt. Brydges .....	..	9 37	..	1 55	5 55	..	..
6	99 1/2	Komoka .....	..	9 48	..	2 07	6 20	..	11 10
10 1/2	109 1/2	LONDON { arrive	A. M. 10 16	..	2 33	6 50	..	7 10	11 41
		depart	8 00	10 35	..	2 55	..	7 15	11 50
9 1/2	119 1/2	Edwardsburg	6 25	..	..	3 15	..	..	..
4 1/2	128 1/2	Ingersoll	6 40	11 15	..	3 35	..	..	12 30
5	135	Beachville	6 50	11 25	..	3 44	..	..	..
4 1/2	135	Woodstock	7 00	11 37	..	4 00	..	..	12 50
5 1/2	143 1/2	Eastwood	7 10	..	..	..	..	..	..
4 1/2	147 1/2	Arnolds	7 24	P. M. ..	..	..	..	..	..
2 1/2	149 1/2	Princeton	7 29	12 05	..	4 25	..	..	..
7	156 1/2	PARIS { arrive .....	..	..	..	..	..	..	..
		depart	7 47	12 25	P. M. ..	4 45	..	..	1 34
4	182 1/2	Preston, depart	7 15	..	1 30	7 30	8 00	..	..
	178 1/2	Galt, depart	7 30	..	1 45	7 45	8 20	..	..
		Galt, arrive	11 00	..	..	..	..	..	..
		Preston, arrive	11 20	..	..	..	..	..	..
93 1/2	166 1/2	Fairchild's Creek	8 10	12 50	2 30	5 10	..	..	..
3 1/2	170	Vanickles	8 18	..	2 44	..	..	..	..
4 1/2	174 1/2	Copetown	8 28	..	3 02	..	..	..	..
2 1/2	177	Flamboro	8 33	..	3 11	..	..	..	..
3 1/2	180 1/2	Dundas	8 39	1 15	3 20	5 40	..	..	..
5 1/2	185 1/2	HAMILTON { arrive	9 00	1 35	3 45	6 00	..	9 45	2 55
		depart	9 20	1 50	4 00	6 15	..	9 50	3 05
11 1/2	197 1/2	Ontario	9 45	..	4 35	..	..	..	..
5	202 1/2	Grimstby	10 00	..	5 00	..	..	..	..
4 1/2	207	Beamsville	10 15	..	5 32	..	..	..	..
5 1/2	212	Jordan	10 30	..	5 57	..	..	..	A. M. ..
2	217 1/2	St. Catharines	10 52	2 50	6 22	7 16	..	..	4 18
2	219 1/2	Thorold	11 02	P. M. ..	6 37	..	..	P. M. ..	..
9 1/2	229	Niagara Falls Suspension Bridge arrive	11 25	3 25	7 20	7 50	..	11 20	4 50

GREAT WESTERN RAILWAY—continued.

RAILROADS AND STAGES IN CONNEXION WITH TRAINS.

Suspension Bridge, (Niagara Falls) connects with New York Central, Niagara Falls, Canandigua and Elmira, and New York and Erie Railroads, also the Erie and Ontario Railway between Niagara and Chippewa, connecting at Niagara with "Zimmerman" Steamer to and from Toronto.

Thorold—Stages run daily (Sundays excepted) between Thorold, Allanburg, Port Robinson, and Merrittsville.

Preston—Stages leave the Depot on the arrival of the afternoon train for Berlin, Waterloo, Petersburg, Stratford, Godorich, Guelph, &c., returning in time for the 30 A. M. train.

Paris—Waters' Stages run daily (Sunday excepted) between Paris, Otterville, Springfield, and Tilsonburg.

O'Neil's Stages to Simcoe, others to Galt, Ayr, and Scotland; connect with Buffalo, and Lake Huron Railway.

Woodstock—A stage leaves Woodstock every Tuesday, Thursday, and Saturday, for Simcoe, Otterville, and places South, on arrival of Morning Train from the West; also to Stratford and other places North, every P. M. (Sundays excepted) on arrival of the Morning Express Trains East and West.

Ingersoll—Stages run daily between Ingersoll, Mount Elgin, Tilsonburgh, Eden, Stratfordville, Vienna, Port Burwell, and St. Mary's.

London—Stages leave Robinson Hall daily, (Sundays excepted) for Port Sarnia, Port Stanley, Stratford, and places intermediate.

Chatham—Stages run daily (Sundays excepted) between the Chatham Arms, Chatham, and Thompson's Hotel, St. Thomas, via Morpeth, and the Lake Shore.

Detroit—Connects with Michigan Central Railroad for Michigan City, Chicago, &c., Detroit and Pontiac; Chicago and Burlington; Chicago and Rock Island, Galena and Chicago Union; Chicago, Alton and St. Louis, and Illinois Central Railroads.

The Company will not be responsible for the accuracy of the hours of departure and arrival, or regularity of the trains of other Companies, nor of Stages as stated in this table, as they are subject to alterations and delays, over which this Company has no control.

It is particularly requested, that any incivility or want of attention on the part of any of the Company's Employees, may be immediately communicated to the Managing Director.

Station refreshment saloons, at London, Hamilton, and Suspension Bridge, N. Falls.

Elegant and commodious refreshment saloons on Company's Ferry Steamers *Transit* and *Globe*, on Detroit River.

Trains are run by Hamilton Time. Chicago time is 30 min. slower; Detroit time 15 min. slower. Albany time 30 minutes faster; Buffalo time 15 minutes faster.

Parcels left at any of the Ticket Offices are now booked and promptly forwarded to and from any Station by Passenger Trains, at very moderate rates.

TOPOGRAPHICAL NOTICES.

Niagara Falls Suspension Bridge.—The Great Western Railway commences at this celebrated Bridge, built by Roblin for the especial purpose of railway transit. We can here only give a brief statistical account of the stupendous work of art, and will venture but a rough outline of the yet more stupendous work of nature, the Falls of Niagara close by.

The magnificent hanging bridge by which Niagara is spanned for the two-fold purpose of a railroad and a common roadway, one above the other was completed and opened to the public in October 1855, the length of span is 322 feet, its height above the water is 255 feet, it is capable of sustaining the enormous weight of 18,720 tons, yet the ordinary weight of a full passenger train is only about 200 tons! Its elegance and solidity reflect the greatest credit on the Engineer, Mr. Roblin.

Niagara Falls,—or as the Indians term it, *O-ni-au-ga-rah*, "*The Thunder of Water*," are situated on the Niagara River, which commences at Lake Erie, and discharges the waters of the great upper lakes, Superior, Michigan, Huron, and Erie, which contain nearly half the fresh water on the surface of the globe, into Lake Ontario. Niagara River, as it flows from Lake Erie, is about three-fourths of a mile wide, and has for three miles a rapid current, and then becomes smooth and placid till within one mile of the Falls. In its course, the river embraces numerous islands, among them Navy Island, famous during the Canadian Rebellion, in 1837, having been for a time occupied by the insurgents, headed by William L. McKenzie. A mile above the Falls commence the Rapids, which have a descent of about 57 feet; forming white crested breakers and a dashing and foaming torrent. The whole mighty river comes rushing over the brow of a hill, and as you look up it seems coming down to overwhelm you, and so it rushes on, whirling, boiling, dancing, sparkling along with a fearful impatience, rather than overwhelming fury; rejoicing as if escaped from bondage rather than raging in angry might—wildly, magnificently beautiful! The confusion is appalling; but as delirium often leaves the human patient just before his death, so does this water previous to its fall completely recover its tranquil character, and thus for the last hundred yards it approaches its fate with that dignity, serenity, and resignation which attend it to the very edge of the Cataract, and which faithfully accompany it in its descent. An able writer and great traveller remarks, that "the four grandest and most magnificent natural phenomena which it has been my lot to observe have been, Mount Etna in a state of eruption, the glaciers of Switzerland; a thunder storm in the Indian Ocean, and the Falls of Niagara; but in my opinion the last is by many degrees the most sublime and awfully grand of all four."

The height of the fall is 160 feet, and it is estimated that more than a hundred millions of tons of water per hour are precipitated into the confused cauldron beneath, with a solemn and tremendous roar, ordinarily heard from 5 to 20 miles, but has in some instances been heard at Toronto, 45 miles distant; and yet at the City on the American shore, near the Cataract, there is little to give notice of its awful proximity.

The distance around the Horse Shoe Fall, on the Canada side, is 144 rods; directly across is 74 rods. Goat Island divides the river into two parts, and forms the Ameri-

TOPOGRAPHICAL NOTICES—continued.

can Fall, which, though sublime, inclines to the beautiful; while the Canada Fall, though beautiful, is characterized by an overpowering sublimity.

The number of visitors at the Falls is said to be about 40,000 annually, and the number is increasing. While curiosity constitutes an attribute of the human character, these Falls will be frequented by admiring and delighted visitors, as one of the grandest exhibitions of nature. The fashionable, the opulent, and the learned here congregate in the summer season from the principal cities in the country, from the Southern and Western States, South America, the West Indies, the Canadas, and various parts of Europe, and, indeed, from all parts of the civilized world. An American poetess has well said of Niagara:

"Flow on for ever, in thy glorious robe
Of terror and of beauty! God hath set
His rainbow on thy forehead, and the cloud
Mantles around thy feet. And he doth give
Thee voice of thunder—power to speak of Him
Eternally—bidding the lip of man
Keep silence, and upon the rocky altar pour
Incense of awe-stricken praise."

There are good hotels on both sides of the river, but the Clifton House, on the Canada side, commands the best views; and the grounds adjoining being laid out with such exquisite taste attract to this hotel visitors in search of either health or pleasure.

St. Catharines—is a town of great business, situated on the Welland Canal, that great work which connects Erie and Ontario. Many of the public buildings are of cut stone, and are exceedingly handsome. Its principal business street, however, is very ill-planned, and detracts much from the appearance of the place. The water-power is considerable, and works numerous mills for the manufacture of flour, the staple trade of St. Catharines. Hotel accommodation, until recently, has been very poor. The opening of the Stevenson House, however, in connexion with the Baths, has worked a great improvement in this respect, and there are few places where the man of business or the invalid is better cared for than at this, the Saratoga of Canada.

Grimsby—is situated on Forty Mile Creek, the scene of some fighting during the last American War. It is a small village of 800 inhabitants; there are two churches, grist and saw mills, brewery, &c.

Hamilton—Population 25,000—has good claim to the title of "The Ambitious City." But twenty years ago, there were only as many shanties where now may be seen stately mansions—built of enduring stone, tenanted by its merchant princes—extensive warehouses, magnificent public buildings, and all that denotes a populous and wealthy place. It numbers five banking establishments, two Episcopal, two Presbyterian, one Free, and five Methodist churches; a Mechanics' Hall, school-house, news-room, and an hospital. It possesses, in Burlington Bay, formed by that very remarkable tongue or slip of land which divides it from Lake Ontario, one of the finest and most secure harbours in British North America—the secret of its great trade and commerce. The Hotels are, Davidson's and Norton's, both excellent. The Anglo-American, a superb structure just opened, bids fair to be the best, as it is the largest, in western Canada.

TOPOGRAPHICAL NOTICES—continued.

Dundas—Population 4,000—is situated on rising ground on the side of the mountain, and is a thriving manufacturing place, having the advantage of a stream, which flows or rather rushes with great impetuosity through its centre, working on its way numerous mills. There is a Canal from hence to Burlington Bay, enabling the manufacturers to ship their goods at their own doors. Amongst the manufactories are flouring-mills, a paper-mill, a foundry, which is an extensive establishment, where machinery of every kind and steam-engines are made to a large extent; an axe-factory, a woollen-factory, two newspapers, and numerous places of worship.

Fairchild's Creek—The station of the Gait Branch of the Great Western Railway.

Paris, with the Upper and Lower Town, contains about 3,000 inhabitants; so called from its contiguity to beds of gypsum or plaster of Paris. It possesses a considerable amount of water-power, which works numerous mills. There are two foundries, a tannery, machine shop, distillery, saw-mill, &c. There is a comfortable hotel, "Barry's," at the station; and although in the town, half a mile from the station, the accommodation for travellers has been on a very low scale, it can now boast of an hotel, "Westring's," second to none in Canada.

Princeton is a small but rapidly rising village, containing about 400 inhabitants. It has one good hotel close to the station; the rest are badly kept.

Woodstock, a county town, well situated on rolling ground, is only of twenty years' standing, and contains about 3,000 inhabitants. It may be called a town of magnificent distances; east and west Woodstock forming a street upwards of a mile in length. The vacant spaces, however, are fast being filled up with stately edifices, and it will thus in a short time become one of the handsomest thoroughfares in Canada. In this locality, noted for its handsome country seats—and indeed all the way from Hamilton, a distance of fifty miles,—the land as seen from the road (the railroad for the most part passes through a new country) is rolling and well cleared of trees and stumps, presenting more the appearance of merry England than any other section of the Province. The town contains numerous churches and a Mechanic's Institute, and the public buildings generally are handsome and substantially built. It has a very commodious and well-conducted hotel, "Matson's."

Beachville, situated on the Thames, has two churches, Episcopal and Presbyterian, a grist mill and saw mill, a cordage machine, tannery and distillery. It numbers about 400 inhabitants.

Ingersoll, formerly an Indian village, now contains about 2000 inhabitants. A small arm of the Thames runs through it, and furnishes some water power, by which several mills are worked. Since the opening of the railway it has risen in a surprising manner; and the town, which before then had a very dingy appearance, the houses being of wood and wanting paint, is now gay with white brick, and the streets resound with the hum of an enterprising population. The hotels are indifferent—the best is Carroll's.

TOPOGRAPHICAL NOTICES—continued.

London, if not, like her English namesake,

————— The great resort
Of all the earth—chequered with all
Complexions of mankind—

is nevertheless a very stirring business place, and presents another instance of the energy and enterprise of the Canadian. Ten years ago, this then very small village of wooden houses was entirely burned down, and now on its ashes is raised a most flourishing city, containing four banks, several wholesale houses, fifteen churches, many of them handsome structures, and the English Church having a fine peal of bells; life and fire insurance offices, breweries and distilleries. It has three newspapers and several good hotels, the best being "The Robinson Hall" and "The City." Population nearly 16,000. It is well watered by the River Thames, which, however, is only navigable up to Chatham, sixty miles distance. The Port Stanly Railroad here joins the Great Western, and will be opened about the 1st of August.

Chatham possesses the great advantage of a navigation, and is therefore a place of considerable business. It contains eight churches; and being the county town of Kent, it has a court-house, a very handsome building, several grist and saw mills, wollen factory, two foundries, &c. Steamers ply between Chatham, Detroit, and Amherstburg. The chief hotels are the Royal Exchange and the Chatham Arms. Population 1,000.

Windsor, opposite Detroit, prettily situated on the banks of the River, is a place of considerable business, and is rapidly increasing in wealth and population, owing to the advantage it has of being the Western terminus of the Great Western Railroad.

Windsor is situate in 42 and Quebec in 46 degrees of North Latitude, and it will thus be seen that a considerable portion of Canada is nearly 10 degrees further south than England, which is in 51½ degrees, so that all other circumstances being equal, Canada would have the same climate as Spain and mild and genial Italy. We just mention this, because in England and elsewhere and among emigrants a very general notion prevails, that Canada is situate somewhere very near the North Pole.

Detroit, is a little beyond our limits, yet the design we had in view at starting would scarcely be complete without a few words upon a City so famed and so near to us. It is situate on high ground opposite Windsor, the River running between the two, and has a commanding appearance. Detroit, has very long and remarkably wide and handsome streets, and on either side some superb buildings. It was first settled by the French; then it fell into the hands of the British, who ceded it by treaty to the United States. It was the scene of some fighting in the war of 1812, when it was captured by the British, but recaptured by the Americans in the following year. The Central Michigan Railroad commences at this point. Detroit has many excellent Hotels, The Biddle House, Johnson's Hotel, Michigan Exchange.

GREAT WESTERN RAILWAY.

C. J. BRYDGES, Managing Director, Hamilton.

W. C. STEPHENS, Secretary.

TORONTO TO HAMILTON.

HAMILTON TO TORONTO.

Miles.	STATIONS.	Accom	Exp.	Accom	Mail.	Miles.	STATIONS.	Accom	Exp.	Accom	Mail.
	Toronto (depar)	A. M.	P. M.	P. M.	P. M.		Windsor (dep.)	A. M.	A. M.	P. M.	P. M.
5 1/4	Mimico	7 20	12 20	4 10	8 00			6-00	10 30	7 45	
11 1/4	Port Credit	7 45	.....	4 22	8 12		London	0 00	10 35	2 55	11 50
19 1/2	Oakville	8 00	1 02	4 50	8 40		Preston	7 15	.....	1 30	.....
25	Bronto	8 12	.....	5 02	8 52		Susp. Bridge ..	6 00	11 45	3 45	11 45
31	Wellington Sq. ..	8 25	.....	5 15	9 05		Hamilton (dep.)	8 50	2 10	6 10	3 10
38	Hamilton (arr.)	8 45	1 43	6 40	9 30	7	Wellington Sq.	9 15	.....	6 30	3 30
						13	Bronto	9 31	.....	6 46	3 50
81 1/4	Preston	11 20	.....	7 45	.....	18 1/2	Oakville	9 45	2 50	7 00	4 10
72 1/4	Susp. Bridge ..	11 25	P. M.	7 50	.....	26 1/2	Port Credit	10 05	.....	7 20	4 33
			P. M.	3 25	.....	32 1/2	Mimico	10 18	.....	7 33	4 47
113.	London	12 40	4 30	9 10	1 09	38	Toronto (arr.) ..	10 30	3 30	7 45	5 00
222 3/4	Windsor	5 00	9 00	.....	5 49						

Passengers to and from Toronto change Cars at Hamilton.

Stages from Port Credit to Streetsville, Brampton, Georgetown, &c.; from Oakville to Ashgrove, Georgetown, &c., and from Bronto to Palermo, Milton, &c.

TOPOGRAPHICAL NOTICES—continued.

Wellington Square—a singular name for a village, which at the time it was laid out, eighteen years ago, consisted of a few miserable shanties. It is now a place of importance, but wanting a good harbour, its rise is not very rapid. Its chief advantage consists in having a fine country at its back, and in being the port for Hamilton during the winter, when the Bay is locked up by the ice. Steamers run from Toronto and Niagara to the Square, from whence passengers and goods are conveyed to Hamilton by the Railroad.

Bronto—A small village of about four hundred inhabitants, chiefly occupied in the lumber trade. It has a cloth factory, a grist mill, and three churches.

Oakville is a place of considerable business. It was formerly an Indian Reserve, which being sold by auction, was purchased by a spirited individual, Mr. Chisholm, who built a harbour, which in the course of a short time attracted a number of vessels. Its population is about a thousand. It has five churches, a foundry, temperance hall, and brick school house.

Port Credit—so named, it is said, because in early times the fur traders met the Indians at this spot, and delivered to them on *credit* the goods for which the following year they received the value in skins. It is now a large shipping place, having at its back a great extent of fertile and well cultivated country.

TOPOGRAPHICAL NOTICES—continued.

Toronto, the Metropolis of Canada and the seat of its Government. It was founded by Governor Simcoe in 1794; it was then a mere swamp—a tangled wilderness, the haunt of the bear and deer—but there was a fine harbour, and this gave the idea of a city. It progressed slowly, and numbered only 3,000 in 1813, when it was taken and burned by the Americans. Its name then was York. Twenty years ago it had only 4,000 inhabitants, its subsequent progress having been more rapid than any other city in Canada; and at the present day, its population being about 60,000, it exceeds in the number and grandeur of its public buildings any town or city of the same size in either Europe or America. The situation of the city is on a gentle rise to the rear, and as there is much in first impressions, which in this case might not be favourable, we advise the traveller to make a short stay, a few days or a week, and the many objects of interest he will meet with will, we assure him, cause no regret that he has followed our advice. He will be well cared for at Russell's Hotel, The Clarendon, The American, Sword's, and Lamb's, all excellent; and at the Wellington, very good and moderate.

BUFFALO AND LAKE HURON RAILWAY.*

GOING WEST.			GOING EAST.			
Brantford Accommod'n	Accommod'n	Express.	STATIONS.	Express.	Accommod'n	Paris Accommod'n
	8 30 A. M.	2 30 P. M.	BUFFALO.....	1 45	5 30	
	9 00	2 45	Fort Erie.....	1 10	4 30	
	9 25	3 05	Ridgway.....	12 47	4 09	
	9 50	3 40 meet	Port Colborne.....	12 20	3 40 meet	
	10 15	3 57	Wainfleet.....	12 00	3 16	
	10 30	4 17	Feedar.....	11 45	2 52	
	10 45	4 38	Dunnville.....	11 30	2 32	
	11 10 meet	5 00	Ganfield.....	11 10 meet	2 05	
	11 30	5 13	Cook's Station.....	10 45	1 50	
	11 55	5 27	Caledonia.....	10 25	1 32	
	12 05	5 33	Middleport.....	10 05	1 24	
	12 15	5 42	Onondaga.....	9 55	1 11	
	12 30	5 56	Cainsville.....	9 39	12 50	
8 00 A. M.	12 40 meet	6 15	Brantford.....	9 30	12 40 meet	5 10
8 30	1 30	6 35	Paris.....	9 05 A. M.	12 10 P. M.	4 45 P. M.

* This Railway has ceased running for a short time.

TOPOGRAPHICAL NOTICES—continued.

Buffalo is situated on the north-eastern extremity of Lake Erie, and at the commencement of the Niagara River. It was laid out in 1801, and grew slowly until 1812, numbering at that time 100 houses. It now became a military post, and in December, 1813, was burned by the British, with the exception of two buildings, in retaliation for the burning of Newark, now Niagara, by the Americans. It gradually recovered from this calamity; but 30 years ago it contained only 4,000 inhabitants, and at the present day it is a magnificent city of upwards of 80,000 souls! Its greatness—like Detroit and Chicago—must be attributed to its being on the highroad from Europe to the Far West—a highroad travelled annually by hundreds of thousands of emigrants, who pass through Buffalo—the great toll-gate between the East and the West. There are many excellent Hotels in Buffalo, among which we may mention the Mansion House and the Wadsworth House.

Dunville—situated on the Grand River, at a point where it is intersected by the feeder of the Welland Canal. It is a place of considerable business, and contains a population of about 1,500; several grist and plaster mills, and a tannery.

The Welland Canal is one of the many works of the same kind which Canadians may be proud. This Canal affords a passage for sloops and schooners of 125 tons burden, around the Falls of Niagara, and connects Lake Erie with Lake Ontario. It is 42 miles long, 56 feet wide, and from 8½ to 16 feet deep. The whole descent from one Lake to the other is 334 feet, which is accomplished by 37 locks. It has a deep cut through the mountain ridge 45 feet deep. This Canal was completed in 1829, at a cost of \$1,000,000.

Brantford, beautifully situated on the Grand River, and named after Brant, the renowned Chief of the Six Nations Indians, who, with his tribe, steadily supported the Crown during the American War. In "*Gertrude of Wyoming*," he is alluded to in disparaging terms:—

"The mammoth comes—the sept, the monster Brant."

But some years afterwards Campbell was obliged to apologize to Brant's son, who happened to visit London; as it appeared, on satisfactory evidence, his father was not even present at the horrible desolation of Wyoming. This much is due to the memory of Brant, who was a brave warrior and a steadfast ally of the British, and always exerted himself to mitigate the horrors of war.

Brantford, until the opening of the Great Western Railway, was a great wheat market, the streets being crowded with hundreds of waggons daily; but that Road created other markets, and to this extent, the Town has suffered. It has, however, other sources of prosperity. There is no place in the Province which commands such extensive water power, and which is made available for the working of numerous Mills. The Iron Foundries, Machine Shops, and Potteries are on a large scale, and have caused the place to be regarded as the Birmingham of Canada. It has a goodly number of Churches of various denominations, and one of the largest and handsomest Hotels in the Province—"The Kirby House." "Tripp's" is also good. Population about 6000.

[Notices of places on other Railways are in course of preparation.]

ERIE AND ONTARIO RAILROAD.

GEO. B. REDFIELD, SUPERINTENDENT.

LEAVE TORONTO & NIAGARA, GOING SOUTH.				LEAVE CHIPPAWA & NIAGARA, GOING NORTH.					
Dis.	STATIONS.	No. 1	No. 2	No. 3.	Dis.	STATIONS.	No. 1.	No. 2.	No. 3.
	TORONTO (Steamer) Leaves	A. M. From	A. M. 8 30	P. M. 3 00		CHIPPAWA.....Leave	A. M. 10 00	P. M. 2 30	P. M. 7 15
		Am'cn			3 1/2	Clifton House.....	10 16	2 45	9 30
		Ar'dve	L. O. 11 00	5 30	1 1/2	Suspension Bridge.....	10 30	2 55	7 50
36	Niagara.....	Leave	Donts. 6 30	11 30	2 1/2	Stamford.....	10 35	3 05	7 55
7	Queenston.....		6 45	11 50	3	Queenston.....	10 45	3 15	8 05
8	Stamford (Junction).....		7 00	12 00	7	Niagara.....	Ar'dve 11 00	3 40	8 25
2 1/2	Suspension Bridge.....		7 15	12 15			Leave 12 00	To Am'cn	8 30
1 1/2	Clifton House.....		7 25	12 25			L. O.	10 45	
8 1/2	CHIPPAWA.....	Ar'dve	7 40	12 40	36	TORONTO.....	Ar'dve 2 30	Boats	10 45

TOPOGRAPHICAL NOTICES—continued.

Chippawa—The Erie and Ontario Railroad, commencing here, was constructed, like the Welland Canal, to connect the two lakes by avoiding the Falls of Niagara. It is situated just above the Falls on the Chippawa Creek, a muddy stream which, running into the Niagara River, flows without being permitted to mix with the pure stream until falling with it over the precipice, forms that broad red border so observable in connexion with the green curtain of the Falls. Here, on the 4th July, 1814, an obstinate and bloody contest waged between the British and American Troops, which resulted in the complete victory of the latter. The British lost 514 men; the Americans 828. Chippawa contains several churches, foundries, and mills, and is a place rising in importance. A steamboat runs daily to Buffalo.

Clifton House—The station for visitors to the Falls on the Canada side. A little back is Drummondville, a very pretty village close to Lundy's Lane, the site of the famous battle in the last war. The scenery around is grand and wild in the extreme; and being within a mile of the Falls, the village is selected by visitors who wish for quietude and who can occasionally be gratified by the "hubble, bubble, toil and trouble" scene of confusion raging a little distance off.

Queenston—A small village at the head of the navigation of the Niagara River, and noted as the scene of the sanguinary action called "The Battle of Queenston Heights." A magnificent column has just been erected—in place of one some years ago destroyed by a miscreant of the name of Lett—to the memory of General Brock, who fell gloriously whilst rallying his men on to victory. The column was designed by William Thomas, Esq., of Toronto. It is executed wholly of Queenston stone, and is surmounted by a statue of the Hero. Its height is 185 feet; and the only column in Europe which is higher is that in London, erected by Sir Christopher Wren, in commemoration of the great fire in 1666, which is 202 feet. A beautiful suspension-bridge

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 to 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 Mississaga, 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-

MICHIGAN CENTRAL RAILROAD—continued.

burgh, Kalamazoo, Decatur, Niles, New Buffalo, Michigan City, Porter, Lake and Calumet.

On Saturdays and Sundays this train will make all the stops of Evening Express.

Jackson Accommodation, leaving Detroit daily, except Sundays, at 4 15 P. M., will stop at all Regular and Signal Stations between Detroit and Jackson.

MICHIGAN CENTRAL RAILROAD.

JOHN M. FORBES, President, Boston, Mass.

DETROIT TO CHICAGO.					Miles.	STATIONS.	Miles.	CHICAGO TO DETROIT.				
P. M.	A. M.	Exs.	Acc.	Exs.				Exs.	Acc.	A. M.	P. M.	
9 45	4 15	5 55	9 30	4 15	10	LEAVE	ARRIVE	282	P. M.	A. M.	A. M.	A. M.
10 10	4 40	6 23	9 55	4 55	10	DEARBORN	282	272	6 23	10 10	4 05	8 50
10 30	5 00	6 40	10 15	5 05	18	WAYNE	285	265	6 05	9 50	3 45	8 35
11 00	5 35	7 10	10 50	7 10	30	DENTON'S	252	252	.....	9 25	.....	.....
11 25	6 00	7 30	11 15	7 50	37	YPSILANTI	245	245	6 35	9 10	3 15	8 05
11 50	6 30	7 55	11 40	8 35	47	ANN ARBOR	235	235	6 15	8 45	2 50	7 45
12 10	6 50	8 15	12 00	9 20	54	DOXTER	228	228	4 45	8 20	2 20	7 05
12 35	7 25	8 40	12 30	10 20	65	CHOLSA	217	217	4 30	8 00	2 00	6 35
1 00	7 55	9 05	1 00	11 20	75	GRASS LAKE	207	207	4 05	7 30	1 50	6 10
1 15	8 10	9 35	1 10	12 30	83	JACKSON	199	199	3 40	7 00	1 00	5 40
2 00	8 30	10 00	1 52	1 20	95	PARMA	187	187	3 10	.....	12 30	6 15
2 45	9 00	10 40	2 20	2 00	107	ALBION	175	175	2 50	.....	12 10	6 40
3 15	9 30	11 10	2 50	2 30	120	MARSHALL	162	162	2 25	.....	11 45	6 30
3 50	10 00	11 50	3 20	3 00	134	BATTLE CREEK	148	148	1 50	.....	11 10	4 00
4 15	10 30	12 15	3 50	3 30	143	GALESBURG	139	139	1 30	12 40	10 35	3 25
4 40	11 00	12 45	4 20	4 00	148	KALAMAZOO	134	134	12 40	10 10	10 10	3 50
5 15	11 30	13 15	4 50	4 30	150	OSTEMO	123	123	.....	.....	.....	.....
5 45	12 00	13 45	5 20	5 00	167	MATTAWN	115	115	12 10	.....	.....	.....
6 20	12 30	14 15	5 50	5 30	178	PAW PAW	104	104	11 55	.....	9 39	2 10
6 50	1 00	14 45	6 20	6 00	181	DECATUR	91	91	11 35	.....	9 10	1 45
7 20	1 30	15 15	6 50	6 30	190	DOWAGIAC	85	85	11 10	.....	8 40	1 10
7 50	2 00	15 45	7 20	7 00	202	NILES	81	81	10 35	.....	8 05	12 35
8 20	2 30	16 15	7 50	7 30	218	BUCHANAN	75	75	10 15	.....	7 45	12 15
8 50	3 00	16 45	8 20	8 00	228	TORO COUPEE	64	64	10 00	.....	7 30	12 05
9 20	3 30	17 15	8 50	8 30	240	AVERY'S	55	55	.....	.....	7 13	.....
9 50	4 00	17 45	9 20	9 00	248	NEW BUFFALO	42	42	9 20	.....	6 50	11 25
10 20	4 30	18 15	9 50	9 30	258	MICHIGAN C.	34	34	9 00	.....	6 25	11 00
10 50	5 00	18 45	10 20	10 00	260	PORTER	32	32	8 30	.....	5 55	10 30
11 20	5 30	19 15	10 50	10 30	260	LAKE	22	22	8 10	.....	5 35	10 10
11 50	6 00	19 45	11 20	11 00	260	GIBSON'S	13	13	7 45	.....	5 05	9 40
12 20	6 30	20 15	11 50	11 30	282	CALUMET	6 40	6 40	7 25	.....	4 45	9 15
12 50	7 00	20 45	12 20	12 00	282	CHICAGO	ARRIVE	ARRIVE	6 40	.....	4 00	8 30
A. M.	M.	A. M.	A. M.	A. M.							P. M.	P. M.

TRAINS GOING EAST.—Day Express, leaving Chicago at 6 40 A. M., (Sundays excepted,) will stop at the Regular and Signal Stations.

Evening Express, leaving at 4 P. M., (Sundays excepted,) will stop at all the Regular Stations on the line, but at none of the Signal Stations east of Kalamazoo. It will stop to leave passengers only at Signal Stations west of Kalamazoo.

MICHIGAN CENTRAL RAILROAD—continued

Night Express, leaving Chicago daily at 8 30 P. M., will stop at the following places only between Chicago and Kalamazoo. Calumet, Gibson, Lake Porter, Michigan City, Terre Coupee, Niles, Dowagiac, Decatur. It will stop at all the Regular Stations east of Kalamazoo, but no Signal Stations on the line.

On Saturdays and Sundays this Train will also make all the stops of Evening Express. Jackson Accommodation, leaving Jackson daily, except Sundays, at 7 00 A. M., will stop at all Regular and Signal Stations between Jackson and Detroit.

Cincinnati Express, going either way, will only stop at Lake and Calumet, and to take wood and water and pass other trains.

CINCINNATI EXPRESS.

GOING WEST		STATIONS	GOING EAST	
6 45	PM Leave.....	Michigan City.....	9 40	AM, Arrive.....
7 20	.....	Porter.....	9 10	.....
7 40	.....	Lake.....	8 50	.....
8 10	.....	Gibson's.....	8 20	.....
8 30	.....	Calumet.....	8 00	.....
9 15	Arrive.....	Chicago.....	7 15	AM, Leave.....

TOPOGRAPHICAL NOTICES—continued.

Kingston, situated at the eastern extremity of Ontario, has an excellent harbour defended by a series of Martello towers, composed of well-cut limestone. Here is the principal naval dockyard in the Province, and the public buildings in the Town, particularly the market house are all of stone and worthy of admiration. Kingston became great in the time of the late war with the United States, but for years after peace returned, its prosperity diminished. It has, however, taken a fresh start under happier auspices, and is now the principal entrepot of trade between Upper and Lower Canada. Population about 16,000. Hotels, The British American, The City, and The St. Lawrence.

Brockville, a flourishing town of about 8,000 inhabitants, it has many fine buildings, and its trade is considerable. The Grand Trunk Railway is completed thus far, and those splendid Steamers the *Canada* and *America*, and the Royal Mail Steamers connecting the Montreal travel with Toronto and Hamilton at this point, must add greatly to the prosperity of the Town, at least for the ensuing season. The chief Hotels are Wilson's, and Mackenzies.

A few miles west of this is that remarkable group called the Thousand Islands of the mighty St. Lawrence.

Montreal, The chief seat of the commerce of Canada, Population about 60,000. Its situation is very commanding, and a stranger on viewing it from the River, with its extensive line of quays and warehouses, the handsome Bonsecours market, and the fine towers of Notre Dame, at once concludes he is approaching a great and magnificent City, nor does a more intimate acquaintance disappoint. The objects of interest

TOPOGRAPHICAL NOTICES—continued.

are great and varied, and will well repay a residence of a few days. The chief Hotels are St Lawrence Hall, Montreal House, Ottawa, and Western Hotels.

Quebec, the Gibraltar of the American Continent, being naturally as well as artificially a very strong fortress, situated on the summit of Cape Diamond, 840 feet above the St. Lawrence. The Town extends in a N. E. direction down to the water's edge. The houses are wholly built of stone, and the public buildings are substantial and handsome. The population is about 45,000. Quebec after being alternately in the hands of the English and French, was taken from the latter in 1759. The British and Canadian forces under General Wolf, attacked and defeated the French under Montcalm, on the heights of Abraham, Wolf fell in the moment of victory, and Montcalm who was wounded expired soon after. A monument was erected inscribed to the "Immortal Memory of Wolf and Montcalm." (See Smith's Canada.) The Hotels are Sword's, The Albion, The Ottawa, and the City.

We have thus traversed a considerable portion of one of the largest rivers in the world, noticing some of the principal Towns on its banks, and we close for the present with a few remarks on the River itself, which forms the boundary line for a considerable distance between Canada and the United States. Its remotest source is the St Louis, an affluent of Lake Superior. It receives different names in different parts, of its course being at first as we have seen, the St. Louis; between Lake Superior and Lake Huron the St. Mary; between Lakes Huron and Erie the St. Clair and Detroit; between Lakes Erie and Ontario the Niagara; and from Ontario to Montreal, the Iroquois from Montreal to the sea being the St. Lawrence properly so called. Its entire course then from the St. Louis to the sea, the intervening Lakes being mere enlargements of its bed, is upwards of 2,000 miles, at its source it is 1192 feet above the sea, giving an average fall of 6 inches per mile, tho' this fall is unequally distributed owing to the many cataracts and rapids along its course, on the Niagra River the descent in 35 miles is at least 334 feet 164 of which are contributed by the Great Falls, and the rapids between Kingston and Montreal are so numerous, and the descent so great, in a comparatively short distance that an extensive line of Canal navigation has been cut to enable vessels to avoid them. These magnificent works, the Beauharnois, Cornwall, Lachine, Rideau, and St. Lawrence Canals, together with the Welland Canal, form an enduring monument, to the energy skill, and enterprise of the Canadian people. The basin of the St. Lawrence is said to contain more than the half of the fresh water on this planet, and it has been curiously calculated that there is sufficient to envelope the entire earth with a watery covering 8 inches in depth.

GRAND TRUNK RAILWAY.

MONTREAL AND ISLAND POND SECTION.

GENERAL MANAGER, S. P. BIDDER.

SUPERINTENDENT, D. START.

PASSENGER TRAINS LEAVE

MONTREAL,

8 A. M.

ISLAND POND,

8 A. M.

Connect at Richmond with the Quebec trains at 11 A. M., and arrive from both sections at Montreal at 2 P. M.

The train for Portland and Boston leaves Montreal at 8.30 P. M., arrives at Richmond at 6, and Island Pond at 9. Passengers stop at the latter place overnight and leave for Portland and Boston at 7 A. M. [See Portland Time Table.]

PORTLAND DISTRICT.

UP TRAINS.				DOWN TRAINS.			
STATIONS.	Miles.	No. 1. Pas. Tr.	No. 2. Pas. Tr.	STATIONS.	Miles.	No. 3. Pas. Tr.	No. 4. Pas. Tr.
PORTLAND		A. M.	P. M.	ISLAND POND		A. M.	A. M.
Falmouth	5	7 20	1 15	Wenlock	8	.....	7 00
Cumberland	0	.....	1 28	North Stratford	15	.....	7 35
Yarmouth	11	7 43	1 43	Stratford Hollow	23	.....	7 50
Yarmouth Junct.	12	7 45	1 45	Northumberland	27	.....	8 05
North Yarmouth	15	7 55	1 55	Stark	35	.....	8 23
Pownal	18	8 02	2 02	West Milan	40	.....	8 35
New Gloucester	22	8 15	2 15	Milan	46	.....	8 47
Cobb's Bridge	24	.....	.....	Berlin Falls	62	.....	9 00
Danville Junct.	25	8 30	2 30	Gorham	58	.....	9 20
Hotel Road	30	.....	.....	Shelburne	60	.....	9 33
Empire Road	33	8 43	2 43	(Head	60	.....	9 44
Mechanic Falls	37	8 55	2 55	West Bethel	76	.....	9 48
Oxford	41	9 05	3 05	Bethel	79	.....	10 10
South Paris	48	9 20	3 25	Locke's Mills	84	.....	10 20
North Paris	55	.....	3 43	Bryant's Pond	87	.....	10 30
Bryant's Pond	62	.....	4 00	North Paris	94	.....	10 45
Locke's Mills	65	.....	4 10	South Paris	101	7 00	11 05
Bethel	70	.....	4 25	Oxford	108	7 15	11 18
West Bethel	74	.....	4 35	Mechanic Falls	112	7 27	11 25
Gleason	80	.....	4 47	Empire Road	116	7 37	11 35
Shelburne	85	.....	5 00	Hotel Road	119	.....	.....
Gorham	91	.....	5 25	Danville Junct.	121	8 00	12 05
Berlin Falls	97	.....	5 40	Cobb's Bridge	125	.....	.....
Milan	103	.....	5 52	New Gloucester	127	8 15	12 18
West Milan	109	.....	6 05	Pownal	131	8 22	12 27
Stark	114	.....	6 17	North Yarmouth	134	8 32	12 35
Northumberland	122	.....	6 40	Yarmouth Junct.	137	8 40	12 41
Stratford Hollow	123	.....	6 50	Yarmouth	138	8 46	12 45
North Stratford	134	.....	7 07	Cumberland	140	.....	.....
Wenlock	141	.....	7 25	Falmouth	144	8 58	12 58
ISLAND POND	149	.....	7 45	PORTLAND	149	9 10	1 15

GRAND TRUNK RAILWAY—continued.

QUEBEC AND RICHMOND DISTRICT.

S. T. WEBSTER, SUPERINTENDENT.

UP TRAINS.				DOWN TRAINS.			
Sta. to Sta.	Total M.	STATIONS.	No. 1. Mail & Pas.	Sta. to Sta.	Total M.	STATIONS.	No. 2. Mail & Pas.
		POINT LEVI (opposite Quebec).....	1 21			LONGUEUIL.....	A. M.
8	8	Chaudiere Junction.....	7 00			Richmond.....	8 00
1	9	Chaudiere.....	7 20	12	12	Danville.....	11 10
0	15	Craig's Road.....	7 24	12	24	Warwick.....	11 33
6	20	Black River.....	7 36	8	32	Arthabaska.....	12 06
9	20	Methot's Mills.....	7 47	9	41	Staufold.....	12 25
12	41	Bocancour.....	8 11	0	41	Somersot.....	12 46
8	40	Staufold.....	8 37	0	47	Bocancour.....	1 03
0	35	Staufold.....	8 56	8	55	Methot's Mills.....	1 22
0	84	Arthabaska.....	9 13	12	67	Black River.....	1 43
12	72	Warwick.....	9 34	6	76	Craig's Road.....	2 12
8	84	Danville.....	9 53	0	81	Chaudiere.....	2 23
12	96	Richmond.....	10 22	0	87	Chaudiere Junction.....	2 55
	168	LONGUEUIL.....	10 50	1	88	POINT LEVI (opposite Quebec).....	3 00
			2 00	9	96		

ST. THOMAS BRANCH.

UP TRAINS.				DOWN TRAINS.			
Sta. to Sta.	Total M.	STATIONS.	No. 5. Passenger.	Sta. to Sta.	Total M.	STATIONS.	No. 6. Passenger.
		ST. THOMAS..... Leaves	A. M.			POINT LEVI..... Leaves	7 30
0	9	St. Francis.....	5 00	8	8	Chaudiere Junction.....	8 30
9	18	St. Michael.....	5 31	9	17	St. Henry.....	9 00
6	24	St. Charles.....	6 04	8	25	St. Charles.....	9 30
9	32	St. Henry.....	6 24	6	31	St. Michael.....	9 56
9	41	Chaudiere Junction.....	6 50	0	40	St. Francis or Berthier.....	10 16
8	49	POINT LEVI (opposite Quebec).....	7 20	9	49	ST. THOMAS..... Arrives	10 49
			7 50				6 10

GRAND TRUNK—BROCKVILLE SECTION.

UP TRAINS.					DOWN TRAINS.				
Sta. to Sta.	Total M.	STATIONS.	No. 1. Express.	No. 3. Accommo'	Sta. to Sta.	Total M.	STATIONS.	No. 2. Express.	No. 4. Accommo'
		MONTREAL.....	A. M. 9 40	P. M. 5 00			BROCKVILLE.....	A. M. 9 00	P. M. 4 10
5	5	Blue Bonnets.....	Flag	5 13	6	5	*Maitland.....	Flag	4 20
10	15	Pointe Claire.....	10 16	5 38	7	12	Prescott.....	9 25	4 35
0	21	St. Anne's.....	10 30	5 53	1	13	Prescott Junction.....	9 35	4 45
3	24	Vaudreuil.....	10 38	6 00	7	20	*Edwardsburg.....	Flag	5 02
5	29	*Cedars (Road to).....	Flag	6 13	0	26	Maitland.....	10 03	5 18
8	37	Coteau Landing.....	11 10	6 33	7	33	Williamsburg.....	10 18	5 38
7	44	*River Deaudette.....	Flag	6 50	8	41	*Aultville.....	Flag	5 55
10	54	Lancaster.....	11 50	7 15	7	48	Dickson's Landing.....	10 51	6 13
14	68	Cornwall.....	{ Arrive 12 18	7 48	4	52	*Moulinette.....	Flag	6 23
6	73	*Moulinette.....	{ Depart 12 23	7 58	5	57	Cornwall.....	{ Arrive 11 10	6 35
4	77	Dickinson's Landing.....	12 40	8 18			{ Depart 11 20	6 40	
7	84	*Aultville.....	Flag	8 35	14	71	Lancaster.....	11 50	7 15
8	92	Williamsburg.....	1 16	8 55	10	81	*River Deaudette.....	Flag	7 40
7	99	Maitland.....	1 30	9 12	7	86	Coteau Landing.....	12 30	8 57
0	105	*Edwardsburg.....	Flag	9 27	8	90	*Cedars (Road to).....	Flag	8 17
7	112	Prescott Junction.....	1 57	9 45	6	101	Vaudreuil.....	1 02	8 30
1	113	Prescott.....	2 07	10 02	3	104	St. Anne's.....	1 10	8 37
7	120	*Maitland.....	Flag	10 02	0	110	Pointe Claire.....	1 25	8 52
5	125	BROCKVILLE.....	2 30	10 15	10	120	Blue Bonnets.....	Flag	9 17
					6	125	MONTREAL.....	2 00	9 30

CHAMPLAIN & ST. LAWRENCE RAILROAD.

W. A. MERRY, Secretary.

TRAINS GOING SOUTH.					TRAINS GOING NORTH.				
Miles.	STATIONS.	Expr.	Expr.	Acc.	Miles.	STATIONS.	Expr.	Expr.	Expr.
	Montreal.....	A. M. 8 00	P. M. 2 00	P. M. 4 00		Rouse's Point.....	A. M. 7 30	P. M. 7 30	A. M. 5 45
1	St. Lambert.....	8 15	2 25	4 30	6 1/2	Lacolle.....	7 45	7 45	6 10
11	Junction.....	2 48	3 10	5 10	10 1/2	Stotts.....	7 55	7 55	6 20
14 1/2	Lacolle.....	2 55	3 20	5 20	10 3/4	Grand Ligne.....	8 10	8 10	6 50
21	St. John's.....	3 08	3 30	5 45	23	St. John's.....	8 25	8 25	7 25
27 1/2	Grand Ligne.....	3 18	3 45	6 05	20 1/2	Lacolle.....	8 40	8 40	8 00
33 1/2	Stotts.....	3 30	4 00	6 48	33	Junction.....	8 48	8 48	8 15
37 3/4	Lacolle.....	3 45	4 15	7 04	43	St. Lambert.....	9 20	9 20	9 00
44	Rouse's Point.....	7 30	4 00	7 30	44	Montreal.....	9 30	9 30	9 30
	Arrive.					Arrive.			

Connects at Rouse's Point with the Lake Champlain Steamers for Burlington, Ticonderoga, Whitehall, Saratoga, Lake George, Troy, Albany, New York, Buffalo, Niagara Falls and the West; also with the Ogdensburgh, the Vermont, and Canada, the Vermont Central, and the Rutland and Burlington Railroads—for Ogdensburgh, Canada West, Boston, New York, Albany, Troy, &c.

PLATTSBURGH & MONTREAL AND MONTREAL & NEW YORK RAILROADS.

Montreal and New York Railroad.—Hon. J. FERRIER, President, Montreal, Can. da; ANDREW ROUGH, Agent, Montreal, Canada.

Plattsburgh and Montreal Railroad.—EDWARD V. PRICE, Lessee, 60 John Street, New York.
F. E. PARKER, Superintendent, Plattsburgh.

TRAINS MOVING NORTH.				TRAINS MOVING SOUTH.			
Distant.	STATIONS.	No. 1.	2. Expr.	Distant.	STATIONS.	No. 3.	4. Expr.
Miles.	PLATTSBURGH	0.45 a.m.	7.20 p.m.	Miles.	MONTREAL	0.00 a.m.	3.45 p.m.
5 05	Beekmantown	0.55	7.40	1 8	Lachine		
6 10	West Chazy	7.10	7.55	2 10	Caughnawaga	A 6.33	3.45
6 15	Scota	7.25	8.10		L 6.25		4.20
5 1/2 20 1/2	Moore's Junction... A	7.40	8.25	5 15	St. Isidore		
	L 7.45		8.20	6 21	St. Remi		
6 23	Hemmingford			4 25	La Pigeoniere		
4 30	Johnson's			5 30	Sherrington		
2 32	Sherrington			2 32	Johnson's		
6 37	La Pigeoniere			4 35	Hemmingford		
4 41	St. Remi			4 1/2 41 1/2	Moore's Junction... A	7.40	5.20
6 47	St. Isidore				L 7.45		5.25
5 52	Gaughnawaga	A 8.53	9.37	5 47	Scota		7.55
	L 8.55		9.40	5 52	West Chazy		7.10
2 54	Lachine			5 57	Beekmantown		7.20
8 62	MONTREAL	0.50	10.20	5 62	PLATTSBURGH		7.30

OTTAWA & PRESCOTT RAILWAY.

ALFRED HOOKER, President, Prescott, Canada.

R. HOBBS, Superintendent, Prescott, Canada.

ROBERT BELL, Vice President and Managing Director, Ottawa, C. W.

TRAINS MOVING SOUTH.				TRAINS MOVING NORTH.			
Distant.	STATIONS.	Mall.	Accom'd	Distant.	STATIONS.	Mall.	Accom'd
Miles.	OTTAWA	0.00 a.m.	1.20 p.m.	Miles.	PRESCOTT	2.30 p.m.	9.00 a.m.
5 6	Billings	0.15	1.40	1 1	Prescott Junction	2.35	9.05
6 10	Gloucester	0.30	2.00	7 9	Spencerville	2.55	9.23
4 15	N. Osgoode	6.43	2.23	3 12	Doyle's	3.05	9.45
3 19	Kelly's	6.53	2.37	4 16	Oxford	3.17	10.00
3 22	Osgoode	7.02	2.40	0 22	Kemptville	A 3.32	10.25
8 31	Kemptville	A 7.30	3.20		L 3.35		10.35
	L 7.30		3.35	8 31	Osgoode		4.00
6 37	Oxford	7.43	4.00	3 34	Kelly's		4.10
4 41	Doyle's	7.55	4.15	3 38	N. Osgoode		4.20
3 44	Spencerville	8.05	4.27	4 42	Gloucester		4.32
7 52	Prescott Junction	8.25	4.55	5 48	Billings		4.45
1 63	PRESCOTT	8.30	5.00	5 53	OTTAWA		5.00

ONTARIO, SIMCOE, & HURON RAILROAD.

J. L. GRANT, SUPERINTENDENT.

MOVING NORTH.				MOVING SOUTH.			
Mails.	Accommodation.	Intermediate Distance.	NAMES OF STATIONS.	Intermediate Distance.	Accommodation.	Mails.	
A. M.	P. M.	Dep't.		Dep't.	A. M.	P. M.	
7 00	4 00		Toronto.....	5		10 20	8 40
7 15	4 15	5	Davenport Road.....	3		10 07	8 28
7 23	4 22	3	Weston.....	4		10 00	8 20
7 33	4 31	4	York.....	3		9 50	8 10
7 42	4 38	3	Thornhill.....	4		9 42	8 02
7 53	4 40	4	Richmond Hill.....	5		9 30	7 52
8 06	5 02	5	King.....	7		9 15	7 40
8 20	5 18	7	Aurora.....	4		8 63	7 22
8 40	5 31	4	Newmarket.....	4		8 40	7 00
8 50	5 44	4	Holland Landing.....	4		8 29	6 50
9 00	5 45	4	Bradford.....	3		8 18	6 40
9 10	5 03	3	Scanlans.....	8		8 10	6 37
9 28	6 20	8	Lefroy.....				6 20
9 38			Bell Ewart.....				0 10
9 50			Lefroy.....	5		7 52	6 52
10 04	6 34	5	9th Concession, Innisfil.....	5		7 38	6 38
10 20	6 50	5	Barrie.....	8		7 24	6 24
10 40	7 10	8	Essa.....	3		7 03	6 03
10 50	7 18	8	Pine River.....	5		6 54	4 54
11 04	7 32	5	Sunnidale.....	7		6 40	4 40
11 21	7 50	7	Nottawasaga.....	8		6 22	4 22
11 40	8 15	8	Collingwood.....	Dep't.		6 00	4 00

CANADIAN LINE OF STEAMERS.

Scheme of Sailing of the Montreal Ocean Steamship Company's Vessels, under Contract with the Government of Canada for the transport of the Mails for 1856;—

NORTH AMERICAN	1782 tons—350 Horse-power.
ANGLO-SAXON	1782 tons—350 Horse-power.
INDIAN	1764 tons—350 Horse-power.
CANADIAN	1764 tons—350 Horse-power.

From Liverpool to Montreal.

Wednesday, April 23.

do	May 7.
do	May 21.
do	June 4.
do	June 18.
do	July 2.
do	July 16.
do	July 30.
do	Aug. 13.
do	Aug. 27.
do	Sept. 10.
do	Sept. 24.
do	Oct. 8.
do	Oct. 22.

From Quebec to Liverpool.

Saturday, May 24.

do	June 7.
do	June 21.
do	July 5.
do	July 19.
do	Aug. 2.
do	Aug. 16.
do	Aug. 30.
do	Sept. 13.
do	Sept. 27.
do	Oct. 11.
do	Oct. 25.
do	Nov. 8.
do	Nov. 22.

From Liverpool to Portland.

Wednesday, Nov. 26.

do	Dec. 24.
do	Jan. 28, '57
do	Feb. 25, do
do	March 24, do

From Portland to Liverpool.

Saturday, Dec. 27.

do	Jan. 24, '57.
do	Feb. 28, do
do	March 27, do
do	April 24.

First class, \$80 or £20 cy. Second do, \$60 or £15 cy. Third do, \$30 or £7 10 cy.

Children under 12 years, half price. Infants under one year, free. All classes furnished with cooked provisions. Third class find their own beds and bedding.

ALPHABETICAL LIST OF STEAMERS.

- BOSTON TO LIVERPOOL**—The British and North American Royal Mail Steamships *Canada* and *Niagara*, on Wednesdays, calling at Halifax; June 4 and 18. Fares \$110 and \$60.
- BELLEVILLE TO MONTREAL**—The *Trenton* weekly, as advertized.
- BELLEVILLE TO KINGSTON**—The *City of the Bay* every morning (Sundays excepted) at 7.30.
- BELLEVILLE TO KINGSTON**—The Royal Mail Line's Steamer the *Bay of Quinte* every morning, (Sundays excepted), at 6.
- COLLINGWOOD TO GREEN BAY**—The *Louisiana* weekly, as advertized.
- COLLINGWOOD TO CHICAGO**—The steamers *Buck Eye State*, *Niagara*, *Queen City*, and *Keystone State*, tri-weekly, in connexion with Ontario, Simcoe and Huron Railway Co., to Mackinaw, Chicago, and all parts on Lake Michigan.
- COLLINGWOOD TO SAULT ST. MARY**—The Lake Huron Transit Company's steamer *Mohawk*, as advertized.
- COLLINGWOOD TO OWEN SOUND**—The *Collingwood* daily.
- CHIPPAWA TO BUFFALO**—The *Clifton* daily (Sundays excepted), at 12.40 P.M.
- HAMILTON TO CAPE VINCENT, BROCKVILLE AND OGDENSBURGH**—The Great Western Railway steamers *Canada*, *America*, or *New York*, from the Railway Wharf, Hamilton, daily, (except Sunday), at 6 o'clock, P.M.; connect at Cape Vincent with trains for New York; at Ogdensburgh with trains for Boston, and at Brockville with express trains on Grand Trunk.
- HAMILTON TO PRESCOTT AND OGDENSBURGH**—The Royal Mail Line steamers *Magnet*, *Arabian*, *Passport* or *Kingston* leave Custom House Wharf, Hamilton, daily, (Sundays excepted), at 7 A.M., and Toronto at 11 A.M., calling at Darlington, Port Hope and Cobourg; connecting at Brockville with Grand Trunk evening express trains; and at Prescott with the River Mail Line of Steamers for Montreal, and with trains on the Ottawa and Prescott Railway.
- KINGSTON TO BELLEVILLE**—The *City of the Bay* every morning (Sundays excepted), at 7.30.
- KINGSTON TO BELLEVILLE**—The Royal Mail Line's steamer the *Bay of Quinte* every afternoon (Sundays excepted), at 3 o'clock.
- KINGSTON TO OTTAWA**—The *Beaver* every Monday and Tuesday, at 3 P.M.
- KINGSTON TO CAPE VINCENT**—The *Sir Charles Napier* twice daily, at 7 A.M. and 5 P.M.
- LAKE SIMCOE**—The *J. C. Morrison* leaves Bell Ewart every day, (Sundays excepted), on arrival of morning train from Toronto; calling at Beaverton, Hatherley, Orillia, and Hawkstone; returning to Bell Ewart in time for the evening train to Toronto. The steamer *Morning* leaves Hawkstone every Saturday evening for Barrie, and returns every Monday morning. Excursion tickets from Toronto, round the Lake and back on the same day, \$3.

LIST OF STEAMERS—continued.

- MONTREAL TO PRESCOTT**—The Royal Mail Steamers from the Canal Basin at 11 A. M., and Lachine at 2.30 P. M.
- MONTREAL TO FORT COVINGTON**—The *Fashion* and the *Star*, on afternoons of Tuesday, Wednesday, Friday and Saturday, calling at Beauharnois, Coteau Landing, Port Lewis, St. Anicet, Lancaster, and St. Regis.
- MONTREAL TO TORONTO AND HAMILTON**—The several lines of Freight Steamers as advertized.
- MONTREAL TO QUEBEC**—The *Crescent* and *Lady Elgin* daily, at 6 o'clock P.M., calling at Sorel, Three Rivers, Bauscan and Platon.
- MONTREAL TO OTTAWA CITY**—The Ottawa River Mail line of Steamers, daily, (Sundays excepted); stopping at principal places on the River, on the arrival of the 7 A. M. train at Lachine. Return tickets on a liberal scale.
- MONTREAL TO HAMILTON**—The *Saguenay*, as advertized.
- MONTREAL TO KINGSTON**—The *Trenton* weekly, on Tuesdays; calling at Picton, Belleville, and Trent.
- MONTREAL TO LIVERPOOL**—The Montreal Ocean Steamship Company's ship *North American*, as advertized. Fares \$80, \$60, and \$30.
- MONTREAL TO QUEBEC**—The Montreal and Quebec Mail Line Steamers *John Alunn* of the *Quebec* daily, at 7 P.M.
- MONTREAL TO UPPER OTTAWA**—The *Emerald* leaves Aylmer on Tuesdays, Thursdays and Saturdays, at 7 A.M.; calling at the Chats, Portage du Fort and Pembroke.
- MONTREAL TO TRENTON**—The *St. Helen* every Thursday, at 2 P.M.
- NEW YORK TO LIVERPOOL**—The British and North American Royal Mail Steamships *Africa* or *Arabia* on Wednesdays, June 12 and 25. Fares \$130 and \$75. (See also Boston to Liverpool.)
- NEW YORK TO LIVERPOOL**—The United States Mail Steamers, the *Atlantic*, *Baltic*, or *Adriatic*, on Saturdays, June 7 and 21, July 5 and 19, August 2, 16, and 30, Sep. 13 and 27, October 11 and 25th, and Nov. 8 and 22, and Dec. 6 and 20. Fares \$130 and \$75.
- NEW YORK TO BREMEN AND SOUTHAMPTON**—The United States Mail Steamers *Washington* and *Hermann* June 14, July 12, Aug. 9, Sep. 6, Oct. 14, Nov. 1, Nov. 29. Fares \$180, \$110, and \$60.
- NEW YORK TO SOUTHAMPTON AND BREMEN**—The Vanderbilt European Steamship Line Company's steamer *North Star*, as advertized.
- NEW YORK TO GLASGOW**—The Glasgow and New York Steamship Company's steamers *Edinburgh*, *New York* and *Glasgow*, as advertized. Fares \$75 and \$80.
- NEW YORK TO ENGLAND AND FRANCE**—The New York and Havre Steamship Company's steamers *Arago* or *Fulton* June 28, July 26, Aug. 23, Sep. 20, Oct. 18, Nov. 15. Fares to Southampton or Havre, \$180 and \$75.

LIST OF STEAMERS—continued.

- NEW YORK TO CALIFORNIA—The U. S. Mail Steamer *George Law* the 5th and 20th of each month, via Panama Railroad.
- NEW LIVERPOOL TO QUEBEC—The *Enterprise* daily, at 6½ A.M. and 1½ P.M.
- NIAGARA TO TORONTO—The *Zimmerman* and *Peerless* three times daily in connection with the Erie and Ontario Railway.
- ORLEANS TO QUEBEC—The *Orleans* daily, at 5 A.M., 8½ A.M., and 1 P.M. Fare 4d.
- OTTAWA TO KINGSTON—The *Beaver* every Wednesday and Saturday mornings, at 7.
- OTTAWA TO GRENVILLE—The *Beaver* every evening, (Sundays excepted), at 6.
- PRESCOTT TO MONTREAL—The River Mail Steamers.
- QUEBEC TO HAMILTON—The *Inkerman* (for freight only) leaves Quebec as advertized, for Montreal, Toronto and Hamilton.
- QUEBEC TO MONTREAL—The Quebec Mail Steamer leaves the Napoleon Wharf every day, (Sundays excepted), at 5 P.M.; calling at Batiscan, Three Rivers and Sorel. Fares 12s. 6d. and 8s. 9d.; monthly return tickets 20s.
- QUEBEC TO MONTREAL—The *Crescent* and *Lady Elgin* daily, at 5 o'clock P.M.; calling at Platon, Batiscan, Three Rivers and Sorel.
- QUEBEC TO ORLEANS—The *Orleans* from the Lower Town Market Slip daily, at 8 A.M., 11½ A.M., and 5 P.M.
- QUEBEC TO NEW LIVERPOOL—The *Enterprise* daily from the Market Slip, at 11 A.M. and 5 P.M.
- QUEBEC TO MONTREAL—The Montreal and Quebec Mail Line Steamers *John Munn* and the *Quebec* daily, at 5 P.M.
- QUEENSTON TO TORONTO—The *Peerless* every day, (Sundays excepted.)
- TORONTO TO NIAGARA—The *Peerless* or *Zimmerman* every day, (Sundays excepted,) at 7 A.M., 12 noon, and 4 P.M.
- TORONTO TO ROCHESTER—The *Highlander* every Monday, Wednesday and Friday; and the *Maple Leaf* every Tuesday, Thursday and Saturday, at 10 o'clock, A.M. The *Highlander* will call at Colborne and Grafton on Tuesdays up and Wednesdays returning; the *Maple Leaf* on Fridays up and Saturdays returning.
- TORONTO TO HAMILTON—The Royal Mail Line Steamers *Magnet*, *Arabian*, *Passport* or *Kingston* daily, (Mondays excepted), at 8 A.M.; connecting at Hamilton with Great Western express trains going West.
- TORONTO TO OSWEGO—The *Europa* in connexion with the Northern Railroad as advertized.
- TORONTO TO PORT DALHOUSIE—The *Welland*, at 3 o'clock P.M.
- TORONTO TO LEWISTON—The *Chief Justice Robinson* daily, (Sundays excepted), at 8 A.M.
- TRENTON TO MONTREAL—The *St. Helen* every Monday morning, at 6.

CLASSIFICATION OF RAILWAYS, &c.

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ADVERTISEMENT.

GRAND TRUNK RAILWAY—SPRING ARRANGEMENTS.

The Company's Steam Ferry Boat leaves the Wharf at the foot of Jacques Cartier Square, as follows:—

For Quebec and all Intermediate Stations at 7.40 A.M.
(Arriving at 3.00 P.M.)

For Portland and Boston at 3.10 P.M.

FARES TO QUEBEC.		Return Tickets.	
Single Fare.		(Good for one month.)	
First Class	\$3.00	First Class	\$4.00
Second Class	2.00	Second Class	3.00
FARES TO BOSTON.			
First Class—by Railway throughout		\$8.00	
First Class—By Railway and Steamboat		7.50	
Second Class		6.00	

Through to Hamilton in Twenty-two Hours!

On and after the 5th of May, Trains will leave Pointe St. Charles Station for Brockville, connecting with the *Great Western*, the *Mail*, and *American Line of Steamers* for the West, as follows:

Express Train at 9.30 P.M.
Accommodation Train (stopping at all Stations) at 4.30 P.M.

S. P. BIDDER, *General Manager.*

Montreal, April 28, 1856.

GREAT WESTERN RAILWAY.

NEW AND IMPORTANT STEAMBOAT ROUTE.

On and after *Monday, the 2nd June*, one of this Company's magnificent Steamers, "CANADA," "AMERICA" or "NEW YORK," will leave the Railway Wharf, Hamilton, at 6 P.M., every day, except Sunday, for Cape Vincent, Brockville and Ogdensburgh.

These Steamers will connect at Cape Vincent with Express trains to New York, and at Ogdensburgh with trains to Boston; making this the most pleasant route to the East, during the season of navigation.

From Brockville, Express trains will run on the Grand Trunk Railway to Montreal and Quebec, enabling passengers to reach Montreal from Hamilton in *less than 22 hours.*

Express trains will arrive in Hamilton from Suspension Bridge, Toronto, Windsor, London, and all intermediate Stations, in time to connect with the above Steamers.

These Steamers will form a most desirable route for the conveyance of Freight to and from Montreal, Boston and New York.

C. J. BRYDGES, *Managing Director.*

ADVERTISEMENT.

GREAT WESTERN RAILWAY.

REDUCTION OF PASSENGER FARES BETWEEN HAMILTON AND TORONTO AND TORONTO AND SUSPENSION BRIDGE.

On and after Monday, the 26th of May, Passenger Fares will be reduced between the following places :—

<i>Hamilton and Toronto</i>	\$1.00
<i>Toronto and Suspension Bridge</i>	\$1.50
<i>Do. do. Second Class</i>	\$1.00

NEW YORK CENTRAL RAILROAD.

TO NEW YORK AND BOSTON.—SUSPENSION BRIDGE STATION.

On and after May 9th, 1856, Trains will leave this Station, as follows, (Sundays excepted:)

EASTWARD.

- No. 1 at 6 A.M., New York Express; connecting at Rochester with Express Train, arriving in Albany 4 P.M., connecting with Hudson River Railroad for New York, also Trains for Boston.
- No. 2 at 7 A.M., Niagara Falls and Albany Express; stopping only at Lockport, Medina, Albion and Brookport, connecting at Rochester with Express Train, arriving in Albany at 7 P.M., connecting with People's Line of Steamers for New York.
- No. 3 at 2 P.M., Accommodation Train stopping at all Stations.
- No. 4 at 5 P.M. Night Express; stopping at all Stations, connecting at Rochester with Night Express, arriving in Albany 4.30 A.M., and connecting with Hudson River Railroad to New York; also Train for Boston.
- No. 5 at 9.30 P.M. Detroit and Chicago Express; stopping only at Lockport and Medina, connecting at Rochester with Night Express, and arriving in Albany at 8 A.M., and connecting with Hudson River Railroad for New York; also Trains for Boston.
- TRAINS FOR BUFFALO.—Trains will leave Suspension Bridge for Buffalo at 8.15 A.M., 1.15 P.M.; 4 P.M.; and 9 A.M.

TRAINS FOR LEWISTON.—Trains will leave Suspension Bridge for Lewiston at 7.55 A.M.; 11.05 A.M.; 2.10 P.M.; and 5.15 P.M.

All the above Trains will be run by Albany time, which is about 16 minutes faster than Suspension Bridge time.

ALLEN BUTLER,

Gen. Western Agent.

C. VIBBARD,

Gen. Superintendent.

ADVERTISEMENT.

HOLCOMB AND HENDERSON'S THROUGH LINE,
FROM MONTREAL DIRECT.

The Steamers "HURON," "COLONIST" and "BRITANNIA," now loading at Montreal, will leave there on opening of Canals, and will meet with despatch. They have good accommodations for Cabin Passengers.

For freight or passage to Montreal, apply to

HOLCOMB & HENDERSON,
James-St. Wharf, Hamilton,

Or to JOHN DUCK, *Agent*,
Front-St., Toronto.

May 1, 1856.

THE BRITISH AND NORTH AMERICAN R. M. STEAMSHIPS.

From New-York to Liverpool.

Chief Cabin Passage	\$180
Second Cabin Passage	75

From Boston to Liverpool.

Chief Cabin Passage	\$110
Second Cabin Passage	60

The ships from Boston call at Halifax.

Ships.	Captains.	Ships.	Captains.
PERBIA	Judkins.	CANADA	Lang
ARABIA	Stone.	AMERICA	Shannon.
ASIA	Lott.	NIAGARA	Ryrie.
AFRICA	Harrison.	EUROPA	Leitch.

These vessels carry a clear White Light at mast head; Green on Starboard bow; Red on port bow.

Berths not secured until paid for.

An experienced Surgeon on board.

The owners of these ships will not be accountable for Gold, Silver, Bullion, Specie, Jewelry, Precious Stones, or Metals, unless bills of lading are signed therefor, and the value thereof therein expressed.

For freight or passage apply to

E. CUNARD,

April 12.

4 Bowling Green.

ADVERTISEMENTS.

IMPORTANT STEAMBOAT NOTICE—ROYAL MAIL LINE.

HAMILTON, TORONTO, DARLINGTON, PORT HOPE, COBOURG, KINGSTON, CAPE VINCENT, BROCKVILLE, PRESCOTT, AND OGDENSBURG.

The above Line have completed their arrangements, will run the undermentioned ^{four} first-class Lake Steamers, during the ensuing season, between Hamilton and Prescott, (thereby avoiding the necessity of changing boats at Kingston as heretofore), connecting at Brockville with the Morning Express Trains on the Grand Trunk Railroad, and at Prescott with the River Mail Line of Steamers for Montreal, (arriving there at 6 o'clock the same evening), and also with Trains on the Ottawa and Prescott Railroad.

MAGNET, Captain Twhoy; ARABIAN, Captain Selator; PASSPORT, Captain Harbottle, KINGSTON, Captain Hamilton.

One of the above Steamers will leave Hamilton daily (Sundays excepted), at 7 A.M., and Toronto at 11 A.M., calling at Darlington, Port Hope, and Cobourg, weather permitting; returning, will leave Toronto for Hamilton daily (Mondays excepted) at 8 A.M. connecting with Express Trains going West over the Great Western Railroad.

UNITED STATES MAIL STEAMERS BETWEEN NEW-YORK AND LIVERPOOL.

The ships comprising this Line are the following:—ATLANTIC, Capt. Eldridge; BAL- TIC, Capt. Comstock; ADRIATIC (new), Capt. West.

These ships having been built by contract, expressly for Government service, every care has been taken in their construction—as also in their engines—to ensure strength and speed; and their accommodations for passengers are unequalled for elegance or comfort.

Price of passage from New York to Liverpool, \$130. Exclusive use of extra size state-rooms, \$325. In second cabin, \$75. From Liverpool to New York, 30 and 20 guineas.

An experienced Surgeon attached to each ship.

No berth can be secured until paid for.

For freight or passage apply to

EDWARD K. COLLINS,
56 Wall-street, New-York;
BROWN, SHIPLEY & Co., Liverpool;
STEPHEN KENNARD & Co.,
27 Austin Friars, London;
B. G. WAINWRIGHT & Co., Paris.

The owners of these ships will not be accountable for gold, silver, bullion, specie, jewelry, precious stones, or metals, unless bills of lading are signed therefor, and the value thereof therein expressed.

Shippers will please take notice that the ships of this line cannot carry any goods contraband of war.

ADVERTISEMENTS,

ONTARIO, SIMCOE AND HURON RAILROAD.

SUMMER ARRANGEMENT.

COMMENCING on MONDAY, the 5th of May, the trains on this road will run as follows:—

LEAVE TORONTO DAILY,

Sundays excepted.

Mail Train at 7 A. M., arrives at Collingwood at 11. 40 A. M.
Accommodation Train at 4.00 P. M., arrives at Collingwood at 8. 15 P. M.

RETURNING—LEAVES COLLINGWOOD,

Accommodation Train at 6. 00 A. M., arrives at Toronto at 10. 20 A. M.,
Mail Train at 4. 00 P. M., arrives at Toronto at 8. 40 P. M.

LAKE SIMCOE.

Train connects with the steamer on Lake Simcoe, which will leave Bell Ewart daily on the arrival of the Train from Toronto, and will run to Orillia, on Lake Couchiching, returning to Bell Ewart in time for evening train to Toronto.

J. L. GRANT,
Superintendent.

Toronto, May 8, 1856.

AITKEN'S AUCTION ROOMS,

OLD POST-OFFICE BUILDING, JAMES STREET, HAMILTON.

The Subscriber has opened these extensive and centrally situated Rooms for the Auction and General Commission business, and respectfully solicits a share of the public patronage. Having been a resident of this city for ten years, he trusts his extensive acquaintance may be of service to his employers, and will use every exertion for their interests.

Regular sales of Merchandise, Real Estate, Stocks, Bonds, &c.
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