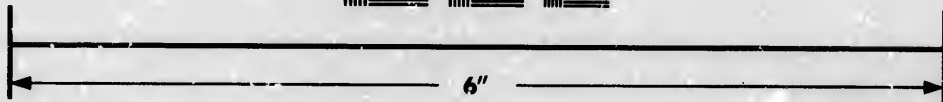
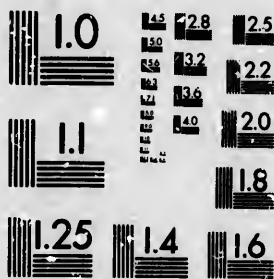


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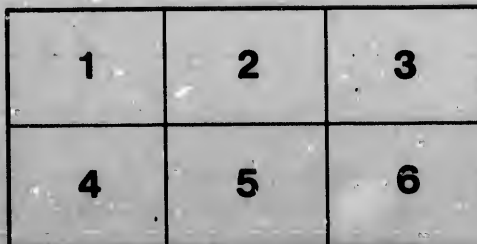
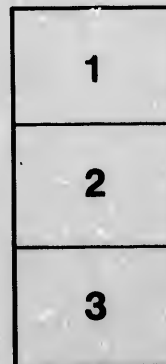
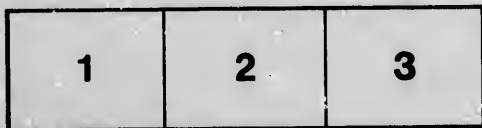
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# ATLAS OF THE DOMINION OF CANADA.

WITH GENERAL DESCRIPTIONS BY

T. STERRY HUNT, LL.D., F.R.S., Etc.; ROBERT BELL, C.E., F.G.S., Etc.; A. R. C. SELWYN, F.G.S., Etc.;  
H. ALLEYNE NICHOLSON, M.D., D.Sc., F.R.S.E., Etc.; W. H. ELLIS, M.A.; H. H. MILES, LL.D., D.C.L.;  
J. GEORGE HODGINS, LL.D., Etc.; WM. CANNIFF, M.D., M.R.C.S., (Eng.), LORIN  
BLODGET, Esq.; HUGH FLETCHER, AND CHARLES ROBB, C.E.



PARLIAMENT BUILDINGS, OTTAWA.

DRAWN, COMPILED AND EDITED BY

PHOTOGRAPHED BY W. NOLMAN.

## H. F. WALLING, C. E.

LATE PROFESSOR OF CIVIL ENGINEERING IN LAFAYETTE COLLEGE, PENN.,

AUTHOR OF MAPS AND ATLASES OF CANADA WEST, MICHIGAN, IOWA, ILLINOIS, MISSOURI, INDIANA, NEW YORK  
OHIO, PENNSYLVANIA, MASSACHUSETTS, RHODE ISLAND, VERMONT, NEW HAMPSHIRE AND MAINE,  
AND OF VARIOUS COUNTIES IN THE UNITED STATES AND IN THE PROVINCES OF  
ONTARIO, QUEBEC, NEW BRUNSWICK AND NOVA SCOTIA.

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# DOMINION OF CANADA.

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PUBLISHED BY

### GEORGE N. TACKABURY,

MONTREAL, TORONTO AND LONDON.

1875.



Entered according to Act of Parliament of Canada, in the year 1874, by  
H. F. WALLING,  
In the office of the Minister of Agriculture.

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NOTE.—ERRORS AND OMISSIONS. It is quite impossible to avoid omissions in a work of this extent. Some of them, indeed, arise from the changes which occur while the work is in progress. Persons noticing them will confer a favor by indicating them so that they may be rectified in future editions.

Address GEO. N. TACKABURY, or H. F. WALLING, Montreal, Canada.

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## REFACE.

### ORIGINAL PLAN OF THE WORK.

The work now presented to our patrons is a considerably later date than was originally intended, was commenced in the autumn of 1871. We then proposed to publish an atlas in which special information of the Province of Ontario was to be given in a series of maps of each of its counties, on a scale of six miles to an inch, with minuteness of detail, extending to the definition and laying out of townships, concessions and lots. It was to be a general map of the Dominion, with plans of each of the Provinces, and plans of the cities in Ontario and various auxiliary maps illustrating the Geology, Climate and Resources of the country, together with a general map of Europe.

### CHANGE OF PLAN.

At the urgent solicitation of Montreal and other parts of the Province of Quebec it was deemed advisable to consider a considerable portion of the country canvassed, to enlarge the scope of the work and give the same minute detail of the Province that were proposed to be accomplished by adding a series of county maps on a scale of six miles to an inch. To accomplish this it has been found necessary to increase the size of the paper originally intended, viz: 13 1/2 by 18 inches. We have therefore published a double page general map of the States. By this means, while the work gets a considerably larger amount of valuable information than was agreed upon, it is expected that the sale will warrant the additional expense.

### UNEXPECTED DIFFICULTIES.

The construction of these maps has been attended with far more expense than was anticipated. The materials available for this purpose, the plans of surveys, differ widely in quality, in the scale upon which they were drawn, and in the amount of detail. No systematic survey of the Province has ever been made, but detached portions, and of considerable extent, still remain unsettled, and the archives of the Crown Lands are at Quebec. The work of

arranging and frequently discordant to one harmonious series of maps to eliminate the largest amount of detail, has been extremely perplexing and would, of course be, preposterous had perfect accuracy been required. But the promise is made, that all errors which may hereafter be discovered, and corrected to the author or publisher, will be included in future editions. Of course the change in the plan of the Atlas has caused a considerable delay in the time of its completion, but we trust our patrons will feel that the additional value added to the work will far more than amply make up for the delay thus caused.

### AUTHORSHIP.

Mr. Walling, the author and proprietor of the Atlas, has spent most of his life in topographical work. He may be supposed to have required a special qualification for the present undertaking by his detached surveys of numerous counties in the Provinces of Ontario, Quebec, New Brunswick and Nova Scotia, and by the preparation, in 1853, of the large Map of Ontario which bears his name\*. This Map, with the changes and additions needed to bring it to the present time, is incorporated in the Atlas now published. The entire responsibility, labour and expense of compiling, drawing and engraving the Map was borne by Mr. Walling, and the undertaking resulted in a heavy pecuniary loss to him, amounting to some thousands of dollars. No public aid or relief was solicited, however, although governments, recognizing the value of topographical maps, frequently expend, in similar works for public advantage, many times the amount which would reimburse him. He has now added many thousands of dollars to his previous investment, in new draughts, engravings, stereotype plates etc., beside the heavy cost of paper, printing, coloring and binding for the present edition. It has been his hope, perhaps a delusive one, in preparing the present Atlas, to realize something towards a return for the previous losses.

### PUBLICATION.

The care and responsibility of the publication or sale of the Atlas was undertaken

by GEO. N. TACKABURY, Esq., of the former firm of R. M. & G. N. Tackabury, London, Ontario, on a contract giving him its exclusive sale for a term of years.

The ability and business integrity of Mr. Tackabury are so well known to the Canadian public, in connection with the Map above mentioned, and with his other maps of Canada since published, as to render any further commendation unnecessary.

### CONSTRUCTION OF THE MAPS.

Nearly all of the maps in this atlas, including those of the Counties in Ontario and Quebec, are from original drawings by Mr. Walling, aided by a competent corps of assistants. Among these may be mentioned the names of Thomas W. Baker and Melville Clemens, who rendered very valuable services in preparing the Ontario maps; also of H. S. Packard and B. T. Thulstrup, who finished the final draughts for photo-lithographing, of the Counties of Quebec. The excellent mechanical execution of these draughts is made manifest by the process of reproducing them, the maps of the counties in the Atlas being fac-similes, on a reduced scale, of the original drawings.

### LATITUDES AND LONGITUDES.

No trigonometrical survey of the whole country or of any considerable portion of it having been made, the most reliable mode of connecting together, with any degree of accuracy, the detached surveys of different sections, was by ascertaining, astronomically, the latitudes and longitudes of a great many conveniently located points. This is a simple process in theory, but in practice it requires instruments of the nicest precision, and the exercise of great care and skill in their use.

Latitudes north of the equator are ascertained by measuring the angles of altitude above the horizon, of the north pole of the heavens, near the pole star. Longitudes, or more properly differences of longitude, are determined by measuring the intervals of time which elapse between the passages of a star across the meridians of the places in question, thus making use of the dynamical principle that the rotation of the earth on its axis is precisely uniform in its angular velocity. The initial or zero point for longitudes

\* Published by R. M. & G. N. Tackabury

is usually taken at Greenwich Observatory, London.

Places whose latitudes and longitudes are established, not only have their positions fixed relatively to each other, but their locations become known relatively to the whole earth. Accordingly maps based upon such determinations can readily be extended or incorporated into more general maps.

Important improvements have been made within a few years by American astronomers in the use of the electric telegraph in these measurements, so that the accuracy of the determinations does not, as formerly, depend upon the exact running of chronometers, carried from the initial point to the place whose difference of longitude is to be determined. The differences of longitude between many points in Canada and the United States, measured from Greenwich Observatory, and from one point to another, have been precisely determined by the use of the telegraph and chronograph in connection with transit observations of stars, so that we are enabled to correct previous maps based upon less accurate determinations.

#### BAYFIELD'S CHARTS.

The most extensive connected surveys in the Dominion are incorporated in the excellent series of charts by Admiral H. W. Bayfield, published by the British Admiralty. These charts form the most convenient available basis for the construction of maps of the territory contiguous to the water areas which they cover, giving accurate contours of the coast, with its bays, inlets and islands. They also serve to fix the relative positions of adjacent surveys of townships otherwise detached from each other.

#### NATIONAL BOUNDARY SURVEY.

For laying down the boundaries of Ontario and Quebec, the accurate maps of surveys made under the Treaty of Washington of 1842 were followed. The portion of the National boundary then surveyed extends from the River St. Lawrence at St. Regis, a few miles below Cornwall, nearly on the forty-fifth parallel of north latitude to the north-east corner of the State of Vermont, dividing the States of New York and Vermont from the Province of Quebec. From this point the surveyed boundary extends north-easterly, easterly and southerly to a monument at the source of the St. Croix River. With this river it separates the States of New Hampshire and Maine from the Provinces of Quebec and New Brunswick. These surveys were made by Colonel Robinson of the Royal Engineers and Colonel Graham of the United States Topographical Engineers.

Some time after the completion of the surveys, the stations upon it whose longitude had been determined by the Commission were connected by a careful triangulation with

those of the United States. A small discrepancy of some minutes of time was found between the determinations of the two surveys, the Coast Survey being referred to the bridge Observatory in Massachusetts. The longitude of this place relative to the Observatory had been determined more carefully than that of any other place in the American Continent, by frequent comparisons between the two surveys.

It happens, rather curiously, that the graphic determinations made since the opening of the Atlantic Cable agree almost with the longitudes as fixed by the Line Commission. This result, however, may be regarded rather as accidental, indicating a superiority of instrument and care in using them on the part of the Commission, the original discrepancy being too small to be attributed to such causes.

#### GEOLOGICAL SURVEY MAPS.

In carrying out the Geological Survey of Canada, it was found necessary to have the want of good topographical maps, and sections whose geology was to be determined, by making original maps as occasion required. This has been done over considerable areas in a very careful manner, not by compiling such surveys as were available, but by actually surveying many lakes, streams and other topographical features of the country. The Reports of the Geological Survey contain maps which have been found very useful in compiling the present Atlas, more particularly the map of the Western part of the Province of Quebec, compiled and drawn by Robert Barlow, draughtsman of the Survey.

#### COUNTY MAPS.

Separate County maps of nearly every county in the Province of Ontario, and several in the Province of Quebec, have been published from time to time, and many of them contain valuable information not otherwise available.

Maps of the following counties have been prepared and published by or under the direction of Mr. Walling, from original surveys of the roads in connection with the original surveys of the concessions and lots in the Counties of Halifax, Picton, Colchester, Cumberland, Hants, Annapolis, Digby and Yarmouth,—Nova Scotia; counties of Westmoreland, Albert, Kings and St. Johns,—New Brunswick; counties of Wolfe, Compton, Richmond, Stanstead, Shefford, Brome, Missisquoi, Rouville and Iberville, with the independent township of Sherbrooke,—Quebec; and counties of Addington, Lennox, Frontenac, Leeds, Grenville, Lanark, Renfrew, Carleton, Russell, Prescott, Stormont, Dundas, and Glengary,—Ontario. These maps gave not only townships, roads and concessions, but farms, residences and names of owners.

Similar maps made of many of the Western Provinces by Geo. C. Tremaine, John Ellis & Co. surveyors.

#### MATERIALS FURNISHED BY OFFICERS.

We gratefully acknowledge the assistance received from various Government Officers in Ontario and Quebec in the way of furnishing materials needed for preparing the Atlas. JOHN DEWE, Esq., General Post Office Inspector of the Dominion, has furnished a very large amount of information relating to the locations of Post Offices in the Provinces of Ontario, Quebec, Manitoba and British Columbia, by marking them upon a set of maps furnished to him for that purpose. Mr. E. F. King, Division P. O. Inspector of the Montreal Division, has also taken a great interest in the work, which he has manifested by laborious personal exertions in verifying the locations of Post Offices, and in carefully examining and correcting the Gazetteer part of the work referred to the Province of Quebec. Mr. W. W. Appard, Mr. M. Sweetnam and Mr. G. W. Division P. O. Inspectors of the Toronto and London Divisions, have also furnished valuable information to their respective districts.

E. Taché, Esq., Assistant Commissioner of the Crown Land Department, we feel under deep obligation. Mr. Taché has exhibited a most friendly disposition towards the undertaking, and has been unsparing in kindly acts of assistance and courtesy. He has generously allowed the use of his own excellent map of the Province of Quebec which appears on the Atlas. It occupies three double pages in the Atlas and is lettered in French, and is very convenient for the large number of citizens of the Province who speak French.

Mr. Taché is now engaged upon a larger and more extensive map of the same kind, and whose execution will confer a great benefit upon the Province and the Dominion.

In allowing us access to the archives of the Crown Land Department, Mr. Taché has been in the benefit of his thorough knowledge of them, and has selected from the numerous collections of the office such maps and surveys as were most reliable and likely to correct the errors in previously published materials.

In preparing the map of the City of Montreal, we have been aided by the kind assistance of its author, of the map published in 1854 by John Johnston, C. E., now Chief Draftsman of the Dominion Lands Office. Our map has been extended to include the principal suburban villages, with their recently laid out streets, and the new railroads

which are being brought into the city on north side.

Mr. Johnston has completed the draught of a large wall map of the Dominion of Canada, which is now passing through the press of the Burland-Desbarats Lithographing Co., in this city, having been lithographed by them. This map is recommended for comprehensiveness and accuracy.

We are indebted to Andrew Russell of the Census Department for information relating to the boundaries of Electorates in Ontario, and to Alfred Esq., clerk of the House of Commons at Ottawa for the loan of tracings of the map of Lower Canada, deposited in the Dominion Archives at Ottawa. Both these gentlemen for many attentions while collecting material at Ottawa.

Mr. Thomas Devine, Surveyor of Crown Land Office, Toronto, has kindly furnished the maps of the Province of Ontario.

Lieut. Col. G. Dennis, Surveyor of the Province of Manitoba and British Columbia has reproduced for this A.

Many other persons have kindly furnished valuable information on a variety of subjects connected with the work. Among whom we are thus indebted to several of the Departments at their assistants, Superintending Engineers of many of the Railways, City Engineers, Professional Surveyors in Ontario and elsewhere, and many other public and private individuals.

To each of those who have assisted us, without attempting to mention names, we tender sincere thanks.

**RAILWAY AND STEAMBOAT COMPANIES.**

We take occasion here to express with gratitude the universal liberality of the officers of the Railway and Steamboat Companies of the country towards our work, scarcely an exception, they have granted free passes while engaged in the work, and have, in many instances, manifested their interest in our work, especially due to the Great Western, Canada, Vermont, and South Eastern Canada, and to the Rockingham, Ogdensburg, Northern and Maine, Boston, Lowell, Concord and Montreal and St. John's Railway, and to the Canadian Navigation Co. and the Ottawa and St. Lawrence Co.

**PRELIMINARY MEMOIRS.**

These memoirs are intended to give our patrons upon the whole a series of descriptive memoirs of the maps in this work. The work was commenced, twenty years ago for this part of the work, and gradually extended as the Dominion was gradually extended until it now includes nearly 500 pages, equivalent to about five volumes of octavo pages. The subjects of the memoirs are more or less connected with the general work, which aims at a comprehensive representation of the entire Dominion, including its physical and civil features. The authors will be generally eminently qualified for the tasks performed by great familiarity with the subjects treated, as well as scientific and literary ability. The work having been set up in type by the author, no regular copy has been preserved.

**PHYSICAL GEOGRAPHY.**

The first paper on the Topography and Physical Geography of the Province of Ontario is by Dr. T. Sterry, who acquired the high scientific reputation which he now enjoys during the years or more that he was engaged in the Geological Survey of Canada. He has recently resigned that position to take the chair of Geology in the Massachusetts Institute of Technology at Cambridge. The paper, though brief, is comprehensive, and presents in a bold outline all the prominent features of Canadian physical geography, as seen from a geologist's point of view. It finely illustrates the intimate connection between the geology and topography of a country.

**GEOLOGY.**

There are several papers upon the Geology of the different Provinces. The first is by Mr. Robert Bell of the Geological Survey, describing the rock formations of Ontario and Quebec. It gives a résumé of the results arrived at through the laborious researches of the Survey during the past twenty years. During nearly all of this period the Survey was carried on under the direction of Sir Wm. E. Logan, who, though having in 1869 resigned his directorship, still continues to manifest great interest in the work, and devotes much of his time to the researches connected therewith. The present Director of the Survey, Mr. Alfred R. C. Selwyn, formerly of the British Geological Survey, and for many years Director of the Geological Survey of the Province of Victoria in Australia, succeeded Sir William Logan in 1869.

The following list comprises the present staff of the Survey:

- A. R. C. Selwyn, F.R.S., F.G.S., Director.
  - B. J. Harrington, Ph. D., Chemist and Mineralogist.
  - E. Billings, F.G.S., Palaeontologist.
- |  |   |  |
|--|---|--|
| James Richardson,<br>Robert Bell, F.G.S.,<br>H. G. Vennor, F.G.S.,<br>Walter McQuat, B.A.,<br>Charles Robb, C.E.,<br>Arthur Webster,<br>Scott Barlow,<br>H. Y. L. Brown,<br>Robert W. Ellis,   | } | Field<br>Geologists<br>and<br>Explorers. |
| Robert Barlow, Chief Draughtsman,<br>G. R. Grant, Accountant,<br>John Marshall, Clerk,<br>Thomas C. Weston, Lapidary and Collector,<br>Christian Hoffman, Assistant Chemist,<br>Joseph White, Librarian,<br>Michael McFarren, housekeeper, | } | Office<br>and<br>Museum<br>Staff.        |

Referring to the paper of Mr. Bell, it will be seen that all the rocks of Upper and Lower Canada, except those belonging to what is called the Superficial Geology, are of very remote antiquity, no later rocks than those of Devonian age being found.

Within the boundaries of the Dominion, and extending towards its northern limits—the Arctic Ocean—are found the oldest rocks in the known world, with evidences that here was the land which became earliest elevated above the level of what was then, probably, an universal ocean. The earliest remains of animal life, the "Eozoon," together with some strong indications of vegetable life, are found in these ancient Laurentian rocks, and have excited intense interest among geologists.

The sketch of the Geology of Nova Scotia by Hugh Fletcher gives an interesting description of the formations of that Province, which include the Carboniferous rocks and many valuable beds of Coal. Some account is given of the Iron and Coal deposits, already very important sources of wealth, and the Gold deposits, which bid fair to become so in the future.

New Brunswick Geology is represented in a sketch by Mr. M. H. Perley, who describes the general formations, with some account of the Mines, Minerals and Quarries of the Province.

A valuable set of tables giving Mining Statistics for the entire Dominion, prepared by Mr. Chas Robb of the Geological Survey, completes the series of Geological Papers.

**GEOLOGICAL MAP.**

This map, which will be found on pages 14 and 15, has been prepared from information furnished by Mr. Selwyn, the Director of the Geological Survey. The map covers all of the British Possessions in North

America and extends far enough to the South to include New York on the Atlantic coast and San Francisco on the Pacific.

So little is really known of the geological structure of the greater part of this vast region, that only the great general divisions of formations can be indicated, and the manner in which even these are distributed over the immense unexplored regions must of course be to a great extent conjectural.

The authorities for the great northern wilderness are the observations of Sir James Richardson during his voyage in search of Sir John Franklin; the map showing the country between Lake Superior and Vancouver's Island, made by Dr. James Hector, who accompanied Capt. Palliser's Exploring Expedition in 1858-60 as Geologist; and a Geological Sketch Map presented with a paper by A. K. Isbister to the London Geological Society, May 16th, 1868, and published in the Transactions of the Society. The geology of the north-western part of the United States is taken from Hitchcock and Blake's recent Geological Map of the United States.

For the Eastern Provinces of the Dominion, Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward's Island; and for the North-eastern parts of the United States the geology is derived from the large map of the Geology of Canada by Sir Wm. E. Logan, published in 1869.

The authority for Newfoundland is the recent map by Mr. Alexander Murray, the Geologist of that Province.

The map may therefore be relied upon as nearly accurate in its representations of the southern portion, while it presents all that is known of the northern regions.

#### ZOOLOGY.

The memoir upon this subject by Professors Nicholson and Ellis is very judiciously adapted for popular reading, and gives a comprehensive account of those native vertebrate animals "which have some claim for mention on account of their usefulness to man, or for the injuries which they cause, or on account of peculiarities of especial interest."

Since writing it Professor Nicholson has resigned his chair at the University of Toronto, and has recently been appointed to a Professorship in Durham University, England.

#### HISTORY.

The Civil History of the Dominion is from the pen of Dr. H. H. Miles, formerly Professor of Mathematics in the University of Bishop's College, Lennoxville, and author of "School History of Canada" "Canada under French Regime," etc.

Of course in a work like this, an elaborate history is not called for, but Dr. Miles' memoir will be found to give a fair and impartial statement of the principal important

events which have occurred, the settlement of the country to the Dominion of Canada" in 1867.

#### RAILWAYS.

The chapter on Railways gives the limits at first intended for the descriptions of the principal railways given by Mr. Trout in his "Canada," have been rendered more complete since that work was published in 1872.

The officers of several of the railways have themselves furnished the names of the lines which have been adopted.

In addition to the Railways of the United States as are more completely connected with the Canadian forming routes from Canada to different portions of the States. It is quite useful to Canadian travelling business men.

#### CANADIAN STEAM NAVIGATION.

The next paper is a more systematic and homogenous one, prepared by Dr. of Toronto. He has gone into the details of Canadian Steam Navigation, especially in the most thorough and exhaustive manner.

Commencing with the earliest operations of steamboats i.e. brings the history down to the present time, taking into consideration the distinct area of operations by itself, from the Upper Lakes to the ocean, and in the Ocean Steam Navigation of the Country.

The list of all the steamboats in the Dominion will be found convenient for reference.

#### HISTORY OF EDUCATION.

Interesting and accurate accounts of the growth and present condition of the Educational Institutions of Canada are given in Dr. Hodgins' Sketches, commenced on page 32, for Ontario, and afterwards extended to include the other Provinces of the Dominion.

Ample evidence is presented in the sketches that the people of Canada are behind other enlightened nations in recognizing that the education of the youth of the country is a sure provision for its prosperity and for its power to keep pace with other nations in the rapid progress of modern times.

#### CLIMATOLOGY.

Few persons could be found so bold as to attempt what has been accomplished by Lorin Blodget in the map showing the variations of temperature and the distribution of rainfall throughout the entire British Possessions in North America.

Owing to the sparseness of the stations of observation,—those of the great northern

region being confined to a few trading-posts of the Hudson's Bay Company,—and to the general want of systematic discrimination on the part of observers, even in the more populous localities, Mr. Blodget's task has been an extremely difficult one. The map and report which he has furnished, however, will doubtless form a most valuable supplement to his great work on American Climatology, and, with his other similar researches, has given him an honorable prominence among meteorologists.

#### GAZETTEER.

Business men and others will find the Gazetteer of Villages, etc., in the Provinces of Ontario and Quebec, commencing on page 100, of great utility in various ways. If, for instance, goods are to be forwarded to a locality, which information is needed, they will give the nearest railway and the river and landing, the town, county, and page in the Atlas where they are represented on the county maps.

A great deal of labor has been expended in the compilation of the tables, and they are believed to be very correctly compiled. Valuable assistance in the compilation was rendered by Miss M. S. Parson and Miss M. Wolcott. Miss Wolcott also assisted in reducing plans of townships to the scale of Quebec.

#### ENGRAVING AND LITHOGRAPHING.

The copper plates for the maps of Ontario were engraved by the late J. H. Johnson of New York. Mr. J. P. Philadelphia engraved the maps of the Province of Ontario, Messrs. Rolph and Woodward & Grant, of New York, made the necessary additions to the maps upon the Ontario county maps by changes which have occurred since the work has been going on, and the construction of new railways, post offices, etc., thus bringing the maps to the present time. The maps of the Dominion of Canada and the Province of Montreal were engraved by J. H. Johnson of New York, and the maps of Nova Scotia and New Brunswick were engraved by J. H. Johnson of New York.

The maps of Europe were furnished by G. W. Colverton & Co., of New York. The maps, including the county maps, were photo-lithographed by the Lithographing Co., from the original drawings.

#### PRINTING AND BINDING.

The printing, both of the maps and the text, was done by the Lithographing Co. The remainder of the letter press has been printed by the Lowell Printing and Publishing Co. The paper was furnished by the Paper Co.

The binding was done by Mr. M. Neher, and the plates by the Lowell Printing Co.

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# A BRIEF SKETCH OF THE PHYSICAL GEOGRAPHY AND TOPOGRAPHY

OF THE PROVINCES OF  
ONTARIO AND QUEBEC,

CONSTITUTING THE FORMER PROVINCE OF CANADA.

BY T. STERRY HUNT, LL.D., F.R.S., ETC.

LATE CHEMIST TO THE GEOLOGICAL SURVEY OF CANADA.

THE great basin of the St. Lawrence, in which the provinces of Ontario and Quebec formerly known as Upper and Lower Canada are situated, has an area of about 530,000 square miles. Of this, including the gulf of St. Lawrence, the river and the great lakes, to Lake Superior inclusive, about 130,000 square miles are covered with water, leaving for the dry land of this basin an area of 400,000 square miles, of which about 70,000 belong to the United States. The remaining 330,000 square miles constitute the provinces of Ontario and Quebec. With the exception of about 50,000 square miles belonging to Quebec, and extending from the line of New York to Gaspé, the whole of this territory lies on the north side of the St. Lawrence and the great lakes.

On either side of the valley of the lower St. Lawrence is a range of mountainous country. These ranges keep close to the shores for a considerable distance up the river; but about 100 miles below the city of Quebec, where the river is fifteen miles wide, the southern range begins to leave the margin, and opposite to Quebec is thirty miles distant. From this point it runs in a more southwestern direction than the river-valley, and opposite Montreal is met with about fifty miles to the southeast, where it enters Vermont, and is there known as the Green Mountain range, which forms the eastern limit of the valley of Lake Champlain. In Canada, this range, stretching from the parallel of 45° north latitude to the Gulf is known as the Notre-Dame Mountains, but to its northeastern portion, the name of the Shickshock Mountains is often given.

The flank of the northern hills, known as the Laurentides, forms the north shore of the river and gulf, until within twenty miles of the city of Quebec. It then recedes, and at the latter city is already about twenty miles distant from the St. Lawrence. At Montreal the base of the hills is thirty miles in the rear, and to the westward of this it stretches along the north side of the Ottawa River for about 100 miles, and then runs southward across both the Ottawa and the St. Lawrence, crossing the latter river a little below Kingston, at the Thousand Islands, and entering New-York. Here the Laurentides spread out into an area of about 10,000 square miles of high lands, known as the Adirondack country, and lying between the Lakes Champlain and Ontario. The narrow belt of hill-country which connects the Adirondacks with the Laurentides north of the Ottawa, divides the valley of the St. Lawrence proper from that of the great lakes, which is still bounded to the north by a con-

tinuation of the Laurentides. The base of these, from near Kingston, runs in a western direction, at some distance in the rear of Lake Ontario, until it reaches the southwest extremity of Georgian Bay on Lake Huron; after which it skirts this lake and Lake Superior, and runs northwestward into the Hudson Bay Territory. This great northern hill-region consists in large part of the oldest known rocks of the globe, to which the name of the Laurentian series has been given, and occupies, with some exceptions, the whole of the province northward of the limits just assigned. We shall designate it as the LAURENTIAN REGION. Over considerable portions of this area along Lakes Huron and Superior to the north of Lake Ontario, and farther eastward on Lake Temiscaming are other and most recent series of crystalline rocks; but as the country occupied by these, is geographically similar to the Laurentian, it is for convenience here included with it.

To the south of this region the whole of Canada west of Montreal, with the exception of the narrow belt of Laurentian country described as running southward across the Ottawa and St. Lawrence Rivers, is very level. The same is true to the eastward of Montreal until we reach the Notre-Dame range of hills, already described as passing southward into Vermont, and in its north-eastern extension as bounding the lower St. Lawrence valley to the south. This valley may be regarded geographically as an extension of the great plains of western Ontario and central New-York, with which it is connected through the valley of Lake Champlain. This level country to the south of the Laurentides in the two parts of the province is occupied by similar rock formations, and constitutes the CHAMPAIGN REGION of Canada, the surface of which is scarcely broken, except by a few isolated hills in the vicinity of Montreal, and by occasional escarpments, ravines, and gravel-ridges farther westward.

The next area to be distinguished consists of the Notre-Dame range on the south side of the St. Lawrence, which forms the belt whose course has just been described, with an average breadth of from thirty to forty miles. To the south and east of this is a district of undulating land, which extends to the boundaries of the province in that direction. These two districts may for convenience in farther description be classed together. They include the region which is generally known as the *Eastern Townships*. By this term they are distinguished from the *Seigniories* which bound

them to the north and west. To the north-east however, along the Chaudière River, some few seigniories are found within the geographical limits of this region, which as it is the northeastern prolongation of the great Appalachian Mountain system may be designated as the APPALACHIAN REGION, and for convenience will be described before noticing the Champaign region.

The whole of the province is well watered with numerous large and small rivers, and in the mountainous districts there are great numbers of small lakes, more than 1,000 of which are represented on the maps.

## I

### THE LAURENTIAN REGION.

The great tract of country thus designated has for its southern boundary the limits already assigned, and stretches northward to the boundary of the provinces in that direction, which is the height of land dividing the waters of the St. Lawrence basin from those of Hudson Bay. Its area is about 200,000 square miles, or six tenths of the whole land of the province. This region is composed chiefly of crystalline rocks, for the most part silicious, or granite-like in character, consisting of quartzite, syenite, gneiss and other related rocks. These are broken up into ridges and mountain peaks, generally rounded in outline and covered with vegetation. The summits in the neighbourhood of the city of Quebec are some of them from 2,000 to 2,500 feet in height, and in other parts attain 4,000 feet or more; but the general level of this region may be taken at about 1,500 feet above the sea, although it is much less in the narrow belt which crosses the province of Ontario east of Kingston. Through the hard gneissic rocks of this region run numerous bands of crystalline limestone which from their softness give rise to valleys, often with a fertile soil. The hill-sides are generally covered with little else than vegetable mould, which sustains a growth of small trees, giving them an aspect of luxuriant vegetation. But when fire has passed over these hills, the soil is in great part destroyed, and the rock is soon laid bare. In the valleys and lower parts of this region however, there are considerable areas of good land, having a deep soil, and bearing heavy timber. These are the great lumbering districts of the country, from which vast quantities of timber, chiefly pine, are annually exported, and constitute a great source of wealth to the province. These valleys are in most cases along the line of the bands of



limestone, whose ruins contribute much to the fertility of the soil. Lines of settled country running many miles into the wilderness are found to follow, these belts of soft calcareous rock on the north side of the Ottawa valley.

The settlements in this region are along its southern border, and at no great altitude above the sea. In the higher parts, the rigor of the climate scarcely permits the cultivation of cereals. It is probable that no great portion of this immense region will ever be colonized, but that it will remain for ages to come covered with forests. These, if husbanded with due care, will remain a perpetual source of timber for the use of the country and for exportation; besides affording, with proper facilities for transportation, an abundant supply of fuel to the more thickly settled districts, where the forests have nearly disappeared, and where, from the severity of the long winters, an abundant supply of fuel is of the first necessity. There are other reasons why this great forest-region should be protected. The vegetation and the soil, which now cover the hill-sides, play a most important part in retaining the waters which here fall in the shape of rain or snow. But for this covering of soil, the rivers and mill-streams which here take their rise, would like the streams of southern France and of the north of Italy, be destructive torrents at certain seasons and almost dried-up channels at others. The effect of this great wooded area in tempering the northern winds and moderating the extremes of climate is not to be overlooked in estimating the value of the Laurentian region; which moreover contains inexhaustible mines of rich iron ores besides copper, lead, marbles, and other mineral substances of economic importance.

## II.

### THE APPALACHIAN REGION.

Under this head, as already explained, is included the belt of hill-country in the province of Quebec south of the St. Lawrence with the region on its southeast side extending to the frontier, and forming a succession of valleys, which may be traced from the headwaters of the Connecticut northeastward to the Bay of Chaleurs.

The area whose limits are thus defined is about 30,000 square miles. The hills of the range which traverses it are composed, like those of the Laurentian region, of crystalline rocks; but these are softer than the greater part of the rocks on the north shore, and yield by their wearing-down a more abundant soil. Some of the hills in this range attain an elevation of 4,000 feet above the sea, and the principal lakes in the valley on the southeastern side, Memphremagog, Aylmer, and St. Francis, are from 750 to about 900 feet above the sea-level. This region is well wooded, and when cleared is found in most parts to have an abundant soil, generally sandy and loamy in character, and well fitted for grazing and for the cultivation of Indian corn and other grains. Great attention is now paid to the raising of cattle, and the growing of wool, and within the last few years the best breeds of sheep have been successfully introduced from England and from Vermont. Draining and improved methods of farming are in many parts practised, and the agricultural importance of the southern portions of this region

is yearly increasing. This region moreover abounds in metallic ores, marbles, slates, etc.

## III.

### THE CHAMPAIGN REGION.

The limits of the great plains of Canada have already been defined in describing those of the two preceding regions. These plains, which may be called the champaign region, occupy about three tenths of the two provinces, and are, as we have seen, divided into two parts by a low and narrow isthmus of Laurentian country, which runs from the Ottawa to the Adirondacks of New-York. To the eastward of this division, the present region includes the country between that river and the St. Lawrence, and all between the Laurentides on the north and the Notre-Dame hills on the southeast; while to the westward it embraces the whole of the province of Ontario south of the Laurentian region, including the great area lying between the Lakes Ontario, Erie and Huron, generally known as the southwestern peninsula of Canada. The whole of this region from east to west is essentially a vast plain, with a sufficient slope to allow of easy drainage. The distance from Quebec to the west end of Lake Superior is about 1,200 miles, yet this lake is only 600 feet above the sea-level, while Lake Erie is 565 feet, and Lake Ontario 232 feet above the sea. The land on the banks of the St. Lawrence and its lakes, either near the margin, or not very far removed, generally rises to a height of from fifty to one hundred and fifty feet, and from this level very gradually ascends to the base of the hills which bound the region.

Unlike the two regions already described, these great plains are underlaid by beds of paleozoic rocks, consisting of sandstones, limestones, and shales. These are but little disturbed, and are generally nearly horizontal; but over by far the greater part of the region they are overlaid by beds of clay, occasionally interstratified with or overlaid by sand and gravel. These superficial strata, which are in some parts several hundred feet in thickness, throughout the eastern division, in great part of marine origin, and date from a time when this champaign region was covered by the waters of the ocean; while throughout the western division the clays are more probably of fresh-water origin. It results from the distribution of these superficial strata, that the soil over the greater part of the region consists of strong and heavy clays, which in the newly cleared portions are overlaid by a considerable thickness of vegetable mould. In the eastern division, a line drawn from the city of Quebec to Ottawa, and two others from these points converging at the outlet of Lake Champlain, will enclose a triangular area of about 9000 square miles, which is very nearly that occupied by the marine clays. These are overlaid, chiefly around the borders of this space, by more sandy deposits, which are well seen near Three Rivers, and about Sorel. They form a warm but light soil, which yields good crops when well manured, but is not of lasting fertility. The greater part of this area however is covered by a tenacious blue clay, often more or less calcareous, and of great depth, which constitutes a strong and rich soil bearing in abundance crops of all kinds, but particularly adapted for wheat, and was in former times noted for its great fertility. These clay lands

of the province of Quebec have been for a long time under cultivation, and by repeated cropping with wheat, without fallow, rotation, deep plowing or manure, are now in a great many cases unproductive, and are looked upon as worn out or exhausted. A scientific system of culture, which should make use of deep or sub-soil ploughing, a proper rotation of crops, and a judicious application of manures would however soon restore these lands to their original fertility. The few trials which within the last few years have been made in the vicinity of Montreal and elsewhere, have sufficed to show that an enlightened system of tillage, with sub-soil draining, is eminently successful in restoring these lands; which offer at their present prices good inducements to skilled farmers. Besides grain and green crops, these soils are well fitted for the culture of tobacco, which is grown to some extent in the vicinity of Montreal. Notwithstanding the length of the winter season in the province of Quebec, the great heat and light of the summer, and the clearness of the atmosphere enable vegetation to make very rapid progress.

The mineral resources of this champaign region in Quebec and Eastern Ontario are chiefly confined to stones for building, paving, lime and cement, stone for glassmaking, and peat. Large peat-bogs are very numerous parts of this region, and may be made to furnish an abundant supply of fuel. This part of the country is also remarkable for the great number and variety of its mineral springs.

To the northeast of the city of Quebec, besides the plains which border the river, there is a considerable area of low-lying clay land, cut off from the great St. Lawrence basin by Laurentian hills, and occupying the valley of Lake St. John and of a portion of the Saguenay. Here is a small outlying basin of paleozoic rocks, like those about Montreal, and overlaid in like manner by strong and deep clays, which extend over the adjacent and little elevated portion of the Laurentian rocks, and form a soil as well fitted for cultivation as any part of the lower St. Lawrence valley. The valley of this lake is probably not more than 300 feet above the sea, and from the sheltered position the climate is not more rigorous than that of the city of Quebec. Several townships have within a few years been laid out in this valley, and have attracted large numbers of French Canadians from the older parishes in the valley of St. Lawrence.

The western part of the champaign region, commencing near Kingston, and including all the southern portion of the province of Ontario, is the most fertile and productive part of Canada. Like the plains further eastward, its soils consist chiefly of strong clays, overlaid here and there by loam, sand, and gravel. In the natural state nearly the whole of this region supported a fine growth of timber, in great part of hard-wood species, but presented however various local peculiarities. Thus, the banks of the Grand river from Galt to Brantford were remarkable for a sparse growth of caks, free from underwood, and known as oak openings. These are said to have been pasture-grounds of the Indians, brought to this condition and kept in it by partial clearing, and by the annual burning of the grass. The object of this was to attract the deer, who came to feed upon the herbage. (See on this point, Marsh's *Man and Nature*, page

187). The soil of these plains is a light sandy loam, very uniform in character, and generally underlain by coarse gravel. Though fertile, and of an easy tillage, this and similar soils will not support the long continued cropping without manure which is often practiced on the clay lands both of Ontario and Quebec.

The valley of the Thames, together with the rich alluvial flats which extend from it northward to the North Branch of Bear Creek, and southward nearly to the shore of Lake Erie, is remarkable for its great fertility, and its luxuriant forest growth. The soil is generally clay, with a covering of rich vegetable mould and is covered in the natural state with oak, elm, black-walnut and white-wood (*Liriodendron tulipifera*) trees of large size, together with fine groves of sugar-maple. Towards

the mouth of the Thames, and on the borders of Lake St. Clair is an area of natural prairie of about 30,000 acres. It lies but little above the level of the lake, and is in large part overflowed in the time of the spring floods. The soil of this prairie is a deep unctuous mould, covered chiefly with grass, with here and there copes of maple, walnut and elm, and with willows dotting the surface of the plain. Numbers of half-wild horses are pastured here and doubtless help to keep down the forest growth. The characters of the surface are such as to suggest that it has been at no distant period reclaimed from the waters of the adjacent lake.

In no part of the provinces have skilled labour and capital been so extensively applied to agriculture as in western Ontario, and the

result is seen in a general high degree of cultivation, and in the great quantities of wheat and other grains which the region annually furnishes for exportation; as well as in the excellent grazing farms, and the quantity and quality of the dairy-produce which the region affords. This western portion of the province, from its more southern latitude, and from the proximity of the great lakes, enjoys a much milder climate than the other parts of Canada. The winters are comparatively short, and in the more southern sections the peach is successfully cultivated, and the chestnut grows spontaneously.

The mineral resources of this region, like those of the eastern portion of the champaign district, are comparatively few. Besides building-stones, lime and cements, however, may be added gypsum, salt and petroleum.

## SKETCH OF THE GEOLOGY OF ONTARIO AND QUEBEC.

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(OF THE GEOLOGICAL SURVEY OF CANADA.)

The rock-formations of the provinces of Ontario and Quebec, although spreading over a great geographical area, are comparatively limited in geological range, extending apparently no higher than the Lower Carboniferous with the addition of the superficial deposits of Post-tertiary age. In the following sketch, it is proposed to give such a description of these formations and their geographical distribution as will render the accompanying map intelligible, together with notes on the economic minerals of the two provinces.

**LAURENTIAN SYSTEM.**—This ancient crystalline formation underlies the whole of the rest of the rocks of the continent, and is probably more extensively developed in British North America than anywhere else in the world.

The Laurentian rocks occupy a vast area, extending over nearly the whole of the north-eastern part of the continent, from the great lakes and the St. Lawrence to the Arctic regions. This area has a general rounded outline, of which Hudson's Bay and Straits occupy the centre. A few outlying patches of newer rocks occur within its limits. The most extensive of these is on the south-western side of Hudson's Bay. It embraces nearly the whole of Greenland and Labrador. From the Straits of Belle Isle its southern limit corresponds with the north shore of the Lower St. Lawrence nearly to Quebec; from which it keeps a few miles north of the river and strikes the Ottawa about sixty miles above Montreal. Thence it follows the north bank of this stream to the Chats above Ottawa City, where it crosses the river and runs southward to the St. Lawrence at the Thousand Islands. Here the main body of the Laurentian system is connected by a narrow neck, only about five miles wide, with an outlying patch of the same system, occupying a triangular area of about 10,000 square miles in the north-eastern part of the State of New York. The Adiron-

dack Mountains are within this area. From the Thousand Islands, the southern boundary of the great Laurentian region runs west to the Georgian Bay and holds the northern shores of Lake Huron and Lake Superior as far as the Nipigon River, with the exception of those portions which are occupied by the Huronian rocks and which will be described further on. The southern outline of the Laurentian country is broken by the basin of the Nipigon, which is occupied by rocks of the "Upper Copper-bearing Series" of Lake Superior. From the western side of the Nipigon Basin the Laurentian rocks strike south-west into the State of Minnesota, keeping a considerable distance to the north-west of the shore of Lake Superior, the intervening belt consisting principally of Upper Copper-bearing strata. In Minnesota the boundary of the formation sweeps round and assumes a northerly course returning into British territory at the Lake of the Woods. From the United States boundary the western limit of the formation runs north-westward for an immense distance, passing through Lake of the Woods, Lake Winnipeg, Athabaska Lake, Great Slave Lake and Great Bear Lake and comes to the shore of the Arctic Ocean near the mouth of the Coppermine River.

The Laurentian rocks have been studied more or less all the way from Labrador to Lake Winnipeg, and from their southern limits to the latitude of James's Bay. They have been found to consist mostly of crystalline felspathic rocks in the form of reddish and greyish gneiss. These are occasionally interstratified with mica-schist, quartzite, crystalline limestone and magnetic iron ore. There are also intrusive masses of granite, syenite, trap and porphyry. Sir Wm. Logan divides them into the Upper and Lower Laurentian formations, the former being apparently unconformable to the latter and characterized by the

trichinic or soda and lime felspars while orthoclase or potash felspar prevails in the Lower Laurentian. The gneisses of the Lower Laurentian in addition to the orthoclase, are largely made up of quartz and mica, while the anorthites, constituting the Upper Laurentian, are almost destitute of these minerals. The Moisie River, the upper Saguenay, the country north of Montreal and Parry Island in Georgian Bay, are localities of these Upper Laurentian rocks.

The limestones of the Lower Laurentian are most abundant in the country to the north and south of the Ottawa and have not been detected at all in the extreme east or west. Three great bands of crystalline limestone, having an aggregate thickness of about 3,500 feet, occur in the county of Argenteuil, where Sir Wm. Logan has traced out the structure of these rocks in considerable detail. The total thickness of a section, which he measured in this region, amounts to 32,750 feet or upwards of six miles of strata. Here as everywhere in the Laurentian region, the beds are greatly corrugated and usually dip at high angles to the horizon. The general strike in this central region is a little west of south or nearly at right angles to the southern boundary of the formation; but in the country north of Lake Superior it is generally about W. S. W.

The great region occupied by the Laurentian rocks cannot be said to constitute a "range" of mountains, although the greater part of it is mountainous, or rather, hilly. The hills have a general rounded or mammillated character; the bare rock usually appearing on their summits, while the spaces between them are occupied by lakes, swamps, marshes or bogs and occasionally in some parts, by fertile valleys. In the southern parts of the great Laurentian area the vegetable mould usually supports a growth of trees, even on the tops of the hills, so that many large tracts have a thickly

wooded appearance; but the timber belongs mostly to coniferous species and is frequently destroyed by the great fires that sweep over these districts, giving the country the same barren rocky character as prevails in the north. The Laurentian hills nowhere attain any great elevation, the highest known points being in the Adirondacks where they reach 5,000 feet, and in the country between Quebec and the upper Saguenay where some points attain nearly 3,000 feet above the sea. The height of land between the basin of the St. Lawrence and the waters flowing to Hudson's Bay, all the way from Labrador to the country beyond Lake Superior, from numerous observations, does not appear to average more than 1,500 feet above the sea level, and the general elevation of the Laurentian country, especially to the north, is considerably less than this.

As a further illustration of the low altitude of the Laurentian country, may be mentioned the fact that the Nelson and Churchill Rivers flow over it on their courses to the sea, after traversing newer formations to the west.

Although the Laurentian country has generally the mammillated character that has been described, there are large areas of a comparatively level character, especially on and north of the water-shed beyond Lakes Huron and Superior. Here the hard gneiss is buried under great accumulations of clay, gravel and sand, which, under a better climate, would yield a productive soil.

The corrugated character and the unequal hardness of the Laurentian strata, under the denuding glacial action of past geological times, have given rise, not only to the mammillated hills of the Laurentian region, but also to the depressions which hold its countless lakes and the channels between the thousands of islands along the northern shores of the Georgian Bay and the Lower St. Lawrence; while nearly all the great lakes of North America, and the fifth of the St. Lawrence, are found along the junction of the old Laurentian rocks and the newer strata to the south and west of them.

The principal economic minerals of the Laurentian system consist of iron, lead, plumbago, phosphate of lime, mica, iron pyrites, barytes, marbles, mill-stones, building and flag-stones, besides ornamental stones, such as felspars and porphyries. Small quantities of copper, molybdenum and gold have also been found.

Until a few years ago the Laurentian rocks were supposed to be azoic or without evidence of life having existed during their formation, it is now, however, pretty well established that the forms known as *Eozoon* are fossils allied to some more modern types and to the Foraminifera of the present day, so that creatures of similar organization have lived from the most ancient to the most recent times. The presence of graphite and other forms of carbonaceous matter, of phosphate of lime and the carbonate of lime, in such abundance, and even the iron ores, are believed also to imply the existence of animal and plant life during the Laurentian period.

**HURONIAN SERIES.**—These rocks are the first that overlie the Laurentian and immediately succeed them in geological time. In the provinces under discussion, they have been recognized by Sir William Logan in the *Geology of Canada* as occurring only in the region to the north of Lakes Huron and Superior. They occupy numerous areas of greater or less di-

mensions among the Laurentian rocks and give rise to a country having similar physical characters. On the north side of Lake Huron, Mr. Murray (now Geologist of Newfoundland) has traced out the subdivisions of this series over a large area and measured a vertical section of about 18,000 feet. In this region the Huronian rocks consist of great interstratified bands of white, grey, greenish and reddish quartzites (or altered sandstones), jasper-conglomerates, slate-conglomerates, interstratified with diorites, together with bands of yellow chert and grey siliceous limestone. The eastern limit of these rocks runs from Sheba-onaning on Lake Huron, northeasterly to Lake Temiscaming on the Ottawa, but the boundary of the formation to the north and west has not yet been defined.

On Lake Superior the Huronian rocks occur at Goulais and Batchawana Bays, at Michipicoten River and westward, on both sides of the Pic River, on the Slate Islands and on the north side of Thunder Bay. In the country north of Lake Superior these rocks are largely developed in the neighbourhood of Lake Nipigon, Long Lake and the Albany River. The beautiful conglomerate, consisting of red jaspers embedded in white quartz, has not been found further west than Goulais Bay, nor have any of the limestones of this series been found except north of Lake Huron. The Huronian rocks of Lake Superior and the country north of it consist of grey and reddish diorites, argillaceous and dioritic slate-conglomerates, intrusive granite and syenite, impure banded and schistose iron ores, quartzite, imperfect gneisses and a great variety of dioritic, micaceous, argillaceous, siliceous, chloritic, epidotic, hornblende, talcoid, felspathic and dolomitic schists. The mica-schists appear to be more abundant than any of the others.

The Huronian rocks are not so completely altered as the Laurentian, and, although the cleavage or bedding of the crystalline schists usually approaches a vertical attitude, they are never contorted like the Laurentian gneiss. The strike both on Lake Huron and Lake Superior is not far from east and west. The most important metals hitherto found in the Huronian series consist of gold, silver, copper and iron, but lead, nickel, and perhaps tin, have also been met with. The silver occurs on the north side of Thunder Bay and the gold, with silver, west of Shebandowan Lake and in smaller quantities in other places. Although iron ore has been found in the Huronian rocks in many places on the north side of Lake Superior, it has never as yet been met with in sufficient purity to induce capitalists to work it. The famous iron mines of Marquette on the south shore occur in rocks of this age and it is probable that valuable mines of iron will one day be discovered on the Canadian side of the lake. The copper ores are more abundantly and more frequently met with in the diorites and dioritic schists than in any of the other rocks of this formation. In addition to metallic ores, the Huronian rocks yield fine whetstones and hones, quartzite for glass-making and clay slates, which in some places appear to be fit for roofing. Some beds of the jasper conglomerate are uniform and compact, affording a handsome ornamental stone, while others are drusy or porous and would apparently make excellent millstones.

**UPPER COPPER-BEARING ROCKS.**—Around

Lake Superior and Nipigon a great series of unaltered strata is met with, in which no fossils have yet been found. These have been called the "Upper Copper-bearing rocks." Their thickness amounts apparently to more than 12,000 feet or nearly two and a half miles. They are largely developed all along the north-west side of Lake Superior from Fond du Lac to St. Ignace and thence northward throughout the basin of the Nipigon. The lowest 1,200 feet consist of banded chert, dark clay slates and grey argillaceous sandstones and shales, interstratified with beds of trap and cut by trap dykes. These are the silver-bearing rocks of Lake Superior. The next higher 1,400 feet consist of white grey red and mottled sandstones and conglomerates and reddish indurated marl. A promising vein of lead and copper ore near Black Bay is situated in this marl, and limestone is found with the same rock near Thunder Cape. These, two groups are followed by from 6,000 to 10,000 feet of interstratified sandstones, conglomerates, amygdaloidal and other trap rocks and the whole series is capped by a great overflow of columnar trap or basalt, which, on Lake Superior, is sometimes 400 or 500 feet thick and on Lake Nipigon upwards of 600 feet. The picturesque scenery of Lake Nipigon and the northern parts of Lake Superior is due to the bold cliffs and island formed by these basaltic rocks.

**THE LOWER SILURIAN SERIES** in Ontario and Quebec is divided into the following seven formations, here given in ascending order: (1) Potsdam, (2) Calciferous in Ontario, Levis in Quebec, (3) Chazy in Ontario, Sillery in Quebec, (4) Birdseye and Black River, (5) Trenton, (6) Utica, (7) Hudson River. The names of the geological formations in Canada are mostly those which had been previously adopted by the American geologists and are retained by us for the sake of convenience of comparison in the two countries.

(1.) *The Potsdam formation* is so called after the town of that name in the north-eastern part of New York State. In the western part of its distribution in Canada, it consists of a hard light grey sandstone and is estimated to be from 300 to 700 feet thick. It is evidently a shallow water or shore deposit and is found skirting the Laurentian rocks in the neighbourhood of Kingston and from the Thousand Islands northward to the Ottawa. It is again developed where the Ottawa joins the St. Lawrence and thence north-eastward along the base of the Laurentian hills, and southerly from Beauharnois around the flanks of the Adirondacks in the State of New York. In some parts of the province of Quebec there is a great deposit of black shale, which is supposed to have been formed in deep water at the same time that the sandstones, just described, were being deposited along the shore, or perhaps somewhat earlier.

(2.) The name of the *Calciferous formation* alludes to its lime-bearing character. Its principal development in Ontario is between the St. Lawrence and Ottawa on either side of a line drawn from Brockville to Ottawa City. The formation has here a maximum thickness of about 300 feet and consists mostly of a dark bluish grey magnesian limestone. The Ramsay Lead Mine is situated in this formation, which is equivalent to the lead-bearing limestone of Missouri. In the Mingan Islands, on

the north side of the Lower St. Lawrence, this formation is represented by about 250 feet of greyish, somewhat arenaceous magnesian limestone. The Levis formation in the province of Quebec, which is supposed to be a greater development of rocks of about the same age as the calciferous, will be noticed under the Quebec Group.

(3.) *The Chazy formation* is so named after a town in Clinton County in New York. It occurs principally in the valley of the Ottawa from Pembroke to Montreal and between this river and the St. Lawrence and also between Montreal and Lake Champlain. In these regions the formation consists of about 150 feet of greyish limestones, sandstones and shales. The limestones, particularly at Montreal, yield good building stone, and the sandstones are worked in some places for the same purpose.

This formation is again met with in the Mingan Islands, where it consists of about 300 feet of limestone with some sandstones and shales.

*The Quebec Group*, which is largely developed in the province of Quebec, south of the St. Lawrence, consists of the Levis formation, overlaid by the Sillery sandstones. The former division as already mentioned, appears to correspond to a great enlargement of the calciferous formation, while the Sillery sandstones would be equivalent to the Chazy. The Quebec group occupies a broad belt of country, extending from Vermont northeastward to the city of Quebec, and thence along the south side of the St. Lawrence all the way to Gaspé. The rocks of the Levis formation constitute the greater part of the group and upon them the Sillery sandstones lie in isolated basins. Along its northern border, the Levis formation consists principally of greyish, greenish and reddish shales, with grey sandstone and limestone conglomerates. Some of these strata contain fossils, especially near the city of Quebec. But in the southern part of the belt the formation is made up of a great variety of crystalline schists, such as have been mentioned as occurring among the Huronian rocks, together with clay-slates, diorites, serpentine, soapstone and dolomite. This metamorphic region is rich in economic minerals, among which may be mentioned gold, silver, antimony, copper and iron ores, iron pyrites, chromic iron, magnesite, limestone and serpentine marbles, soapstone and roofing slate. The Quebec group is estimated to have a total thickness of about 7,000 feet.

(4.) *The Birdseye and Black River formations* are united as one in Canada and, along with the next, constitute the Trenton group. The term Birdseye has reference to the appearance of a fossil in these rocks and Black River to the stream of that name which enters the eastern extremity of Lake Ontario in New York State. The rocks of this formation consist of bluish and dark grey bituminous limestones with interstratified shales amounting in thickness to perhaps 150 to 200 feet. In the province of Ontario the formation runs from Penetanguishene along the south side of the Laurentian hills to Kingston, and surrounds the Trenton basin between the Ottawa and St. Lawrence. In Quebec it runs from the foot of Lake Champlain to Montreal and thence, between the St. Lawrence and the Laurentian hills, to Montmorency. The building stones

of Kingston, Cornwall and Pointe Claire and part of what are used at Ottawa are derived from this formation.

(5.) *The Trenton formation* takes its names from Trenton in the State of New York. In Ontario it is found in the northern part of St. Joseph's and Grand Manitoulin Island and on the smaller islands between the latter and the north shore of Lake Huron. North of Lake Ontario, it occupies a broad belt of country extending from the Prince Edward peninsula westward to Georgian Bay and embracing the whole tract around Lake Simcoe. It also forms a considerable basin between the Ottawa and St. Lawrence east of Ottawa City. In the province of Quebec, it is largely developed near Montreal and thence, north of the St. Lawrence, towards Quebec, and southward to Lake Champlain. It is also found in outlying patches near the St. Lawrence from Quebec to the Saguenay and again on the southwest side of Lake St. John. The maximum thickness of the Trenton formation proper in both provinces is about 600 feet. It consists, throughout, of bituminous limestones, mostly dark grey in color, and interstratified with more or less bituminous shale. The best building stones of Ottawa, Montreal and Quebec are quarried from beds of this formation.

(6.) *The Utica formation* takes its name from Utica in New York. Although the formation has a thickness of only about 100 feet in Ontario and 300 in Quebec, it is everywhere easily recognized, not only by its fossils, but also by its persistently uniform lithological character, which is that of a black bituminous slate or shale. It is found on some of the northern points of the Grand Manitoulin Island and runs through the country from Collingwood on Georgian Bay to Whitby on Lake Ontario. It is also found in the vicinity of Ottawa City. In Quebec it forms a narrow strip on the east side of the Trenton formation from Lake Champlain, by way of St. John's, to Montreal and thence north of the St. Lawrence to Beaufort. It also occurs on the west side of Lake St. John. Before the discovery of petroleum in such abundance, the Utica shales near Collingwood were distilled and yielded about five per cent. of bituminous oil.

(7.) *The Hudson River formation* (so called after the Hudson in New York) consists, in Ontario, of about 700 feet of drab-colored clays, marls and shales, interstratified with bands of sandstone and limestone. It is found along the northern part of Manitoulin Island, the southwest side of Georgian Bay and thence through the country to Toronto. A small patch of the formation occurs southeast of Ottawa City and another at Lake St. John north of Quebec. This formation appears to underlie the country from Lake Champlain to Lake St. Peter, and thence near the St. Lawrence to Quebec. In this section it appears to consist principally of green and grey arenaceous shales and grey sandstone and to have a thickness of about 2,000 feet. A narrow strip of the black shales along the north shore of the county of Gaspé are supposed to be of the same age. The formation is largely developed along the north side of the island of Anticosti, where it consists entirely of greyish limestones, having a thickness of nearly 1,000 feet.

THE MIDDLE SILURIAN SERIES consists of the four following formations, in ascending order: [8] Medina, [9] Clinton, [10] Niagara,

[11] Guelph; the three first mentioned constituting the Anticosti group.

[8.] *The Medina formation* (named after Medina in New York) consists of red and green marls and sandstones with a band of grey sandstone at the top. It begins on the southwest side of Georgian Bay, where it has a thickness of about 200 feet and runs southward to the head of Lake Ontario, where the thickness has increased to 600 feet, and thence continues all along the south shore of Lake Ontario. In the province of Quebec, it is represented by some outlying patches of red shale near the south side of the St. Lawrence between Montreal and Quebec.

(9.) *The Clinton formation* (from Clinton county in New York) consists of from 80 to 180 feet of greenish and drab grey shales and thinly bedded siliceous and argillaceous limestones of the same color, together with a thin red shaly and very ferruginous layer known as the "iron ore band." This formation runs through the centre of the Manitoulin Island, the peninsula between Georgian Bay and Lake Huron and continues southward to the head of Lake Ontario, from which it strikes east across the Niagara River and through the State of New York almost to the Hudson.

(10.) *Niagara formation.* With the exception of about 80 feet of underlying bluish black shale on the Niagara River, this formation in Ontario consists almost entirely of magnesian limestone. It forms the rock over which the Falls of Niagara are poured, as well as the summit of the escarpment or "mountain" all the way from Queenston to Hamilton. From Hamilton it turns round the head of Lake Ontario and runs northwestward to Owen Sound and through the Indian Peninsula and all the islands of the Manitoulin group, and continues round the north and west sides of Lake Michigan. The formation begins in Herkimer County, N. Y., and increases in thickness as it proceeds westward. At Niagara Falls the limestone has attained 164 feet, at Hamilton about 240, at Owen Sound about 400 and on the Manitoulin Islands about 450 feet. Near Niagara and Hamilton it is tolerably compact and of a dark grey color, but in going northward it becomes much lighter, more thickly bedded and crystalline. The escarpment marking the northern and eastern limit of the Niagara formation, constitutes the principal physical feature in this part of Canada. It rises abruptly almost everywhere along its course and forms above it a broad plateau of level land. In the Blue Mountains near Collingwood this plateau attains an elevation of about 1,200 feet over Lake Huron or upwards of 1700 feet above the sea.

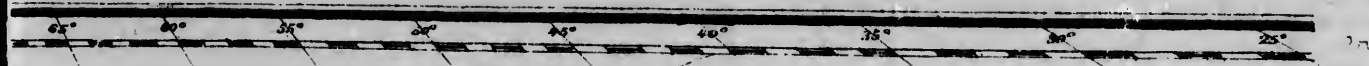
The Niagara formation is again met with on Lake Temiscaming, on the Upper Ottawa, where it consists of limestones and arenaceous beds with conglomerates, which together are estimated by Sir William Logan to amount to from 300 to 500 feet.

At Port Daniel on the Bay of Chaleurs there is a section of 3,340 feet of red, green and grey shales and greyish limestones containing fossils belonging to this formation.

A broad belt of strata of the age of the Niagara formation extends around the southern and western sides of James's and Hudson's Bays, forming a great extent of low level country. These rocks consist of drab and choco-







Wolstenholme Sound  
Melville Bay  
Melville Monument  
Brown's Pt.  
Allison Bay  
Wilcox Pt.

**BAFFIN'S BAY**

n. Moore  
C. Bowen  
C. Adair  
Scott Inlet  
C. Christian  
C. Hewett  
C. Kater  
C. Bisson  
Home Bay  
C. Hooper

Upernivik Dist.  
Upernivik Bay  
Womans Isd.  
Suarta Pen. (Island)  
Omenak Dist.  
Omenak Fiord  
Kamsouk Pt.

North Fiord  
Mellen Fiord  
Disko  
Whale Fish Islands  
Egedesminde  
Nekoatok Fd.  
Rittenbenk Dist.  
Jakobshavn Dist.  
Christianshaab Dist.  
Christianshaab  
Egedesminde Dist.

**GREENLAND**

C. Broughton (Capt 1490)  
C. Soarle  
Birham Id.  
C. Dyer  
Evelers Id.

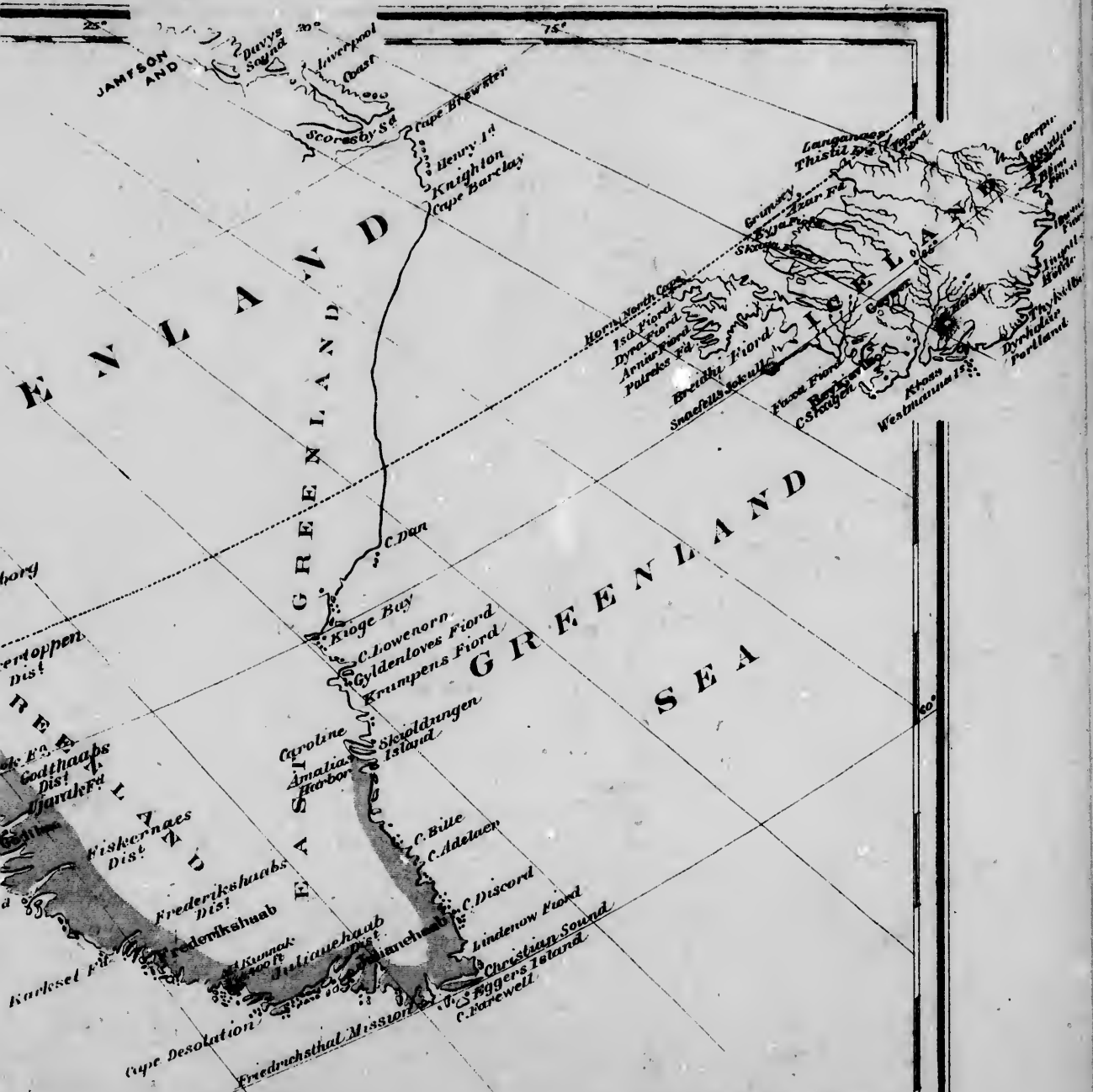
Holstenborg Dist.  
Holstenborg  
Kamel Fiord  
Christianshaab  
Hiblik Fiord  
S. Stroms Fiord  
Sukkertoppen Dist.  
Sukkertoppen  
Cookin Fiord  
Trilling Bay  
Fiska Fd.  
Nappach E. Id.  
Godthaabs Dist.  
Gardera

Arctic Circle  
L. Kennedy  
**CUMBERLAND ISLAND**  
Cumberland Bay  
C. Fry  
C. Mercy

FOX LAND  
Kings Cape  
Mull Isd.  
H. H. H.  
Salisbury Id.  
Nottingham Id.  
Charles Id.  
Diggs Id.  
Deception  
Mansell Island  
Cape Wolstenholme  
C. Hope  
East Bluff  
Wellington Bay  
North Foreland  
Revolution Island  
C. Best

**CUMBERLAND STRAIT**  
Long Island  
Akpatok Id.  
Ungava Bay  
C. Chudleigh  
Aulexovik Id.  
Cape Civak  
Newark Island

JAMFSON AND



EXPLANATION OF THE COLORS.

- Tertiary. }
- Cretaceous. }
- Triassic. }
  
- Permian. }
- Carboniferous. }
  
- Devonian. }
  
- Upper Silurian }
- Middle Silurian. }





Queen Charlotte Island

Charlotte Islands

Princess of Wales Island

Queen Charlotte Island

Woody Island

South Island

Clayquot Sound

Strait of Juan de Fuca

Greys Harbor

Astoria

Warrenton

Rainier

Olympia

Willamette River

Clatsop River

Lewis and Clark River

Columbia River

Willamette Sound

COLUMBIA

WILLAMETTE

CLATSOP

LEWIS AND CLARK

OLYMPIA

ASTORIA

WARRENTON

RAINIER

ASHKATCHAWAN

WILLAMETTE

CLATSOP

LEWIS AND CLARK

OLYMPIA

ASTORIA

WARRENTON

RAINIER

ATHABASCA

WHITE FISH LAKE

LESSER SLAVE LAKE

BATTLE RIVER

WILLAMETTE

CLATSOP

LEWIS AND CLARK

OLYMPIA

ASTORIA

WARRENTON

RAINIER

WILLAMETTE

CLATSOP



# HUDSON BAY

THABASCA

ENGLISH

NELSON YORK

SEVERN

CUMBERLAND

ORVILLE

ALBANY

AWAN

MANITOBA

MOOSE

SWAN

MINNAPOLIS

BERRIOR

DAKOTA

WISCONSIN

MICHIGAN

INDIAN

MADISON

CHICAGO

RAIL ROAD

LAKE

LAKE

STONE

LAKE

LAKE

LAKE

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LAKE

LAKE



RUPERT RIVER

ABITIBI

GULF OF ST. LAWRENCE

LAKE ONTARIO

LAKE ERIE

WEST

EAST

70



Upper Silurian }  
 Middle Silurian. }  
 Lower Silurian. }

Cambrian (Huronian.)  
 Laurentian, Gneiss, Granite and Crystalline  
 Rocks of uncertain  
 age.

Volcanic.

**MAP**  
 of the  
**DOMINION OF CANADA**  
 Colored to show the principal  
**GEOLOGICAL FORMATIONS**

The Geology is derived from Logan's Geological  
 Map of Canada and other sources of  
 information supplied by  
**A. R. C. SELWYN, F.R.S., F.G.S.,**  
 Director of the Geological Survey of Canada.

late colored shales and marls and yellowish grey limestones, lying almost horizontally.

(11.) *The Guelph formation*, so named from the town of Guelph in Ontario, is found only in this province. It consists of a magnesian limestone and begins near the Niagara River, following the summit of the Niagara formation round the head of Lake Ontario and through the western peninsula to the east shore of Lake Huron, in the northern part of the County of Bruce. It is also found in several places on the south side of the Grand Manitoulin Island. It spreads over a considerable breadth of country and attains its maximum thickness (about 160 feet) in the middle of its course. In the Niagara peninsula the dolomites of this formation are dark grey bituminous and somewhat crystalline, but in going north, they soon become of a buff or cream color and have a granular texture resembling sandstone. These dolomites form excellent building stones and have been largely used at Galt, Guelph, Elora and Fergus.

In the island of Anticosti the subdivisions of the Middle Silurian are not recognizable, but this series is here represented by a great development of highly fossiliferous limestones, to which the name of the Anticosti group has been given. These limestones are mostly of various shades of grey and are interstratified with occasional bands of shale. The total thickness of the group is nearly 1,400 feet.

THE UPPER SILURIAN SERIES consists of (12) the Onondaga formation and (13) the Lower Helderberg group.

(12.) *The Onondaga formation* derives its name from Onondaga in New York State. It enters Canada on the Niagara River above the falls and runs west to the Grand River, where gradually turning to the north-west, it comes to Lake Huron at the mouth of the Saugeen and then turns southward down the shore of the Lake to Goderich. In Wayne County, N. Y., the formation has a thickness of 700 feet, but at the Niagara River this appears to be reduced to less than 300. It has, however, probably increased again considerably before reaching Lake Huron. The formation consists principally of thinly bedded yellowish and drab-colored clayey dolomites and greenish and drab shales with some of a red color, especially near the base. On the banks of the Saugeen River, in the County of Bruce, some thick beds of dolomite occur, which are of a buff color and would make excellent building stone. At Walkerton drab-colored beds of the character of lithographic stone have been found in the same formation. But the principal economic products of these strata are the gypsum beds along the Grand River and the brine which is manufactured into excellent salt in Clinton, Goderich and Kincardine. The brine appears to proceed from beds of rock salt which have been penetrated in some cases in boring the wells.

(13.) *Lower Helderberg Group*. This group, although largely developed in the vicinity of the Helderberg Mountains in New York, where it is separated into five divisions by the American geologists, diminishes rapidly in proceeding westward, and all that reaches the province of Ontario is a portion of the lower or Water line division. This is found principally in the township of Bertie, opposite Buffalo and consists chiefly of greyish dolomite from twenty to forty-five feet thick. At St. Helen's

Island and elsewhere in the vicinity of Montreal, Dr. Dawson has detected some very small outliers of this formation which appear to have been caught in the trap-rock of that region, and it is supposed that the great body of the formation has subsequently been swept away by denudation.

In the County of Gaspé this formation is represented by thinly bedded grey cherty limestones and greenish argillaceous shales, having a total thickness of about 2,000 feet. These rocks are brought to the surface in parallel belts by a series of anticlinals, along which they usually dip to either side at high angles. They are supposed to be the source of the petroleum which is found in this region.

DEVONIAN SERIES.—In the provinces under consideration the Devonian series consists of (14) the Oriskany, (15) the Corniferous and (16) the Hamilton formations and (17) the Portage and Chemung group.

(14.) *The Oriskany formation* in Ontario consists of only about twenty-five feet of grey and brownish sandstone, running along the base of the next higher formation (with which it constitutes the Upper Helderberg group) from the Niagara River as far as the township of Windham, beyond which it has not been met with. Some of the fossiliferous sandstones near Gaspé Bay appear to belong to this formation.

(15.) *The Corniferous formation* (so called from the prevalence of chert or hornstone in it) covers the greater part of the western peninsula of Ontario south-west of a line drawn from the mouth of the Grand River on Lake Erie, to the mouth of the Saugeen on Lake Huron. In this region it consists mostly of greyish limestones, enclosing considerable quantities of fossil corals and is estimated at 160 feet in thickness, although in Michigan it is said to attain 350 feet. The petroleum of southwestern Ontario is believed to originate in this formation and to ascend and accumulate in the next one above.

(16.) *The Hamilton formation* (so named from Hamilton village, in Madison County, N. Y.) occurs pretty extensively between Lake Erie and the southern extremity of Lake Huron. It consists of greyish clays and soft shaly marls (the "soapstone" of the well-borers) interstratified with some limestone and arenaceous bands, and is estimated to have a thickness of about 300 feet.

(17.) *Portage and Chemung group*.—These rocks, which are so extensively developed in the States of New York, Pennsylvania and Michigan, are represented in Ontario by only a band of black bituminous shale not exceeding thirteen feet in thickness, which occurs in the townships of Broosan and Warwick and at Kettle Point in Bosanquet. But in the peninsula of Gaspé there is a series of grey, green and red sandstones and shales, known as the Gaspé sandstones, and measuring about 7,000 feet in thickness, which are of an equivalent age with this group. They are seen, dipping for the most part at high angles, all around Gaspé Bay and in the adjoining country to the south and west. They have yielded an interesting series of Devonian plants.

In addition to the formations above described there is a great series of rocks extending all along the southeastern border of the province of Quebec from Vermont to the Bay of Chaleurs, which appear to be mostly of Upper

Silurian and Devonian age. They consist principally of impure limestones, sandstones, argillites and mica-schists, in some places partly altered and in others having a slaty cleavage. They sometimes dip at nearly vertical angles, like the crystalline schists of the metamorphic portion of the Quebec group, but in general, are not highly inclined to the horizon. These strata have not yet been so perfectly studied as the other paleozoic rocks of Canada. The only economic materials so far found in them consist of limestone-marble, such as that of Dadswell, lead ore and a little gold in some quartz veins.

CARBONIFEROUS SERIES.—No rocks of the carboniferous period have been discovered in Ontario, but in the province of Quebec the lower part of the series is represented by

(18.) *The Bonaventure formation*, which receives its name from Bonaventure Island situated on the east coast of Gaspé, and composed entirely of these rocks. The formation consists of about 3000 feet of red sandstones and coarse reddish calcareous conglomerates and occurs in patches near the coast all the way round the eastern and southern sides of the peninsula from Gaspé Bay to the head of the Bay of Chaleurs. This part of the carboniferous series lies a great way below the productive coal measures.

SUPERFICIAL GEOLOGY.—The foregoing comprise all the older or fundamental rock-formations of Ontario and Quebec. Above them, the remainder of the great geological scale is entirely wanting until we arrive at the Post-tertiary period, which is represented in our superficial gravels, clays and sands.

In every part of the country the surface of the harder rocks, especially where they have been recently uncovered, are found to be worn down and marked by parallel grooves. These were produced during the drift period by the action of large masses of ice in the form of either glaciers or ice-bergs, moving over the rocks with loose gravel or stones beneath them. The general course of the grooves is southward, varying more or less to the east or west in different parts of the country. It was the same agency which transported southward the large quantities of boulders and finer materials which constitute the drift, boulder-clay or hard-pan which is everywhere spread over the country and out of which the overlying stratified clays, sands and gravels, have been mostly derived by the subsequent action of water. The drift at any locality consists of the broken, crushed and worn fragments of the rocks of the place, mixed with a variable amount of transported materials. The proportions of these latter (making allowance for differences in durability) are in the inverse ratio of the distances which they have been carried; so that while we find isolated boulders and small quantities of fine fragments at considerable distances from their native seat, the great bulk of the drift is made up of the debris of rocks which exist *in situ* close by.

The stratified clays and sands of the two provinces appear to have been deposited under different circumstances. Those of Quebec and the eastern part of Ontario contain abundance of marine shells together with bones of some sea fishes and mammals, while none have been found west of the longitude of Kingston. The only organic remains as yet found in the western province consist of land and fresh-

water shells and fragments of wood in some of the more recent deposits. But clays containing a variety of marine shells have lately been discovered by the writer beyond the height of land, north of Lake Superior. The marine shells have been found in the province of Quebec up to a height of 470 feet above the present sea, an elevation sufficient to carry the salt water over a great part of Ontario, supposing the present relative levels of the land to have been maintained and, as now, no obstacle to have existed to prevent the westward flow of the sea. In Quebec, the lower plains are overspread by a great deposit of marine clay. The principal area of this deposit, which has been called the Leda Clay, (from a small shell which occurs in it) would be enclosed by a triangle formed by drawing straight lines between Ottawa, Quebec and the foot of Lake Champlain. The ground rises in all directions from the centre of this area which is surrounded by a broad irregular border of the early Saxicava

sand, so called from one of its characteristic shells. The same clays and sands are found in the valley of the upper Saguenay and along the south side of the St. Lawrence for more than 200 miles below Quebec. The Leda clay yields red bricks while those made from the lower clay formation of Ontario are of a creamy color. This latter formation is called the Erie clay and is of a blue color and stiff tenacious character. It has a thickness amounting, in some places, to about 200 feet and is spread over nearly the whole country between Lake Erie and the main body of Lake Huron. It also occurs along the north shore of Lake Ontario and between the Ottawa and St. Lawrence as far east as Ottawa City. Overlying the Erie clay unconformably, there is a deposit of thinly stratified clay, usually of a brown color, which is found in many places all over the province from the longitude of Ottawa to Lake Superior; but it is most largely developed in the valley of the Saugeen River, from which circumstances the formation has been

called the Saugeen clay. It appears to be of fresh-water origin and yields red bricks. Between the Ottawa River and Georgian Bay and in the country north of Lake Huron a fine yellowish sand is extensively spread over the Laurentian and Huronian rocks and has been named the Algoma sand. Deposits of sand of comparatively recent date and containing fresh water shells, are found along the Grand River and the Thames and in many places around the shores of Lakes Ontario, Erie and Huron. The largest of these extends south-eastward from the head of Georgian Bay. The remains of the extinct mammoth which have been found at Burlington Heights and elsewhere belong to deposits of this class.

A great accumulation of gravel (which has been named after the township of Artemisia) spreads over the high ground of Ontario between Brantford and Owen Sound. A long spur, known as the Oak Ridge, leaves this in the township of Albion and runs eastward as far as the great bend of the Trent in Sidney.

## ZOOLOGY.

BY H. ALLEYNE NICHOLSON, M. D., D. Sc., F. R. S. E. &c.

AND W. H. ELLIS, M. A., M. B.

In giving an account of the Zoology of Canada, it is hardly necessary to say that nothing more can be attempted here than simply to give a general idea of the more important wild animals of the country. It would be easy to give approximately accurate lists of the quadrupeds, Birds, Fishes, Reptiles, &c., of Canada; but it does not appear that the repulsiveness of such collections of scientific names would be compensated for by any useful purpose which they would serve in what professes to be merely a general and popular sketch. Here, therefore, it will be sufficient to select for brief notice those wild animals only which have some claim for mention on account of their usefulness to man, or for the injuries which they cause, or, lastly, on account of peculiarities of especial interest. In accordance with this principle, also, we shall confine ourselves wholly to a consideration of the Vertebrate animals of Canada, leaving the Invertebrates wholly out of sight. There is the less to regret in this omission, as the Invertebrates of Canada are as yet but very imperfectly known, except as regards the fauna of the coast, whilst they are of much less general interest than the Vertebrates.

### CLASS I.

#### MAMMALIA.

In considering the quadrupeds, or Mammals, of Canada, it will be well to pass each order under review, selecting for mention the more important examples of each. In so doing there are several orders which require no notice as they possess no Canadian representatives. The orders in question are the *Quadrumania* (monkeys), the *Marsupialia* (Kangaroos, Opossums &c.), the *Proboscidea* (Elephants), the *Edentata* (Sloths, Armadillos, and

Ant-eaters), the *Monotremata* (Duckmole, and Spiny Ant-eater), and the *Sirenia* (Manatees and Dugongs). The *Cetacea* (Whales and Dolphins) will also be left unnoticed, as its members inhabit the sea and cannot be said to be strictly Canadian. There remain six orders of Quadrupeds, which are more or less abundantly represented by Canadian species.

ORDER 1.—UNGUULATA (*Hoofed Quadrupeds*):—All the Ungulates of Canada belong to the group of the Ruminants, and there are several which are of considerable interest and importance. Foremost amongst these comes the great Moose or true Elk (*Alces palmatus*), the largest member of the Deer family. The moose is quite as large as a horse, standing about six feet high at the shoulder; and in appearance it is somewhat clumsy and heavy. Its antlers are comparatively short, but are very widely dilated and terminate in a series of points along their outer edges. They are confined to the male, and are laid back horizontally when the animal is running. The Moose frequents the woody regions of the Fur countries to their most northern limit, and it feeds mainly upon the foliage of trees. Its hair is coarse and brittle; but the skin furnishes a thick pliable leather, and the flesh is highly esteemed as food. The Wapiti (*Cervus Canadensis*) is the representative in Canada of the European Stag and is sometimes, but wrongly, called the American Elk. "It is a true stag, with horns five or six feet in length and much branched. It stands about four and a half feet in height at the shoulder, and is light chestnut in summer and grayish in winter. The flesh is coarse; but the skin yields an excellent leather." The Wapiti is not found farther to the north than the 56th or 57th parallel of latitude, but it extends its range southwards into the United States. It is stated by

Sir John Richardson to live chiefly on grass and the young shoots of willows and poplars. Under the name of "Caribou" are known two nearly related varieties of Deer, which are hardly, if at all, distinguishable from the Reindeer (*Cervus tarandus*) of northern Europe. The Woodland Caribou is found in the wooded portions of Canada; whilst the Barren-Ground Caribou retires to the woods in winter only, and passes the summer on the coasts of the Arctic Seas, or in the so-called "Barren Grounds." The Caribou is highly valued for its flesh and skin; but it has not been domesticated, as is the case with the European Reindeer.

The Prong-horn or Cabree (*Antilocapra Americana*) is not one of the true Deer, but is an Antelope, as shown by its possession of hollow horns surrounding a central core of bone. It does not extend further north than the fifty-third parallel of latitude, but is very abundant on some parts of the Saskatchewan.

The only Canadian representative of the family of the Sheep (*Ovidæ*) is the Bighorn or Rocky Mountain Sheep (*Ovis montana*), which inhabits the range of the Rocky Mountains as far north as the sixty-eighth parallel of latitude. It is very much larger than the domestic Sheep, sometimes attaining a weight of as much as three hundred and fifty pounds; and the males are furnished with enormous horns. The females have small horns like those of a goat. Of the family of the Oxen (*Bovidae*) a very interesting form is the Musk-Ox, or, as it is often called, the Musk-Sheep (*Ovibos moschatus*). This singular animal inhabits the Barren Grounds, lying to the north of the 60th parallel. It derives its name from the musky odour which it emits, and it is remarkable for the great length of its hair. Its horns are very broad at the base, and the animal is only

about as big as a moderately-sized Highland ox. The only other American Ox is the Bison (*Bison Americanus*), wrongly spoken of as the "Buffalo." This species formerly occurred in innumerable herds over a great portion of North America, but it has been gradually driven westwards, and has been much reduced in numbers. It is remarkable for its enormous head and shaggy mane, and for the possession of a conical hump between the shoulders.

The Bison is largely killed for its flesh and skin, and in too many cases, for sport alone.

ORDER 2.—CARNIVORA (*Beasts of Prey*):—Carnivorous animals are abundant in Canada, though they are fortunately for the most part of small size. Indeed, it is from this order that most of the more valuable furs of commerce are obtained. Many Canadian species of the order are known, and most of these can be merely mentioned.

Of the family of the cats (*Felidae*) the most important species is the Canadian Lynx or "Loup-Cervier" (*Lynx Canadensis*). Like all the Lynxes this animal has tufted ears, and its size is inconsiderable (length about three feet). It is a perfectly harmless animal so far as man is concerned, and it lives principally upon the American Hare. It is largely killed for the sake of its skin, which is of considerable commercial value. The Puma (*Felis concolor*), commonly known as the "Catamount," is a much more formidable animal than the preceding; but its range has become much restricted.

Of the family of the Wolves, Dogs, and Foxes (*Canidae*) the largest species is the White and Grey Wolf (*Lupus occidentalis*), the colour of which varies from white to grizzly gray. This animal is very abundant throughout the North American continent; but it rarely attacks man, unless hard pressed for food, and in packs. There seems to be little doubt but that the Indian dog is the lineal descendant of this species of Wolf. The Red Fox (*Vulpes fulvus*) is very closely similar to the common European species, and possesses similar predatory habits. The Cross Fox and the Silver or Black Fox are considered to be mere varieties of the Red Fox. The skin of the Red Fox has considerable commercial value, and is largely exported to Europe. The Arctic Fox (*Vulpes lagopus*) abounds in high northern latitudes, not coming further south than the 50th parallel. The fur in winter is pure white, but it is considered of small value.

Of the Weasel family (*Mustelidae*) are several Canadian species which are largely sought after for their fur. Chief amongst these is the Pine Marten (*Mustela Americana*), which yields the beautiful and valuable fur known as Hudson Bay Sable. The so-called American Sable is obtained from another animal of this family, the little Black Mink (*Mustelus nigrescens*). The Ermine Weasel also occurs in Canada, but its fur is much less valuable than either of the preceding. Allied to the true Weasels are the Skunks, (*Mephitis*), one species of which is not uncommon in Canada. The Skunks, though sufficiently inoffensive animals, have gained an evil notoriety for the intensely disgusting odour of the secretion of glands placed under the tail. The family of the Badgers (*Melidae*) is represented by the American Badger or "Sillleur" (*Taxidea Labradorica*), the Canadian Otter (*Lutra Canadensis*), and the Wolverine (*Gulo luscus*). This last mentioned animal occurs also

in northern Europe and Asia, and though a very voracious and destructive animal it hardly deserves the name of "Glutton" often applied to it.

Of the family of the Bears (*Ursidae*) the two most important species are the Grizzly Bear, and the common Black Bear, of which the latter has much the widest range. The Grizzly Bear, (*Ursus ferax*) is one of the largest and most ferocious of the family, and is found in the Rocky Mountains and the plains to the east of them, extending as far north as the 61st parallel. The Black Bear (*Ursus Americanus*) is widely distributed over Canada, and is of by no means rare occurrence. It is much smaller than the Grizzly, its total length seldom exceeding five feet. It lives chiefly upon berries and roots, and rarely meddles with human beings. The animal is largely killed for the sake of its fur.

ORDER 3.—RODENTIA:—By far the most important of the Rodent animals is the Beaver (*Castor fiber*), distinguished from all other members of the order by its horizontally-flattened scaly tail. The Beavers are essentially aquatic in their habits, and their practice of damming up the streams which they frequent is well known. The colour of the hair is reddish brown, and the fur is of the greatest value as an article of commerce.

Another interesting Rodent is the Canada Porcupine (*Erethizon dorsatus*), which is very abundant in many places. It differs from the European Porcupine in having short spines which are half hidden in the hair; and it attains a length of from two to three feet. It is a perfectly harmless and very sluggish animal, and is stated to pass much of its time in sleep. Its flesh is relished by the Indians, but hardly suits those who are not accustomed to it.

The other Canadian Rodents belong mainly to the groups of the Squirrels (*Sciuridae*), the Mice and Rats (*Muridae*), and the Hares and Rabbits (*Leporidae*). Of the Squirrels the common forms are the Red Squirrel (*Sciurus Hudsonius*), the Grey Squirrel (*S. cinereus*) and the Chipmunk (*Tamias striatus*). There are also examples of the Flying Squirrels (*Pteromys*), and of the nearly allied group of the Marmots. The Dormice of the old world are not represented in Canada, but there are many true (*Muridae*). Canada also possesses representatives of groups more or less related to the Mice, such as the Jumping Mouse (*Jaculus Hudsonius*), and the Musk-rat (*Fiber zibethicus*). Of the family of the Hares and Rabbits the most abundant Canadian species are the Northern Hare (*Lepus Americanus*) and the Polar Hare (*Lepus glacialis*).

ORDER 4.—INSECTIVORA:—The Insectivorous Quadrupeds are not well represented in Canada, though some of the members of this order are very abundant and are very widely distributed. The group represented by the Hedgehogs of the Old World is unknown in Canada. The family of the true Shrew Mice (*Soricidae*) is represented by several species of small importance. The family of the Moles (*Talpidae*) is represented by the common Shrew-Mole (*Scalops aquaticus*), distinguished from the genuine Moles by having the feet webbed. The eyes in this singular animal are quite rudimentary, and its power of vision must be of the most limited description. Like the European Mole it burrows below the surface of the soil, descending only to small depths, and throwing up at intervals little hillocks of earth. The

Star-nosed Mole (*Condylura cristata*) is also an inhabitant of Canada. It resembles the European Mole and Shrew-Mole in its habits; but is distinguished from both by the fact that the nose is surrounded by a fringe of fleshy processes.

ORDER 5.—CHEIROPTERA:—The last order of the Quadrupeds which needs notice is that of the *Cheiroptera*, comprising only the Bats. All the Bats of Canada live upon insects, and belong, therefore, to the large group of the Insectivorous *Cheiroptera*. They would appear to be entirely referable to the common genus *Vesperugo*, but they have not yet received the examination which they deserve.

## CLASS II.

### BIRDS.

The number of birds known in Canada is already very great, and will doubtless be considerably increased by future researches. Here it will be sufficient to take the orders of birds *seriatim*, mentioning simply the more important examples of each.

ORDER 1.—RAPTORES (*Birds of Prey*): The order *Raptores* comprises the Eagles, Hawks, Falcons, and Owls; and it is very largely represented in Canada. The more important Canadian species of this order are the Peregrine Falcon (*Falco anatum*), the Sparrow Hawk (*Accipiter fragillarius*), the Goshawk (*Astur atricapillus*), the Red-tailed Hawk (*Buteo borealis*), the Red-shouldered Hawk (*Buteo lineatus*), the Marsh Hawk (*Circus Hudsonius*), the Bald Eagle (*Haliaetus leucocephalus*), the Golden Eagle (*Aquila Canadensis*), the American Fish-Hawk (*Pandion Carolinensis*), the Great Horned Owl (*Bubo Virginianus*), the Mottled Owl (*Scops asio*), the Long-eared Owl (*Otus Wilsonianus*), the Barred Owl (*Syrnium nebulosum*), the Cinnereous Owl (*Syrnium cinereum*), the Sparrow Owl (*Nyctale Richardsoni*), and the Snowy Owl (*Nyctale nivea*).

ORDER 2.—SCANSORES (*Climbing Birds*):—This order includes the Parrots, Toucans, Trogons, Cuckoos, and Woodpeckers, of which only the two last are represented in Canada. The chief Canadian species of this order are the Yellow-billed Cuckoo (*Coccyzus Americanus*), the Black-billed Cuckoo (*Coccyzus erythrophthalmus*), the Hairy Woodpecker (*Picus villosus*), the Yellow-bellied Woodpecker (*Sphyrapicus varius*), the Pileated Woodpecker or Black Woodcock (*Hylotomus pileatus*), the Red-headed Woodpecker (*Melanerpes erythrocephalus*), and the Golden-winged Woodpecker (*Colaptes auratus*).

ORDER 3.—INSESSORES (*Perchers*):—The great order of the Insectorial or Perching birds includes a vast number of species, out of which it will only be possible to make a limited selection. The family of the Humming-birds (*Trochilidae*) is represented in Canada by a single species, the Ruby-throated Humming-bird (*Trochilus colubris*). The family of the Swifts (*Cypselidae*) has also but a single Canadian representative, the Chimney Swallow (*Chaetura pelagica*). The family of the true Swallows (*Hirundinidae*) is represented by the Barn Swallow (*Hirundo Americana*), the Cliff Swallow (*H. lunifrons*), the Bank Swallow (*H. riparia*), the White-breasted Swallow (*H. bicolor*), and the Purple Martin (*Fregata purpurea*). The Goatsuckers (*Caprimulgidae*) are represented by the Whip-poor-will (*Antrostomus vu-*

*eiferus*), and the Night Hawk (*Chordeiles papeterae*). The King-fishers (*Alcedinidae*) are represented by the Belted King-fisher (*Ceryle alcyon*). Of the Fly-catchers the most familiar species are the King bird (*Tyrannus Carolinensis*), and the Phoebe bird (*Sayornis fuscus*). The Thrushes (*Merulidae*) are known by many species, of which the commonest are the Wood Thrush (*Turdus mustelinus*), and the Robin (*Turdus migratorius*), with the nearly related Cat Bird (*Mimus Carolinensis*). The Crested Wrens (*Regulus*), the Titmice (*Parus*), the Nuthatches (*Sitta*), the Creepers (*Certhia*), the true Wrens (*Troglodytes*), and the Warblers (*Sylviidae*) are represented by Canadian species, the last of these by many forms. The Tanagers are personated by the Scarlet Tanager (*Pyranga rubra*), and the Chatterers by the Cedar Bird (*Ampelis cedrorum*). The Shrikes are not unrepresented, and the great family of the Finches comprises many well known Canadian birds. The family of the Starlings (*Sturnidae*) comprises many familiar birds, such as the Bobolink, the Cow bird, and the Baltimore Oriole. The family of the Crows (*Corvidae*) is represented by the American Crow (*Corvus Americanus*), the Raven, and the Blue Jay (*Cyanura cristata*), with the less common Canada Jay (*Perisoreus Canadensis*).

ORDER 4.—RASORES (*Scratchers*):—The order of the Scratching Birds includes the two distinct groups of the Pigeons (*Columbidae*), and the Game-birds (*Gallinidae*). The only common Canadian species of the former is the wild Pigeon (*Ectopistes migratoria*), which resides permanently in Canada except in the most severe cold weather. The Gallinaceous section of the (*Rasores*) is more largely represented, the chief Canadian forms being the Canada Grouse or Spruce Partridge (*Tetrao Canadensis*), the Ruffed Grouse or, as it is wrongly called, the Partridge (*Bonasa umbellus*), the Virginian Quail or Partridge (*Oryzopsis Virginiana*), and the wild Turkey (*Melagris gallopavo*). The name of "Partridge" applied to the first three of these birds is exceedingly inappropriate, as there are no true Partridges in Canada.

ORDER 5.—GRALLATOIRES (*Waders*):—The wading Birds are well represented in Canada. In the family of the Herons (*Ardeidae*) we have, amongst others, the great Blue Heron (*Ardea herodias*), the Great Bittern (*Botaurus lentiginosus*), and the Night Heron (*Nycticorax nycticorax*). In the family of the Charadriidae or Plovers, are various true Plovers, Oyster-catchers, and Turnstones. The great family of the Scolopacidae includes numerous well known birds such as the Woodcock (*Philohela minor*), Wilson's Snipe, many Sandpipers, and three species of Curlew. The family of the Rallidae, lastly, includes such familiar birds as the Marsh Hen (*Rallus elegans*), the Virginia Rail (*R. virginianus*), and the Coot (*Fulica Americana*).

ORDER 6.—NATATONES (*Wading Birds*):—The order of the Waders is very numerously represented by Canadian Birds. The family of the *Cygnidae* includes the rare American Swan (*Cygnus Americanus*), and the Trumpeter Swan (*C. buccinator*). The family of the Geese (*Anserinae*) is represented by the Snow Goose (*Anser hyperboreus*), the Canada Goose (*Bernicla Canadensis*), and other less abundant species. The family of the Ducks (*Anatidae*) has many Canadian representatives of which the most important are the Mallard (*Anas boschas*), the Black Duck (*A. obscura*), the Pintail Duck (*Querquedula acuta*), the Blue-winged Teal (*Querquedula discors*), the Shoveller (*Spatula clypeata*), the

Gadwall (*Chaulestus streperus*), the American Widgeon (*Mareca Americana*), the Summer Duck (*Aix sponsa*), the Canvas-back Duck (*Aythya vallisneria*), and the Eider Duck (*Somateria mollissima*). The Gulls (*Laridae*), the Cormorants (*Phalacrocoracae*), the Terns (*Sterna*), the Petrels (*Procellariidae*), the Divers (*Colymbus*), the Grebes (*Podiceps*), the Shearwaters (*Puffinus*), the Guillemots (*Uria*), the Auks (*Alca*), and the Puffin (*Mormon*) are also represented by Canadian species.

## CLASS III.

## REPTILIA.

In Reptiles the blood is not perfectly oxygenated and hence their temperature is much the same as that of the medium which they inhabit. Their integument is furnished with plates or scales. They breathe by means of lungs throughout their life.

Of the order *Lacertilia*, the Lizards, only one or two inconspicuous species occur in Canada.

The *Ophidia* or Serpents have no visible limbs, no breast bone, and no movable eyelids.

The family *Colubridae*, Serpents without poison fangs and without appendages to the tail comprise most of the ordinary harmless snakes.

To the genus *Coluber* belongs the Black Snake, (*C. constrictor*), a snake which is from three to six feet in length, black above, slate coloured beneath. It is a bold and active snake, and will even climb trees in pursuit of eggs and young birds.

*C. punctatus* the Ring Snake, and *C. vernalis*, the pretty little Grass Snake, are common species.

The Striped Snake, (*Tropidonotus tania*) inhabits swampy places and lives on frogs and mice.

The family *Crotalidae* possess moveable poisonous fangs in the upper jaw, and no other teeth in that jaw. The most remarkable serpents of this family belong to the genus *Crotalus* which is marked by an appendage to the tail consisting of several horny plates, by the motion of which the creature can produce a noise. Hence the popular name of Rattlesnakes applied to the snakes of this genus.

*C. durissus*, the Northern Rattlesnake, attains a length of three or four feet. It is of a reddish brown colour, mottled with irregular black blotches. When alarmed it gives warning by vibrating its rattle. Fatal results very rarely follow from the bite of the Canadian rattle-snake.

The order *Chelonina*, Tortoises and Turtles are without teeth, the jaws forming a kind of horny beak and are enclosed in a case of bone covered with horny plates. The aquatic species are known as Turtles and do not reach so far north as the Canadian coasts, although they have been captured off New York.

The Snapping Turtle, (*Chelydra serpentina*) is a singular and repulsive looking creature. It attains a considerable size. It lives on frogs and fish, and frequently seizes and devours young ducks. It is sometimes called the Alligator Turtle from its long and crested tail.

The genus *Emys*, the Terrapins, comprises the most North American fresh water Tortoises. *E. picta*, the Painted Tortoise, ranges from Lake Superior to Georgia. It is a beautiful tortoise. It feeds on insects and on the leaves of the *Alisma Plantago*. It lives in quiet ponds.

The Mud Turtle (*Sternotherus odoratus*) is a small tortoise of a dark olive green colour emitting a disagreeable odour. It inhabits ponds and ditches.

The class AMPHIBIA comprises those vertebrated animals which undergo metamorphosis

In their earliest stage they are known as "tadpoles" and in this state they breathe by means of gills. In course of time lungs are developed and the gills or branchiae usually disappear although in some cases they are retained. Two orders are represented in Canada, the *Anoura* in which the adult animal is destitute of a tail, and the *Urodela* in which the tail is retained through life.

The *Anoura* comprises the Frogs and Toads. The Bull Frog (*Rana pipiens*), is well known by his loud hoarse croak. This species is from six to twelve inches in length, dark olive green with dusky blotches. It feeds on snails, insects, and crustacea. One of the commonest and at the same time most beautiful and active frogs is *R. haterina*, the Shad Frog or Leopard Frog. It is green with brown spots bordered with yellow.

In the genus *Bufo* the body is thick and swollen, covered with warts, and the hind legs are not so long as in *Rana*.

*B. Americanus*, the common American Toad, is a common species.

The Tree Toads are distinguished by a curious appendage to the toes by which they adhere to trees, &c. *Hyla versicolor*, the northern Tree Toad, possesses the power of changing its colour, like a chameleon. It can assimilate itself so closely to the bark of a tree as to be almost undistinguishable from it.

The order *Urodela* contains the Newts and Salamanders. The genus *Salamandra* usually lives on land.

The little scarlet Salamander (*S. coccinea*) is found under rotten logs. It is a beautiful little creature.

The genus *Triton* comprises various aquatic species. *T. millepunctatus*, the crimson Spotted Triton, is common in many streams. In both these genera the gills are not present in the adult animal, but in the family *Stenidae* they are retained throughout life. The *Melanobanchus lateralis* or Banded Proteus belongs to this family. It is found in Lakes Erie and Ontario. It attains the length of from one to two feet and resembles a gigantic Newt from which, however, it may be easily distinguished by the gills which form a red tuft on each side behind the head.

## FISHES.

Canada is particularly rich in the numerous and valuable species of fish which inhabit her waters, both salt and fresh. Her Cod fisheries form a large and important source of wealth, the delicious White-fish abounds in her great lakes, and her streams, especially towards the north swarm with delicious trout.

This class is divided by Müller into five orders: the *Selachii*, the *Ganoidei*, the *Teleostei*, the *Cyclosteomi* and the *Leptocephali*. In the *Selachii* or Sharks and Rays, the skeleton is cartilaginous and the gills are fixed, the water used in respiration escaping through a series of holes behind the head on each side. Several species occur on the Canadian coast. Among them the Thresher Shark (*Carcharias vulpes*), the Basking Shark (*Selachus maximus*), and the Spinous Dogfish, (*Spinax acanthias*).

The *Ganoidei* are usually covered with a kind of armature of bony plates covered with a thin layer of enamel. The order contains the Sturgeons and the remarkable *Lepidosteus* Bony-pike. In the *Acipenseridae* or Sturgeons, the body is covered with bony plates arranged in longitudinal rows and the mouth is small, without teeth and placed beneath an elongated



muzzle. The Lake Sturgeon, (*Acipenser rubicundus*) occurs in Lakes Erie and Ontario. They are speared in the summer and much esteemed for food.

In the *Lepidosteus* the skeleton is firmly ossified, the body is covered with lozenge-shaped bony plates arranged in oblique rows, and the jaws are narrow and elongated and armed with long pointed teeth. *L. asseus* inhabits the great lakes.

In *Teleostei* which includes most of the well known members of the class, the skeleton is more or less perfectly ossified, the gills are free, and the body is generally covered with scales, though sometimes quite naked. The order has been subdivided into several groups.

The *Acanthopteri* are characterized by possessing one or more unjointed spiny rays in the fins.

To this group belong the *Percide* or Perches. Several genera of this family are represented in Canada. The Yellow American Perch (*Perca flavescens*) abounds in the great lakes and in ponds and rivers which find their outlet in them. It is a beautiful fish. Its back is a greenish yellow which shades gradually into a bright golden yellow on the sides with minute black specks, the back and sides are traversed by nine or ten vertical dark bands, the anal and ventral fins are bright orange. The Yellow Perch is a very well known and highly esteemed fish. It sometimes attains a weight of three pounds or even more. Though inferior in delicacy to the salmon tribe, it is an excellent fish for the table.

The genus *Labrax* differs from the preceding in possessing a tongue furnished with teeth. The fish of this genus are commonly known as Bass. The Bar-fish or Canadian Bass of the St. Lawrence is probably identical with the Striped Bass (*L. lineatus*) of New-York. It was formerly separated as a distinct species under the name of *L. notatus*, from a fancied resemblance of its markings to musical characters. It is a robust fish with silvery sides and a back brilliant with iridescent green, gold and pink colours.

The genus *Huro* is closely allied to *Percia*. *H. nigricans*, the Black Huron or Black Bass resembles the perch in form. It is of a dark colour above and yellowish white below. It attains a length of a foot or a foot and a half. It is highly esteemed as an article of food, its flesh being white and firm. It is found in Lake Huron, frequenting deep holes under banks, and may be readily taken with a hook baited with a grasshopper. *Lucioperca Americana*, the Pickerel, is found in all the great lakes ranging from lat. 58° N to the river Ohio. It is an extremely voracious fish, taking the hook readily. Its back is greyish black, the sides yellow, the belly silvery white. It lies in wait under weeds in the deepest parts of streams and lakes, or at the foot of rapids. It is generally caught by trolling with a spoon hook. It varies from one to two feet in length. *L. Canadensis*, the green Pickerel, inhabits the St. Lawrence.

The Fresh-water Bass (*Centrarchus aeneus*) sometimes called the Rock Bass is very common in the region of the great lakes frequenting shady places under high banks. It lives on crawfish, worms and the larvae of beetles. It is caught in large numbers for food. Its colour is bright bronze with dark spots and metallic green gill covers. These colours are exceedingly brilliant during life. *C. fasciata* is dusky blue with transverse bands. It is known as the Black Bass and is common in the great lakes.

The beautiful little Sunfish, (*Pomotis vulgaris*.) common in every pond in the lake region, belongs to an allied genus. It conceals itself beneath the leaves of the yellow pond lily and feeds on fresh-water shellfish, worms, &c.

The sheep's head, (*Corvina oscula*) is found in Lakes Erie and Ontario and is described as being a poor, tasteless fish. It belongs to the family *Srienidae*. *C. Richardsoni*, the Malasheganay, inhabits Lake Huron and according to Dr. Richardson, rivals the Turbot in flavor.

In the group *Anacanthini* the fishes are distinguished by the absence of spinous rays from all the fins and by the possession of a completely closed air bladder. Among them is the Cod family or *Gadidae* in which the body is long, tapering to a strong tail and the fins are large. They have a tendency to congregate in vast numbers in particular places, as on the banks of Newfoundland, where there are most valuable fisheries for the capture of the Newfoundland cod, *Morhua vulgaris*. This fish preys upon smaller fish, crustacea and mollusca. The bait used by the fishermen is often a cattle fish. Large numbers are annually salted, and a valuable oil is prepared from the liver. *M. Americana* occurs along the Atlantic coast.

The fish of the family *Plenonectide* present a very remarkable structure. The body is very much flattened at the sides, hence the popular name of *Flat-Fish*. They do not, however, swim erect but lie flat on the bottom with one side, which is generally white, the other side being usually of a brownish colour. The head is twisted so that both eyes are on the upper side. The Sole Turbot and Flounder belong to this family. The Halibut (*Hippoglossus vulgaris*) frequents the Atlantic coast of Canada. It is a very large fish, attaining a weight of five or six hundred pounds. They are caught in great numbers and usually salted.

In the group *Physotomi* the fins are soft rayed and the air bladder communicates with the pharynx.

The family *Siluride* is distinguished by the want of scales. They are sluggish fish inhabiting muddy fresh-water streams and lakes. They have a large flat head furnished with several fleshy filaments which have been compared to the "whiskers" of a cat, whence they are commonly called catfish.

The great Lake Catfish (*Pimelodus nigrescens*) inhabits Lakes Erie and Ontario and their tributary streams. It is a large fish of a deep olive brown colour, inhabiting muddy bottoms. It is frequently speared by torch-light. *P. borealis* inhabits the far countries, and although by no means prepossessing in appearance is a very rich-flavoured fish.

To the family *Cyprinide* belong the Sucker (*Catostomus commersoni*) a fish which though common in the markets is of no value for the table, and the pretty little shiner, (*Leuciscus chrysoleucas*.)

The *Esocide* or Pikes differ from the foregoing family in having their jaws armed with formidable teeth and in the arrangement of their fins. The Maskinongé (*Esox estor*) is a fine fish, attaining a weight of twenty or thirty pounds. It inhabits Lakes Erie and Ontario in considerable numbers but is much rarer in Lake Huron. It is esteemed one of the most valuable fish for the table that is found in Canadian waters. Its colour is deep greenish brown, darker above, paler below with numerous rounded yellowish or greyish spots

*E. lucioides*, the Common Pike, abounds in shallow ponds and creeks in the neighbourhood of marshes. Its colour is blackish green on the back, passing through grey to nearly white on the belly. Cuvier pronounced a specimen taken in Lake Huron identical with the English pike *E. lucius*. Agassiz however separated the American species under the name of *E. lucioides*.

The family *Salmonide* are characterized by two dorsal fins, the second of which is merely a fold of skin enclosing fat. An adipose fin of this kind occurs in some *Siluride*; but the Salmon tribe are distinguished from them by being covered with scales.

The common Sea Salmon of Europe (*Salmo Salar*) frequents the Canadian shores and ascends the St. Lawrence until it is stopped by the Falls of Niagara. This beautiful fish needs no description. It appears in Lake Ontario about April and was formerly very abundant there. Dr. Richardson was told in 1826 that they entered the shallow gravelly rivers in the vicinity of Toronto in August for the purpose of depositing their spawn and that they were taken in great abundance in September, continuing to ascend until November. They were taken in nets, or speared by torch-light. These facts I have often heard confirmed by old residents. An extensive Salmon fishery formerly existed at the head of Lake Ontario, but was broken up by the war of 1812. Salmon have, for many years been very rare in this lake, but since 1866 experiments have been made to increase their number by hatching them artificially, and have been attended with marked success. The Salmon is found in the rivers of the Atlantic coast from the gulf of St. Lawrence northward.

The Mackinaw Salmon (*S. Anethystus*) is a splendid fish reaching a size greater than any other of the *Salmonide* sometimes attaining, according to Mitchell, a weight of one hundred and twenty pounds. It is dark grey with numerous light grey spots on the back and sides. Its flesh is reddish in colour and very rich; it inhabits the northern lakes, frequenting their deepest parts and only approaching the shores in order to spawn.

*S. fontinalis*, the Brook Trout, is one of the most delicious of fresh-water fish. It is very common in the running streams of most parts of Canada, though it is fast being extirpated from the more settled parts of the country. It is a beautiful trout of a bluish yellow colour above with vermilion dots, and large yellow spots near the lateral line. Its belly is silver white. *S. erythrogaster* is very similar in appearance, but may be distinguished by the reddish orange sides of the abdomen and the red margin of the tail.

To this family also belongs the well known White-fish (*Coregonus albus*.) which is of more value as an article of food than any other American fresh-water fish. It forms the principal food of several tribes of Indians and is often the staple article of diet among the fur traders of Hudson's Bay. It inhabits all the large lakes from the Falls of Niagara to the Arctic Sea; its flesh is bluish white, becoming opaque white when boiled. Its flesh is very rich, but Dr. Richardson states from his own experience that "although deprived of bread and vegetables, one may live wholly on this fish for months and even years without tiring." It is caught in great number in nets under ice.

# HISTORICAL SKETCH OF CANADA.

PREPARED FOR THE NEW DOMINION ATLAS

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This sketch is intended to furnish an outline of the principal events belonging to Canadian History. Only a brief mention, however, will be made of the incidents which transpired before Canada passed by the Treaty of Paris, February 10th, 1763, under British rule—not that a full narrative of the French Régime would be found by any means destitute of interest and importance, but chiefly for the reason, that, considering the limited space which can be afforded for the letter-press accompanying this work, the wishes and requirements of its possessors will be best consulted by having brought more prominently under their notice a review of the territorial, political, and social circumstances of this great country, during its existence in the last hundred years as a colony of Great Britain.

We, therefore, refer the reader to other sources of information (†) for full details of the discovery of the country by Jacques Cartier 1534 } and of the attempts at exploration and 1535 } colonization made by that renowned } navigator, by Roberval, De la Roche, De } Monts, and others. Samuel de Champlain, } founder of Quebec and Three-Rivers, } the discoverer of the River Richelieu, } 1608 } Lakes Champlain, George, Ontario, } Simcoe and Huron, and the first French } Governor of Canada (New France) died in the } year 1635, leaving behind him a character for } valour, perseverance, piety and other } excellent personal qualities, which will } always render him a conspicuous object } of admiration, not only in Canada, } but wherever virtue, wisdom and } heroic deeds are cherished as worthy } to command respect and excite imitation. } At that time, and during the } governership of Champlain's successors } (Montmagny, D'Ailleboust, De } Lauzon, D'Argenson and D' } Auvangour) down to the year 1663, } the supreme control of the affairs of } the Colony was vested in a } Company established by Cardinal } 1627 } Richelieu, and chartered by the } French Government under the } designation of "The Society of 100 Associates."

The Company of Associates received from the King the powers and privileges which had been previously granted to the vice-roys and chartered companies. It was bound to provide for the settlement of the country, and for the religious care of the colonists, as well as the conversion of the savages. Four thousand colonists were to be taken out and settled on lands before the year 1643. Every inhabitant was to be a French subject, and every religious faith was to be tolerated. The religious missions for the conversion of the heathen tribes were to be entrusted to only one

(†) Voyages of Jacques Cartier.—Works of Champlain 4 Vols. Québec, edited by the late Rev. G. Laverdière.—Charlevoix's History of New France.—France and England in North America, a series of historical narratives by Francis Parkman.—Canada under French Régime, by the author of this sketch. Any of these works can be procured from Messrs. Dawson, publishers, Montreal.

order of Priesthood. The Governor, or chief officer of the company in the colony, was to be appointed by the Society—also the officers of justice, subject to the King's approval.

Until the stated number of colonists should be taken out, the company was to have the control of all the commerce of the colony, in addition to the peltry trade, excepting the cod and whale fishery. This latter was left open to all the king's subjects.

The rights of the company included a jurisdiction over all the territory claimed to belong to France on the continent of North America.

Instead of bringing out the stipulated number of Colonists, the Associates did not transport so many as one thousand, from first to last, during its whole existence. For we learn from authentic sources, that there were only about 800 souls in the colony, in 1648. In 1662, fourteen years later, the number was less than two thousand. But not nearly all these were brought by the Associates.

1666 } When Champlain died, the entire } Colony consisted of about 250 persons. } The historian Charlevoix says that Canada then } comprised, a fort at Quebec, surrounded by } a few miserable houses and barracks, two or } three huts on the island of Montreal, the same } at Tadoussac and at a few other places on the } St. Lawrence, used for the fishing and peltry } trade, together with the beginnings of a station } at Three Rivers. In five years more, scarcely } 100 were added to the population. Soon after } 1642 } Richelieu, the founder of the } Company, died. From that time it did } little or nothing towards augmenting the } colony. It merely sent out annually a few } vessels, with merchandise, to carry on the } peltry traffic.

Thus the country was not much indebted to the Company of Associates for supplying it with inhabitants.

The neglect of the Company in this respect was, in part, compensated for from other sources.

Every year the Jesuit missionaries in Canada used to send reports to the Superiors of their order in France. These reports, known by the title of "the Relations of the Jesuits," sometimes contained information about the advantages of the country for settlement. The Associates allowed them to be printed and published in Paris, and in the country parishes. The consequence was that a good many people in different parts of France were led to emigrate. Persons of good family and fortune embarked for Canada, from time to time, bringing out with them, artisans, labourers, and dependents, to whom they engaged to assign lands on easy terms. To such persons the Company of Associates conceded tracts of land along the St. Lawrence, to which the name of *Seigneurie* was given.

Moreover, minor companies were formed, chiefly by pious and wealthy people—for the purpose of founding settlements. In 1641 and

1642, a society, called "The Company of Montreal" sent out upwards of 50 able bodied men, equally well fitted to cultivate the ground and to use warlike weapons. Their leader was a noble gentleman named *Maisonneuve*. By him and his companions the Island of Montreal was settled, and the city, called at first *Ville Marie*, was founded (May 18th 1642.) In the course of ten years this society brought out more than 200 colonists, including women and children.

At the time of the foundation of Ville Marie, or soon after, there were already about 20 seigneuries. The most of these had been granted to different persons near Quebec and there were others in the vicinity of Three Rivers, and of the newly settled Island of Montreal.

Before this period, several religious establishments had been founded at or near Quebec. In 1637, one, named "St. Joseph de Sillery," after its founder, was begun at a spot about four miles above the city. In 1639, the "Ursuline Convent," and "Hotel-Dieu Hospital" of Quebec were established. For the work connected with the religious establishments, as well as for clearing land on the seigneuries, and building houses for the seigneurs, there was need of artisans, labourers and cultivators. These were brought from time to time by those who required their services.

To show further that the religious orders contributed to the increase of the colony, it is only necessary to mention that the *Sulpicians*, who had acquired the island of Montreal 1644 } afterwards imported no less than 500 } inhabitants within the space of five } years.

Some time between 1650 and 1660, a peculiar mode of supplying the colony with work people was introduced. It was a system which continued in use for a long time.

Every ship's captain bound for America, was required to carry out a certain number of young men, called *engagés*, who were obliged to work for employers in the colony during three years, at fixed wages, with food and lodging. The captains parted with the young men to those requiring them, receiving a certain sum of money in each case to cover the expense of the passage from France. On the expiration of the three years' service, the *engagés* were free to become settlers on the land or to enter into other occupations.

To furnish wives for the colonists, young women of good character were brought out under the auspices of religious persons of their own sex. They were at first selected from among orphan girls, brought up at the general hospital in Paris at the cost of the King, and called *the king's daughters*. Afterwards, in order to procure persons of strong constitutions, and better fitted to perform the various kinds of work likely to be required in the colonies, the selection of the female emi-

grants of this class, was made among the inhabitants of the country parishes.

By the various means which have been mentioned, the colony became gradually more and more settled, in spite of the neglect of the Company of Associates and other serious hindrances. Before the year 1663, when the Company was suppressed, the population numbered from 2000 to 2500 souls.

After this date, the increase was more rapid.

Those of our readers, who may feel interested enough in the narrative of the trials and struggles of the early French Colonists on the banks of the St. Lawrence to consult the sources of information which have been already referred to, will be enabled more fully to appreciate the causes which prevented progress equivalent to that which was attained, during the same period, by the colonies which other European nations planted on the North American continent. The Dutch first established themselves in the Valley of the Hudson, their settlements, however, falling afterwards into the possession of the English, who also colonized the parts now known by the names of Carolina, Virginia, Massachusetts, New Hampshire, and Maine, as well as other territories constituting at present, portions of the United States.

The Dutch and the English began to form their colonies about the same time as the French did theirs in Canada and Acadia (Nova Scotia).

But the English colonized from motives different from those of the French, and their systems were also different, of which it is enough to say here that trade, agriculture, ship-building, and commerce, and the desire to live in freedom from troubles in the country of their birth, induced many thousands to emigrate from England. When they became colonists, they felt no concern about the welfare or the religious belief of the savages.

The French came out to Canada in much smaller numbers, and depended, more, for support, upon supplies from France. They also devoted a great deal of attention and pains, as well as expense, to religious objects, and the conversion of the Indians. Of the three principal European nations that formed permanent colonies in America, it has been said, that "the Spanish came to hunt for gold and precious stones, the English to have freedom and to grow rich by trade and commerce, the French to promote religion."

Towards the end of the 17th century the English Colonies had become, comparatively, so prosperous and powerful that they were able to equip and despatch fleets and armies, comprising sailors and armed men more numerous than the total population of Canada.

Among the causes which retarded the advancement of the Canadian Colony the chief was the hostility of their savage adversaries. Champlain had engaged unwisely as some have alleged, to support the Canadian Indians, including the Montagnais, Algonquins and Hurons, against their hereditary enemies the Iroquois, on the condition that the former would remain good neighbours to the French and render the assistance required for the exploration of the country. Although victorious at first, both the French and their Indian allies found afterwards that their enemies were too strong for them. The English and Dutch Settlers also favoured the Iroquois. The result was, that, during upwards of half

a century after Champlain's arrival, a war of extermination was waged by the contending savages. The French themselves became especial objects of enmity to the Iroquois, and unable to cope with them in the forest or along the banks of the rivers, could scarcely maintain a precarious existence within their own enclosures. Appeals to the Court of France, and to the Company of 100 Associates for aid were generally unheeded, or very inadequately responded to. The Hurons, the most numerous of the savage tribes in alliance with the French, were reduced to a few thousands who abandoned their settlements near the shores of the Georgian Bay, some taking refuge as captives, with their adversaries, and others scattering themselves among the smaller tribes whose hunting grounds were situated farther north and west in the lake regions, while a remnant fled eastward and down the St. Lawrence to Quebec. The extinction of the Hurons as a nation occurred in 1649. During the subsequent years, until 1665, the Iroquois prosecuted their incursions so fiercely and successfully that the French Colony was reduced to the brink of ruin, and would certainly have succumbed entirely had their enemies concentrated all their warriors, as they threatened to do, in one grand attack upon the French posts. But at length the Court of France came to the rescue of its almost expiring colony, abolished 1663 } the Company of Associates, and estab-  
lished in its place a Royal government.

The new constitution embraced the appointment of a Sovereign Council, consisting of a Governor charged with the military defence of the country and to represent the King, a Royal Intendant to superintend all matters relating to police, finance, and commerce, and a Bishop, or chief ecclesiastic, to regulate all spiritual affairs, together with a few councillors to be nominated from time to time, by the three principal officials jointly. The deliverance of the Colony from its savage assailants and its future Government and permanence were secured by the 1663 } arrival of a body of disciplined troops,  
styled the "Carignan Regiment" and amounting to about 1300 officers and men. Soon afterwards an expedition was planned and executed by the Vice-Roy, De Tracy, who marched by the route of the Richelieu and Lakes Champlain and George into the Cantons of the Iroquois, situated to the south of Lake Ontario, and there inflicted summary chastisement upon those barbarians in retaliation for the sufferings which the French Colonists and their allies had so long been made to endure. Forts were built upon chosen sites along the banks of the Richelieu and at several other places on the St. Lawrence, with a view to prevent future incursions. The effects of De Tracy's invasion of the Iroquois Cantons were such as to enforce upon the Iroquois the observance of peaceful, if not friendly, relations towards the French during the ensuing 18 years.

The Sovereign Council, established in 1663, continued to govern the Colony about a century, that is, until the time of the downfall of French power in America. We must again refer our readers to the sources already indicated for the details of French Canadian History subsequent to the epoch when the Royal Government was founded, and of which we can present here only a brief general outline.

The constitution of the Sovereign Council proved to be very defective, and was designatedly suffered to remain so, in consequence, it

has been alleged, of the despotic instincts of Louis XIV, who considered it impolitic to define precisely the relative powers and privileges of those to whom he delegated authority in the colonies. He would not tolerate the slightest appearance of encroachment upon his royal prerogative for the sake of ensuring successful government by his representatives, or the happiness and welfare of the governed; and no incident gave his majesty greater offence than for any of his officers to appeal in any case, directly or indirectly, to the popular will. Excepting the tithes for the support of the Church, which at first amounted to one-thirteenth, afterwards to one-twenty-sixth, of all the returns of industry from products of the soil, the forests and the waters, no taxes could be imposed by the colonial officials. But the people themselves counted for nothing. In the time of war the males could be called upon to serve as militia without receiving pay for their services; in preparation for war, and the construction of roads and of public works, it was in like manner compulsory for them to contribute their labour gratuitously, receiving only rations for their sustenance and the loan of such implements for working as they might not happen to possess. The Governor, in the King's name, could at any time raise bodies of men to assemble wherever he chose to indicate for the purpose of rendering services of the kinds which have been mentioned. The penalties imposed for disobedience were extremely severe, but we have no records of their infliction, except, perhaps, when cases of desertion from the military service occurred. Where none dared to disobey, loyalty to the King in the person of his representative, and a general docility of disposition, became necessarily the characteristics of the early Canadian Colonists. Soon after the appointment of the Sovereign Council the defects in its constitution manifested themselves. The three principal functionaries did not know the limits of their respective authority and privileges. Each claimed more than the other was willing to concede. The Bishop (†) found himself powerless to check the liquor-traffic, by which the ministrations of the Church were seriously impeded, both among the French Colonists and the Indian converts, the Royal Intendant objecting that its stoppage would injuriously affect the fur trade and commerce generally, and the Governor, from other motives, refusing concurrence in the views of the ecclesiastics. Questions concerning precedence also arose which occasioned infinite embarrassment and frequent collision of authority. Each successive Governor assumed more or less an attitude of opposition towards those over whom he claimed, from his title and office, to be ruler, while according to the terms of their respective appointments, he was held by the other principal members of the Sovereign Council to be only their colleague. Even the right to preside at meetings of the Council was for some time a matter of dispute between the Governor and Royal Intendants. (1)

(†) A Bishop, M. de Laval, had come to Canada several years before the Royal Government was established. He figures conspicuously in the annals of the colony for more than 30 years. He founded the Quebec Seminary, subsequently constituted "The Laval University,"—his decease occurred at Quebec in the year 1708.

(1) It was not possible to prevent these dissensions from becoming generally known by the people, who, amongst themselves, took sides in the disputes—nor do the chief functionaries seem to have cared to conceal them.

It was jokingly suggested by some that the members of the Council ought to sit at a circular table and thus save appearances as to the presidency.

M. de Mesy, and subsequently Count Frontenac, incurred the displeasure of the king for too obstinately insisting upon their gubernatorial privileges in opposition to the Bishop and Royal Intendants; while Laval, who had influential friends at head quarters succeeded in procuring the recall of several governors who proved obnoxious to him.

In later times, under the French Regime, dissensions between the chief colonial authorities, amongst whom we may reckon the generals sent out to command the king's troops, assisted materially to precipitate the ruin of the cause of France on the American Continent.

The government of the Colony by a Supreme Council continued during 97 years—that is until the year 1760.

At the date of its establishments, in 1663, there were only, it is believed, about 3000 inhabitants of French origin. One hundred years later, when the British military authority had entirely superseded that of the Supreme Council, and when by Treaty, Canada became a dependency of the Crown of Great Britain, the population numbered about 76,000. Of this number at least, eight-ninths constituted the natural increase, as the immigrants from France during the whole period, scarcely exceeded 8000. Several credible writers inform us, that, as respects origin and various good qualities, the character of the early French Canadians and of their immediate descendants, was every thing that could be desired for the foundation of a colony. Le Clerk says "I was told of the fine characters I should find in New-France, and that no Province of the Kingdom had an equal proportion of persons gifted with penetration, politeness, regard for appearances, courage, intrepidity, and genius for great enterprises, and that I should recognize there even a more polished language, an enunciation more clear and correct, and a pronunciation without bad accent; but when I came to live there, I saw that I had not been imposed upon, and that New-France was, in those respects, more fortunate than new settlements in other parts of the world." Another writer, Charlevoix the historian, records. "One should do New-France the justice to state that the origin of nearly all the families was good. The first inhabitants were either work-people who had always been engaged in useful occupations, or persons of good family who went out with the view of living in tranquility, and the more surely to preserve their religion: and I have less fear of contradiction as I have lived with some of these early colonists, all people more respectable on account of their probity, candour, and solid piety, than by their white hairs and the memory of services long since rendered to the Colony. A healthy though rigorous climate, frugal modes of life, protracted and dangerous marches in war time, hard work on the lands, to which combined all the healthier constitutions succumbed, leaving, as the real founders of the race, only the robust, the acclimated, and the long-lived, are the intelligible causes of the excellence of the ancient Canadians with respect to courage and physical qualities." "It is astonishing" says an authority cited in the History of the Ursulines of Quebec, "to see the number of infants, very fine and well formed. A poor man will have eight or more children, who go about in winter without covering for the feet or head, lying upon coarse bread and eels, and upon such fare growing up large and fat. The

"French of Canada are well-formed, active, vigorous, healthy and capable of great endurance, as well as warlike. Owners and Captains of Ship will pay one-fourth more to French Canadians than to labourers of Old France...." "the nature of their warfare with the savages necessarily accustoms them to face any dangers, and to look upon death in battle as a boon far preferable to capture alive; they fight with desperation and with supreme indifference to life."

Such was the character of the early French Canadian Colonists the ancestors of the several millions of people of French origin now constituting a moiety of the inhabitants of British North America, and dispersed in various directions among those of other nationalities in the northern and western divisions of the United States.

During the existence of the Supreme Council there were 12 successive French Governors, of whom it may be said that nearly all were men of the highest qualifications, and remarkable for virtue, wisdom, and heroism. In speaking of them on one occasion, the late lamented D'Arcy McGee asserted "No Province of any ancient or modern power not even Gaul when it was a Province of Rome—has had nobler imperial names interwoven with its local events. Under the French kings, Canada was the theatre of action for a whole series of men of first-rate reputation—men eminent for their energy, their fortitude, their courage, and their accomplishments, and for all that constitutes and adorns civil and military reputation." When a Governor was appointed it was generally understood that his term of office would expire in three or four years, unless he should be re-appointed or removed by death. But several of them ruled during longer periods; as Count Frontenac from 1672 to 1682, and again from 1689 to 1698, when he died; the Marquis de Vaudreuil, 1703 to 1725; the Marquis de Beauharnois, from 1724 to 1747. The most distinguished of all the ancient Governors was undoubtedly Count Frontenac. He excelled in ability to overawe and conciliate the Indians, and was equally successful in protecting the colony from their incursions and in repelling the English colonists, who sent expeditions into Canada with a view to its subjugation in the year 1690.

Frontenac also encouraged the prosecution of discovery in the west, and it was in his time that *Louis Joliet*, an enterprising merchant of Quebec, and a missionary named *Marquette*, discovered the Mississippi and explored it as far as its confluence with the Arkansas—a discovery which the celebrated *La Salle* completed by navigating the great river down to its entrance into the gulf of Mexico. In conjunction with *De Callière*, then his subordinate, and commandant at Montreal, afterwards his successor as Governor of Canada, Frontenac planned and executed several successful incursions into the territories of the English Colonists, and recommended for adoption by the Court of France a scheme for the conquest of New England and its annexation to New-France. The atrocities perpetrated by Frontenac's bands of raiders at Schenectady and other English settlements, together with the knowledge of his representations concerning the practicability of effecting the subjugation of the British colonies in North America, excited a determination, on the part of

the English, to conquer Canada from France, and must be regarded as influential causes of the important events which transpired upwards of half a century later. The details of the narrative of count Frontenac's administration—his successful invasion of the Iroquois Cantons, his tact in conciliating the Indian chiefs and his resolution in coercing their tribes into submission to French authority and peace among themselves, his energetic proceedings by which he saved the Colony from ruin at one of the most critical periods of its history, repelling the attacks of vastly superior numbers by land and sea, and his contentions with the Bishop and the Royal Intendant, his colleagues in the Supreme Council—are of an extremely interesting and romantic nature. But we must here pass them by, without further mention, referring our readers as before, to other sources of information.

Of the episcopal members of the council by far the most noted was *Bishop Laval*, who came to Canada in the year 1659, and who occupied a conspicuous position in the colony until his decease in 1708. Although naturally of a haughty disposition, he was a hard-working and exemplary prelate, sagacious, benevolent, and, in many respects, as to his views, much in advance of the age in which he lived. He was, substantially, the founder of most of the existing local ecclesiastical arrangements, as respects the inhabitants of French origin within the bounds of the Dominion.

The earliest ministers of religion in New-France were of the order of *Recollets*, at whose solicitation, supported by the representations of the first governor, Champlain, Jesuit missionaries came out, about the year 1625, to take part in the work of converting the savages and of supplying the spiritual wants of the colonists.

During the existence of the Supreme Council there were, in all, 12 Governors, the same number of Royal Intendants, and 6 successive Bishops, of whom the last, M. de Pontbriand, was appointed in 1741 and died in 1760, after Canada had fallen into the hands of the British.

In the course of the same period of time, France was ruled by only two kings, viz: Louis XIV and his successor Louis XV; while on the throne of England six sovereigns sat in succession, Charles II, James II, William III, Anne, George I, and George II.

Of the Royal Intendants, by far the most noted was *Jean Talon*, appointed in 1665. Supported at head quarters by an enterprising and sagacious French Minister, *Colbert*, Talon introduced a judicious system of colonizing the country. Although in those days manufactures were for the most part prohibited in the Colony in deference to the commercial interests of the mother-country, and while all intercourse, for the purpose of trade, with the British and Dutch colonies was strictly interdicted to the inhabitants of New-France, both French and Indian, yet Talon contrived to infuse a spirit of self-reliance and to encourage among the people the production of various articles of domestic industry. In one of his letters he boastfully remarks that "His peasants of New-France could clothe themselves from head to foot in apparel of their own making." He interested himself in all details relating to agriculture and mining explorations. Under his auspices salt and potash were made for export to France, masts and timber procured from the forest, flax and hemp, as well as the coarser grains, and

fish, exported in French Canadian ships to the mother country and to the Antilles. He was the chief originator of the colonial system of management of affairs political, civil, and commercial, which prevailed down to the time when the country was captured by the British. In spite of discouragement on the part of his superiors in France he succeeded in directing the attention of the people to the manufacture of iron, especially near the mouths of the river St. Maurice, although many years elapsed before his judicious counsels were fully carried out. He projected and executed improved plans for dividing the country into Fiefs or Seignories, and for securing to the inhabitants easy and inexpensive access to justice in all civil cases. To him chiefly was the colony indebted for the arrangements which secured a succession of Military Seigneurs—The Portenais, Beaucours, Sorels, Chambly, LeMoines, and others, whose names are noted in the annals of the early struggles of the French Canadian race. He was, besides, well versed in philosophy and learning, loyal and honest. Had his successors been equally gifted and capable, as well as honorable in the management of affairs confided to them as Intendants, it may be conjectured that the Colony would have been enabled to hold its own against all the efforts of Great Britain and her American Colonists when these undertook, three quarters of a century later, its final subjugation.

The last of the Royal Intendants—M. Bigot, was as much noted for his bad qualities, and for dishonest management of the affairs entrusted to his control, as Talon had been for his virtues and for his disinterested devotion to the service of his King and country. He, as well as a few associates, whom he took into his counsels, contrived to amass large fortunes by plundering the inhabitants in the King's name, by monopolising the commerce of the country for their own private benefit, and by misappropriating the equipments, provisions, and money, intended for the use of the regular troops and militia serving in the field, and at various fortified posts in Canada.

The people and the troops starved, while these nefarious officials lived in ostentatious luxury, growing richer every day. It would be impossible to include in this sketch the particulars of the gigantic frauds perpetrated by Bigot and his accomplices. It is enough to state that they contributed in no small degree to the ruin of the French cause in America.

Towards the middle of the 18th century the English Colonists, occupying territories lying to the east of the Alleghanies, and the French, inhabiting Acadia (Nova Scotia) and the banks of the St. Lawrence, were animated by a spirit of intensely bitter hostility against each other. While the mother countries were nominally at peace, their respective colonists in America took up arms in order to settle their disputes concerning boundaries and other causes of dissension. In 1754 the first conflict between them occurred on the banks of the Monongahela, a tributary of the river Ohio, and, in the following year, when the colonists on both sides were reinforced by regular troops from Europe, the British general Braddock was disastrously defeated by the French and their savage allies. In Acadia, ceded by treaty to Great Britain in 1713, the French inhabitants continued to be so refractory and disloyal, that it became a question with the English authorities whether or not they should aban-

don that fine Province, and allow it to fall again under the dominion of France. The decision was to retain possession, and to secure its future subjection by transporting its people and dispersing them amongst the principal British Colonies. Accordingly, between three and four thousand Acadians were forcibly removed into exile. Others took refuge with the Indian tribes or made their escape into Canada. Massachusetts, New-York, Pennsylvania, Maryland and Georgia, received most of the victims of the calamitous proceedings to which reference is now made. For the full particulars of the *deportation* of the Acadians the reader must have recourse to other sources of information; we have here only space to add that the pages of history can furnish but very few examples, either of a dilemma so perplexing to public authorities, or of a course of action taken, so heart-rending in its operation and results.

After these events the *Seven-Years War* broke out in Europe. England and France augmented their respective forces in America. The frontiers of New-England and of Canada became scenes of warfare and bloodshed. The superior maritime power of Great Britain enabled the English to intercept most of the reinforcements that the French court considered it worth while to send to the aid of the struggling French Colony. Louisbourg, the principal stronghold of France on the American coast, was captured by the British in 1758, while in this and the following year successful expeditions were planned against Fort Duquesne (Pittsburg), Fort Niagara, Frontenac (Kingston), Ticonderoga, Niagara, and Quebec.

To accomplish the capture of Quebec Major General Wolfe was dispatched in 1759, with an army of 8000 chosen troops and a fleet of 50 ships. The best and most minute narratives of details of this expedition, are to be found in the journals of Major Makellar, the Engineer in chief, and of Capt. Knox, and to these we refer our readers. The crowning event of the campaign was the Battle of the Plains of Abraham fought on Sept. 13th 1759. Both General Wolfe and the French general Montcalm were killed in this action, which was followed, in a few days, by the surrender of the capital of New France to the victorious British forces.

As affecting the destinies of the Canadian people in after times, one of the articles of capitulation agreed to, when Quebec was surrendered, is worthy of particular notice. By this article the inhabitants, being all of the Roman Catholic faith, were guaranteed the free exercise of their religion—a stipulation which was repeated in the following year, when Montreal and all Canada capitulated, and which was subsequently reiterated and confirmed in the Treaty of 1763.

The French, under General Lévis, made a vigorous attempt to recover possession of Quebec early in the Spring of 1760. The English had suffered much from disease during the winter, and their numbers were reduced to about 3000 men fit for duty, while De Lévis' army was, numerically, much stronger. General Murray, on the morning of April 28th, led out his garrison towards Ste. Foye, to the west of the city, when a severe conflict ensued, which resulted in his defeat and hasty retreat within the walls. Quebec would have been retaken by the French had they at once followed up their victory; and, eventually, after a siege of about 3 weeks the place was

saved only by the timely arrival of a British fleet. In the mean time, General Amherst, after ordering reinforcements to be forwarded from Halifax to succour Murray's troops at Quebec, made arrangements for conducting an army of upwards of 17000 men into Canada, in two divisions, by two distinct routes. The first division, under Amherst in person, passed round by Lake Ontario into the St. Lawrence and descended to Lachine, at the west end of the Island of Montreal. The other division, commanded by Col Haviland moved from Lake Champlain, and, following the route of the river Richelieu, as far as Chambly, crossed thence to Longueuil, and finally established itself on the south side of the Island. General Murray had been directed to move up the river St. Lawrence from Quebec so as to join Amherst and Haviland in the final attack upon the French who had retired to Montreal, now their only place of refuge in New France. The three British divisions of troops arrived in the environs of Montreal on the same day and were at once so disposed as to blockade the place, prior to a combined assault. Further resistance, however, on the part of the French, was impossible, and, De Vaudreuil, —the last of the Governors under the French Regime—capitulated, on the best terms that could be procured from the British commander in chief. The capitulation, which included the surrender of Montreal and all Canada, together with that of all the French troops and garrisons of military posts wherever situated, took place on Sept. 9th 1760. But the final disposal of the Province was deferred until the close of the war in Europe, about 2 years later. Canada and all its dependencies were then ceded by Treaty, Feb. 10th 1763, and the future possession of the country guaranteed to Great Britain, with the exception of two small islands lying to the south of Newfoundland. Thus Canada became a British Province.

We shall now present a brief and summary notice of Canadian affairs under British Rule.

At the time of the cession—that is in 1763—the whole region was a wilderness occupied by about 70,000 people of French descent, of whom more than nine-tenths were established in isolated settlements extending from the Island of Montreal and along the Banks of the St. Lawrence, and its chief tributaries, down to Quebec, and some little distance below the ancient capital. All the inhabitants were Roman Catholics, but, at the principal towns, trading-stations, and military outposts, there soon appeared persons of British and American descent, and professing the Protestant faith, who had followed in the wake of the invading armies, and who desired to remain for the purpose of carrying on trade in the various articles of commerce likely to find a market in the conquered regions.

During the interval from the capitulation of Montreal in 1760 to the conclusion of peace between the two mother countries in 1763, Canada was held in occupation by British troops in Divisions under General Gage and Colonel Burton, respectively, were stationed at Montreal and Three Rivers. General Murray, with his head quarters at Quebec, was the chief officer over the Colony. The affairs of the country were regulated by Councils composed of military officers, whose meetings were held at the three principal towns which have been named.

This was the *Military Government*, to which for a season, the inhabitants were subjected, until their future lot should be decided by the conditions of peace that might be agreed upon in Europe.

In October 1764, an important proclamation was issued in the name of the King of England inviting the King's British and American subjects to profit by the great increase of territory which the treaty of peace there opened to merchants and settlers; officers and soldiers were offered free grants of land, and the king's new subjects were informed, that, "as soon as the state of the new country admitted of it the government thereof would call general assemblies, until which time all persons resorting thither might confide in his majesty's protection for enjoying the benefit of the Laws of England."\*

This proclamation, in whatever sense the King's advisers may have intended its terms to be understood, occasioned discord and apprehensions in the Colony. Upwards of 400 persons, Protestants and of British origin, had become residents, claiming or expecting that the affairs of the country would be conducted in the same way as if Canada were a district in the midst of England. They expected that English forms, as well as the English language, would alone be employed in the courts of law. Moreover, as in England, they claimed that the magistrates and public officers should consist exclusively of persons professing the Protestant faith.

On the other hand the Colonists of French origin became alarmed at the thought of having to conform to legal usages unknown to themselves or their forefathers; and they dreaded the hardship of having questions concerning their property, rights of inheritance, and many other affairs, dealt with in a language to them unknown. Some also feared lest, like the Acadians, they might have their property confiscated and be themselves removed from their native country.

In November, 1763, the military form of government, was, as much as possible, brought to an end, by the appointment of General James Murray to the office of Governor General. The territory formerly claimed by the French Governors was now reduced to a tract more or less inhabited along the borders of the great river, extending eastward no further than the river St. John which empties itself into the Gulf of St. Lawrence, and westward to the river Ottawa. This territory, which includes the three ancient districts of Montreal, Three-Rivers and Quebec, was henceforward styled the *Province of Quebec*.

The new governor was instructed, as far as practicable, to introduce the laws of England. He was further directed to require from the inhabitants a compliance with the three following conditions, under the penalty of having to leave the country, namely: *To take the oath of allegiance, to make a declaration of abjuration, and to give up all arms in their possession.*

It was found impossible to procure compliance with all these requirements. The

\* The character ascribed to these early British and American settlers was on the whole very bad. General Murray, in his first official report after the conquest, speaks of them in terms of contempt and disgust. The French Priesthood, who faithfully adhered to the unfortunate inhabitants, although most of their Seigneurs and merchants had left the country forever, spoke of the new-comers as a "mélange de gens à whose presence was noxious to morals and the general welfare."

Nevertheless there were some respectable mercantile persons among the earliest British settlers, as we learn from the records of the "Grey-Beard Society" of which all the members were men who were in the country in 1760.

oath of abjuration could not be taken by the Roman Catholic inhabitants without going against what was held to be a fundamental principle of their religion. The condition respecting arms was also extremely distasteful to the French, but the oath of allegiance to their new lawful sovereign was taken without opposition. The Governor himself did not insist upon the full execution of the instructions he had received. He even complained of the unfitness of the class of persons from amongst whom he had to make the selection of magistrates and other public officers.

Thus, neither the King's *new subjects*, as those of French origin were styled, nor his *old subjects*, who had come in from the British Isles and the Anglo-American colonies, were satisfied with management of affairs or their future prospects. The Governor became unpopular amongst his own countrymen, who complained of him, and blamed him for favouring the interests of those who constituted the vast majority of the population. Discord and heart-burnings arose in the colony, owing to the opposite views held by the majority and minority.

After a season, however, instead of a complete introduction of English laws, and the setting aside of those under which the Colonists had been formerly ruled, a species of compromise was adopted. In criminal cases, trial by jury, and English legal forms, were established. In civil cases—those affecting property and inheritance—the ancient laws of the Colony were allowed to have force. But a considerable period, upwards of 14 years, elapsed before any definite constitution, or any really settled modes of administering the laws can be said to have been introduced. General Murray was regarded with much favour by the inhabitants of French origin, but he left the Colony in 1766, being recalled to report in person upon its affairs and to defend himself from charges brought against him and his government by the British and Protestant residents, whose number then slightly exceeded 500, while the total population was reckoned to be 76,000.

It was during General Murray's government that the conspiracy of Pontiac occurred.

In 1774, when Sir Guy Carleton, the successor of General Murray, was Governor of the Colony, the British Parliament passed the "Quebec Act," by which some of the principal grievances complained of by the French Canadians were removed, but the English inhabitants were dissatisfied with and even petitioned against it. In this proceeding they were joined by people of the other English colonies in America, who declared that the favour shewn towards the Roman Catholics by the "Quebec Act" was contrary to the law of England. Soon afterwards, however, all the English Colonies of America were involved in civil war and bloodshed.

In the meantime, notwithstanding the evils connected with the mode of government and the administration of the law, the inhabitants had, to a great extent, recovered from the deplorable condition in which the conclusion of hostilities, in 1760, had left them. Agriculture and commerce were making progress. The population had advanced to beyond 80,000. Food was abundant, so that wheat, fish, and other products, were exported. There were no taxes.

At the same time, long disuse of arms, and their state of inactivity, as compared with their condition during the last war, had doubtless affected their ancient warlike spirit. Many amongst them now claimed exemption from certain claims which the Seigneurs used, in former times, to make without question, especially in relation to personal services according to the feudal system.

In 1775, and 1776, Canada became the theatre of hostilities between the Anglo-American Colonies and the mother country. A considerable body of men under General Richard Montgomery advanced towards the River St. Lawrence and Montreal by the route of the Richelieu. Governor Carleton with difficulty escaped capture on his retreat from the last named place to Quebec. The Americans established themselves so as to control the navigation of the river, and the preservation of Quebec became the only visible means of preventing the Province from falling wholly into their hands. Montgomery proceeded to descend the St. Lawrence for the purpose of capturing the Capital. In the mean time, another American general, Benedict Arnold, had already commenced operations against Quebec, after having marched with 1,200 or 1,300 followers through the wilderness from the sea coast, by the route of the rivers Kennebec and Chaudière.

We must again refer to other sources for the particulars of the siege of Quebec in 1775-76. On the last day of the year Montgomery made preparations for a night assault with 3,000 men in four divisions, of which two advanced from the Plains on the west of the city, while the other two were led by himself and General Arnold towards the Lower Town. But the undertaking failed. Arnold was wounded and disabled, and Montgomery, who conducted the principal attack was shot dead, and a number of his followers overpowered and killed or taken prisoners while attempting to pass a barrier which had been constructed across his line of march. An inscription, to be seen on an adjacent rock, commemorates the death of General Richard Montgomery during the night of December 31st 1775.

Early in the ensuing Spring the Americans retired, their movements being accelerated in consequence of the arrival of English ships of war bringing reinforcements for the garrison at Quebec. All the places which had been captured were abandoned by them, and finally they retreated from the country.

In course of their operations in Canada, the Americans had constantly endeavoured to entice the French Canadian population to join in their revolt. The Canadians, however, although there was some disaffection amongst them, declined to be guided by them. The more they saw of the Americans, the more the French inhabitants of Canada seemed to shrink from becoming their allies. The clergy also exerted themselves strenuously in exhorting their people to remain faithful to the British Government.

The military operations on the British side were chiefly carried on by officers and soldiers of the regular army, sent out from England. Nevertheless, as the war continued, and when the Canadians came to understand the nature and objects of the revolt, they became less reluctant to be embodied as militia for active service. They cheerfully acquiesced in the quartering of the soldiers in their habitations, during winter.

One of the consequences of the revolt of the Anglo-American colonies merits notice here, as it was the occasion for the introduction into Canada of a large number of settlers, who, as well as their descendants, have aided materially in raising the Province to the high position it has now attained in the world. When hostilities ceased in 1782, and a Treaty of Peace was agreed upon, in which the independence of the *Thirteen United States of America* was acknowledged by Great Britain, many persons removed with their families from the Anglo-American Colonies into Canada. They had refused to join in a revolt by which the dismemberment of the British Empire was intended, and had remained faithful subjects of it, fighting for its unity. In consequence they were, for the most part, discarded by their fellow colonists and their property confiscated. Upwards of 10,000 came to settle in Canada, chiefly in the region subsequently comprised in Upper-Canada, now Ontario. Both in promoting the early settlement of that region, and in the valorous defence of the Province against the Americans in the war which broke out in 1812, those immigrants from the revolted Colonies rendered invaluable services, and their descendants at this day are to be found flourishing in all the walks of life among the most respected citizens of the Dominion. They were known by the designation of the *United Empire Loyalists*.

The Iroquois tribes inhabiting the northern parts of the state of New-York were also generally favourable to the British in the American war of independence, especially the Mohawks, under the command of their celebrated chief Joseph Brant. This gallant warrior, at the close of the war, retired with his bands to the north of Lake Ontario, where lands were assigned to them, and where their descendants are still to be seen.

Sir Guy Carleton was three times appointed Governor, and for his services was made a peer of the realm under the title of Lord Dorchester. He finally left the country in the year 1796. He was a firm friend of the French-Canadians without losing the respect of the British portion of the community. It became his duty, while Governor, to inaugurate two new constitutions, namely that of 1774 created by "the Quebec Act," already mentioned, and that of 1791, by which representative institutions were conferred and the whole Province divided into two, with the designations of *Upper Canada* and *Lower Canada*, now the Provinces of *Ontario* and *Quebec*. The boundary between them was settled to be the river Ottawa as far down as Point Fortune, and thence a line descending to the river St. Lawrence to meet the parallel of 45° N. Lat.

The causes of dissension which have been already adverted to as subsisting from the first between the French-Canadians on the one hand and the inhabitants of British descent on the other, were far from being extinguished by the new constitutions granted in 1774 and 1791. They continued to exist, and to manifest themselves, in various ways, in all the details of intercourse among the inhabitants, down to the recent period, when, by the Imperial Act of 1807, the British American Provinces were united under one general government and designated the Dominion of Canada; but it is fervently hoped by all well-wishers as to the future of the confederated Provinces that the

same causes of dissension and weakness will no more appear.

The constitution of 1791 lasted half a century, for, in 1841, the Provinces of Upper and Lower Canada were re-united under one parliament, in which, irrespectively of the numbers of their populations, the two were equally represented in the two branches of the Legislature—the House of Assembly and the Legislative Council. But, during the fifty years prior to that union each Province had its own House of Assembly and Legislative Council. Upper Canada had then 16 members of Assembly, elected by the people, and 7 Legislative Councillors, nominated by the Crown, while the corresponding members of the two branches in the Lower Canadian Legislature were 50 and 15. The population of the two Provinces amounted to about 150,000 including upwards of 30,000 English-Speaking Protestants, the majority of the latter being resident in Upper Canada. The Legislatures held their first meetings in the fall of 1792. That for Upper Canada was held at Newark (Niagara) under the auspices of Lieutenant Governor Simcoe, and, for Lower Canada, at Quebec, where Lieutenant Governor Alured Clarke presided in the absence of the Governor-General, Lord Dorchester.

The seat of Government for Upper Canada was changed in 1799 from Niagara to Toronto, then called York.

The first 15 or 16 years' experience of the new constitution was rather encouraging as those concerned in working it out during that period exerted themselves in keeping out of sight the causes of discord. Through the accession of officers of the army and disbanded soldiers, as well as the influx of immigrants from the British Isles, the population increased rapidly, especially in Upper Canada, where it exceeded 80,000 in the year 1805. But, as has been already mentioned, the constitution of 1791 did not secure the extinction of former causes of dissension, while it introduced new elements of discord. In each Province, there was created an irresponsible body, which the Governor or Lieutenant-Governor was empowered to establish under the title of an *Executive Council*, and which, was in fact, constituted by the selection chiefly of members of the Legislative Council. Some were Judges and men receiving salaries as public officers. \* In Lower Canada in addition to the fact that Legislative Councillors and paid public officials formed the great majority of the Executive Council, natives of the Province were very seldom admitted, nor, as respects religion, were the Roman Catholics represented although a seat was conferred on the chief Protestant Ecclesiastic while the members of his communion did not form one-twentieth part of the population. These circumstances, so opposite in principle to the policy of representative Government, which has since prevailed in Canada, gave much offence to the majority of the inhabitants and rendered harmony impossible. Former feelings of animosity were revived. The minority, being principally interested in commerce, aimed at throwing the burdens of taxation chiefly on Agriculture, the pursuit followed by the majority. Of the newspapers then in existence, the *Montreal*

\* At a later date those who ruled or held public offices in Upper Canada became a distinct and powerful party, favouring none that did not belong to their circle, and were nicknamed "The Family Camp."

*Gazette*, started in 1778, the *Quebec Mercury* and the *Canadien*, both of which first appeared in 1805, published highly exciting and offensive articles by which ill-feeling was roused and fostered, producing effects all the more injurious to the community at large because they were the work of very able writers. The contributors to the English papers indulged in expressions disparaging to the character and habits of the majority, and, in return, the *Canadien* treated of every thing of British origin scornfully, styling the English-speaking inhabitants strangers and intruders. Thus was confirmed an unhappy state of agitation and discord. Persons of British origin were carefully excluded from seats in the House of Assembly, while the Legislative and Executive Councils were, with equal care, made to consist almost entirely of English members. Unseemly debates often occurred in the Legislature of which the two branches came to be irreconcilably opposed to each other. Under the Government of Sir James Craig, appointed in 1807, the hostility of the Assembly towards the Legislature and Executive Councils, and towards the Governor himself, was displayed in the most conspicuous manner, and, although the Governor had recourse to his prerogative and dissolved the Parliament, yet the people continued to return by their votes either their former representatives or others more obnoxious. In short the two parties, which had begun to be openly opposed in 1805 and 1806, now, in 1810, kept no terms with each other, and the people of the Province were as much divided as if they occupied two hostile camps. On the one side, with the Governor, the Executive and Legislative Councils, were nearly all the English speaking inhabitants, the Protestants, and the Merchants. On the other, were the great majority of the people, the descendants of the ancient occupants of the country. \*

Such was the state of feeling in the Province in the years 1810 and 1811, when the Governor, whose health was now broken, returned to England. He was succeeded by Sir George Prevost.

Sir George Prevost endeavoured, as far as possible, to allay the discord which he found reigning in the Province. By restoring to their commands those who had been dismissed from the militia, and by appointing to offices of trust those who had been opposed to the Government of his predecessor, he partially succeeded.

But soon, war being declared between England and the United States, the defence of the Province absorbed the attention of all.

From the foregoing reference to particulars connected with political dissensions in Canada the reader can form some opinion of the causes by which, substantially, the inhabitants of British and French descent, and differing in religious creed, were in many respects so long kept apart from each other prior to the establishment of the Dominion. There was no want of union, however, when the American war broke out in 1812, and all classes, in both

\* Shortly after the dissolution of Parliament the office of the *Canadien* was forcibly taken possession of by the Governor's orders. The printer was imprisoned, and all papers in the office seized and examined. Afterwards three members of the late Assembly, and also three other French Canadian gentlemen, were arrested and thrown into prison on charges of treason. They were kept a long time confined without any trial.

These proceedings, and general Craig's resolute mode of dealing with the parliament, caused this period to be nicknamed "the reign of terror."

Provinces, setting aside, for the time, the remembrance of past discord, seemed to vie with each other in exhibiting a patriotic determination to defend their hearths and altars to the last extremity. The war continued until the latter part of the year 1814, and, although Canada was forced to bear the brunt of the contest by land with very little military aid from the mother country during the two previous years, yet the operations of the Americans were generally successful. The latter, in fact, became disgusted on account of the small results attained after five successive invasions. The stubborn resistance, unanimity, and loyalty, displayed by the inhabitants at large, and the frequent defeats they inflicted on the invaders, convinced the Americans that it was impossible for them to capture the country while their commerce at sea and their entire coast and maritime towns lay exposed to attack by the British Naval forces. Several of the United States, from the first, refused to take part in offensive operations against the colony, their people alleging that these were unjust and disgraceful proceedings against those whom one of their orators styled "*Harmless Canadian colonists*." Such were the views promulgated by Massachusetts, Connecticut, Rhode Island, and Maryland, each of which declined to furnish men for the invasion of Canada.

Our space does not admit of our entering into any details of the Military operations. It must suffice here to state that during the eventful struggle whole course of the conduct of the people of Upper and Lower Canada was such as to elicit the warmest praise of the Colonial and Imperial authorities. Considering all the circumstances it afforded one of the noblest examples for imitation to be found in history. There may have been a few seditious and discontented persons here and there, and some few desertions of soldiers may have occurred. But the prevailing spirit was manifested in unshrinking fidelity to the British flag and resolute determination to repel the invaders. Not a single instance of desertion from the Canadian militia occurred during the war.

A Treaty of Peace between Great Britain and the United States was signed at Ghent on December 24th 1814, and hostilities being thus ended the inhabitants of the Provinces again turned their attention to their internal affairs.

Unhappily, former dissensions, of which we have already indicated the principal sources, were immediately renewed, and, in addition, new causes of strife were introduced producing even a worse state of affairs than the previous warfare with external foes. Twenty three years of political agitation and turmoil led to rebellion and civil war in 1837 and 1838, in consequence of which the constitution of 1791 was cancelled and a new one established in 1841. Six successive Lieutenant-Governors-General and Administrators had ruled during the period just named.\*

\* UPPER CANADA.—Hon. Francis Gore, 1815. Hon. Sam. Smith, Adm., 1817 and 1820. Sir Peregrine Maitland, 1818 and 1820. Sir J. Colborne, (Lord Seaton), 1828. Sir Francis B. Head, 1836. Sir George Arthur, 1838.

LOWER CANADA.—Sir G. Drummond, Administrator, 1815. General John Wilson, Adm., 1816. Sir J. C. de Surobrooke, 1818. Duke of Richmond, 1818. Sir James Monk, President, 1819. Sir Peregrine Maitland, 1820. Earl of Dalhousie, 1829 and 1835. Sir F. N. Buxton, Lieut. Gov., 1824. Sir James Kemp, Administrator, 1828. Lord Aylmer, Administrator, 1825. Earl of Gosford, 1835. Sir J. Colborne, (Lord Seaton), 1838. Earl of Durham, 1838. C. Poulet Thompson, (Lord Sydenham), 1839.

These officials, men of distinction and ability, discharged their duties under instructions from the government in England. England was always desirous of promoting the real welfare of Canada. But the statesmen there, so far off from the colonies, and much taken up with European affairs, were not always equally fortunate, either in the selection of those whom they sent out to govern, or in discerning what measures were best for the Provinces.

But, no amount of tact and ability could have enabled the Governors in those troublous times to conciliate those with whom they had to deal, and to secure harmonious action between the two other branches of the Legislature. The House of Assembly would elect Speakers known to be personally obnoxious to the Governors, and when these signified their non-concurrence in the choice, the former would persist in re-electing the same individuals in defiance of established precedent and the undoubted prerogative of the Sovereign power. When governors declined to accede to the wishes of the majorities in the assemblies these would have recourse, by petition, to the direct intervention of the Royal authority, soliciting an enforced compliance and usually the recall of the obnoxious rulers. From the time of Governor Sir James Craig down to the Union in 1841, the constitutional process of dissolving the Legislature was frequently resorted to when the Houses of Assembly were refractory, but generally the same representatives were returned by the votes of electors, or others even more obnoxious. Bills passed deliberately, and after long discussion, by the lower Houses would be instantly rejected by the Legislative Councils, to the number of even 20 and 30 in the course of a single session. The majority of the people, without very clearly comprehending the objects of political contention, or the principles involved, blindly supported their factious representatives, and on their own account petitioned the king—as in Lower Canada, in 1828, when 87,000 persons petitioned George III for the removal of Governor Lord Dalhousie and the redress of various alleged grievances, and, in Upper Canada, in 1830, when 24,000 signatures accompanied a memorial to William IV, praying that Sir John Colborne might be removed, and that the Legislative Councils might be made elective.

Apart from the antagonistic sentiments founded on differences of race and creed, the faulty composition of the Legislative and Executive Councils was a substantial cause of the proceedings adverted to above. In fact, the opponents of Government felt that they had a strong case, and right on their side, when they could allege that in the Legislative Councils of the two Provinces, consisting of 23 and 17 members, respectively, no less than 12 and 10 respectively were paid public officers, of whom the majority held seats also in the Executive Councils. By this time the populations of the Provinces were 300,000 and 500,000.

The Political excitement which prevailed could not but more or less injuriously affect social progress and relations. But, towards 1834, the state of political affairs reached a climax. The House of Assembly at Quebec spent most of its time during the session in discussing all kinds of grievances, real and imaginary, although there was evidence, that, in the past year or two, the people at large

had become rather indifferent to the harangues of politicians, and to what occurred within the walls of the Legislature. Nevertheless the House of Assembly in that year appointed a Committee to frame a series of Resolutions, specifying grievances, and declaring that the public mind in Canada was disturbed to an alarming degree. On these Resolutions, 92 in number, addresses to the king were prepared, and handed to the Governor, Lord Aylmer, to be by him transmitted to His Majesty. Lord Aylmer denied the existence of the facts alleged in the Resolutions. In his speech, when he dissolved the House he declared that:

"Whatever may have been the prevailing sentiments within the circle of the Assembly when the 92 resolutions were passed, the whole people outside of that circle were at that very time in the enjoyment of the most profound tranquillity."

Such was the state of affairs in the Lower Province when Lord Gosford, as Governor-in-Chief, and two other gentlemen, were sent out from England, as a Commission, to examine into and to report upon its affairs.

It would be tedious to relate the details of the proceedings of the Commission, or of the offers, and other measures by which Earl Gosford endeavoured to conciliate those who opposed the governing authorities. The Commission reported at great length. The Commissioners, Sir Charles Grey and Sir George Gipps, returned to England, Earl Gosford remaining behind at his post.

In the English House of Commons, the report of the Commissioners and the state of Canada were discussed. Resolutions were passed which virtually *suspended* the Canadian constitution of 1791.

When the news reached Canada, in the middle of April 1837, the opponents of the government determined to observe no longer their duties as loyal subjects. Under the leadership of Papineau and Dr. Wolfred Nelson, indignation meetings were held, Great Britain denounced, and measures openly proposed for establishing a republic by force.

The agitators, or, as they now began to style themselves, *patriots*, created a sort of frenzy by the speeches they made. Soon, outrages were committed, and the Province was plunged into civil warfare.

The insurrections which took place in Upper and Lower Canada in 1837, and which were partially renewed in 1838 with the aid of American sympathisers, never had the slightest chance of success.

We do not propose here to enter into the details of these lamentable affairs further than to say that the leaders of the revolt, for the most part, escaped into the neighbouring States, even before the short-lived risings at Toronto, and at several places in the Montreal district of Lower Canada, had been easily suppressed by the military—not however without loss of life and considerable destruction of property. A few of the misguided victims were tried and executed, and some were punished by transportation to Bermuda and New South Wales. Several of the principal leaders were, however, afterwards suffered to return to Canada, where, in happier times, they resumed their functions as good citizens, and lived to regain the esteem of most of those who had formerly been opposed to them. It is agreeable to turn from the contemplation of the troubles to which allusion has been made and to revert



to a few particulars of progress made prior to 1841, in spite of the effects of the American war, and the sad dissensions and political strife that led to be outbreaks in 1837 and 1838.

The population of the two Provinces, at the time of their re-union, amounted to upwards of 1,000,000. Of the four millions who emigrated from Great Britain to seek homes in other parts of the world, after the American war, about one-fourth came to British North America, a considerable number to remain in Canada, others to proceed to the United States. \*

Again, instead of two or three hundred ships, manned by a couple of thousand seamen arriving each season at the harbour of Quebec in the beginning of the century, there were now about 1200 sea-going vessels with crews amounting to fifteen or sixteen thousand, and bringing merchandise and luxuries worth 9 to 10 millions of dollars. The exports, also, consisting of grain, fish, pearl-ash, timber, and other products of the Provinces, had increased proportionally. Before the year 1800, the revenues seldom exceeded 100,000 dollars. Ten years later, they were trebled; in 1833, they amounted to nearly \$1,000,000. From that time to the Union, they decreased, but usually amounted to about \$300,000.

Next, great public improvements and works, canals, roads and light-houses, were constant objects of care to the Legislature, for political strife could not find much aliment in endeavours to obstruct attention to matters of such vital necessity. On an average a sum of nearly one quarter of a million of dollars was appropriated for those objects. †

With respect to religion, the members both of the Protestant and the Roman Catholic clergy increased greatly, although not in proportion to the wants of the people. In 1810 there were 140 Roman Catholic clergy—increased to 220 in about 20 years.

In 1793 a Protestant Bishop, the Rev. Jacob Mountain, had been appointed for Canada. He was welcomed, on his arrival, by the Roman Catholics as well as the Protestants, and the retired Catholic Bishop Briant received him very cordially, observing that he was very glad of his coming "to keep his people (the Protestants) in order." But there were only a few Protestant Ministers of religion for a long time afterwards. By the year 1825, the Episcopalian clergy in both Provinces numbered 60 and there was a much greater number of Ministers of other denominations, including Congregationalists, Methodists, Baptists and Presbyterians.

Education was still very backward down to the year 1841; of the 87,000 persons who

\* Of the whole number mentioned in the text it has been computed that three-fourths went direct from Great Britain to the United States in addition to those who crossed thither by the route of the British North American Provinces.

† Steam-Navigation on the River St. Lawrence was introduced in 1809, upwards of 20 years before any public money was appropriated towards promoting the object. To a noted mercantile house of Montreal—that of the *Molson*—the country is indebted for initiating this great improvement in the methods of communication between its principal cities. On Nov. 4th 1809 the first steam-boat, the *Accommodation*, arrived at Quebec after a voyage of 69 hours from Montreal, that is in 1819, steam-boats were built at Prescott and on Lake Erie, voyages were accomplished between Lachine and the Ottawa, and between Buffalo and Michillimackinac, and soon afterwards, became common on the Canadian waters.

Many years subsequently, ocean steam-Navigation began to be the-gift of Canada, and it is worthy of remark, that in regard to this latter object, there was no practical result of any value until liberal and long continued annual subsidies were contributed from the public chest, without which probably the repeated and fearful disasters that occurred would have put an end to this species of enterprise on the part of private individuals.

signed the petition in 1828, only 9,000—about one-tenth of the whole—could write their own names. As late as 1834, the members of grand juries selected from among the most prosperous inhabitants of the country parishes were nearly all unable to write, and trustees of schools were expressly allowed by law to affix their marks to school reports instead of written signatures. For further particulars concerning education, we must refer to our article on that subject. Amongst other indications of progress, the *Press* must not be passed over without mention. Just before the Union, there were upwards of 50 Newspapers published in British North America, of which 13 belonged to Nova Scotia, New Brunswick and Prince Edward's Island. But it must be admitted that the increase in the number of these periodicals had been due chiefly to constantly increasing bitterness in the disputes about public affairs. The oldest newspaper in Canada, the *Quebec Gazette*, first issued in 1764, still existed, and the *Canadian* which was suppressed by Sir James Craig, was re-established thirteen years later, in 1831. During no former period, prior to the Union of the two Provinces, had gloomy feelings and despondency prevailed to such an extent among all classes as between 1831 and 1835. In addition to the effects of unceasing and increasing political dissension and social discord, which led many to believe that the country might be precipitated into a state of anarchy and civil war at any moment, a calamitous scourge was introduced among the inhabitants. Upwards of 50,000 immigrants from the British Isles landed in Canada in 1832, bringing along with them the Asiatic Cholera. In the course of a few days after the arrival of the first infected ship, the disease spread from Quebec to Montreal, and through most of the towns and villages of Western Canada. How many died of it is not certainly known, but in some of the cities, especially in Quebec when there were 4,000 fatal cases, the rate of mortality greatly exceeded that of any other city in Europe or America that had been afflicted by Cholera,—London, Paris and New York included. Two thirds of the cases were those of residents, not emigrants or new-comers.

Again, in 1834, the Asiatic Cholera, made its second appearance in Canada with a degree of severity and an amount of mortality even greater than in 1832. But the presence of the awful pestilence did not prevent the prevailing political and social dissensions from being manifested with aggravated intensity. The opponents of the Government took advantage of the existence of the calamity on all possible occasions and resolutions were passed at public meetings held by them denouncing the connection with Great Britain. \* In 1834 the destruction of a noted public edifice by fire contributed to the despondency prevailing among the citizens of Quebec. This was the ancient castle of St. Louis, of which Champlain, the founder of Quebec, had been the architect and first builder, and which had been, since his time, the head-quarters of all the French and British Governors of Canada.

We must here end our summary review of Canadian History antecedent to the Union of Upper and Lower Canada in 1841.

\* At one meeting, on July 30th 1832, a resolution was passed to the effect that "England will always be held accountable for permitting an extensive emigration while her Cholera is raging".

It has been already stated at the time of the Union the total population was about 1,000,000—that of Upper Canada being estimated at 465,000, of Lower Canada at 625,000. As regarded origin and creed, there were about 480,000 of French descent and 610,000 descendants of British and other races, while the Roman Catholics and Protestants or those belonging to other denominations, numbered 585,000 and 405,000 respectively. It will be seen, on examining these estimates, that the framers of the plan of the Union had grounds for believing that the British and Protestant elements might in the course of a few years preponderate in the Legislature and Government of United Canada, since the population of Lower Canada increased at a slower rate than that of the other Province. The supporters of the plan of Union, though not openly professing that such was their ruling motive, were certainly influenced in their course by it; perhaps, also, conscientiously believing that under British representative institutions, fairly carried out, and with the majority of the whole people of British descent and belonging to the Protestant faith, the antagonistic elements in the body politic could be best moulded if not coerced into harmony for the future.

The idea of the Union was, of course, for the same reasons, naturally distasteful to the vast majority of Lower Canadians, and accordingly, they manifested their non-concurrence in every way possible. But Lower Canada had for the time lost its political existence in consequence of the suspension of the Constitution of 1791, so far as respected that Province, as has been already stated. The only kind of intermediate government between 1838 and 1841, which was permitted to subsist, was that of *Special Councils*, consisting of 22 persons nominated by the crown, one half of British the other of French extraction. The people themselves had no voice in the deliberations which preceded the granting of a new Constitution. It was vain therefore for Lower Canadians to allege that the enforced Union was unjust to their Province, that its main object was to annihilate French and Roman Catholic influence in the future Provincial Councils. Their interests and their destinies were lodged in the hands of a body of men not elected by, or responsible to, the people, and whom Lord Durham, and afterwards Lord Sydenham, found no great difficulty in persuading to accept the plan of the Union in their behalf. According to Lower Canadian sentiment there was a grave material objection to the Union. Upper Canada was in debt for the construction of Public works and other expenses, while the sister Province not only was free from encumbrance of that kind but had a considerable fund to its credit.

The Earl of Durham had been sent out in 1838 as Governor General and the Queen's High Commissioner to adjust the affairs of Canada. He acted a merciful part towards the unfortunate victims and dupes who had taken an active share in the rebellion of 1837, and his proceedings as Governor were but coldly countenanced, and in some instances disapproved of, and censured, by the Ministry, though not by the Parliament of the Empire. In consequence he resigned, after a residence of six months in Canada. In his report as High Commissioner he furnished a lengthy description of the state and affairs of the Province and suggested the measures which he

considered necessary for securing its future welfare—among the chief of which was an Union of the two Canadas under one Legislature and Government. Lord Durham, also, during his stay in the country, held conferences with the Lieutenant Governors of the Lower or Maritime Provinces, and concurrently with these the idea of a still larger union—that of all the British North American Provinces—was broached and discussed. Lord Durham's mission took place during the interval between the insurrections of 1837 and 1838. When he retired, Sir John Colborne became his successor, and the first object of attention for him and the Special Council was the pacification of the country. At that time Sir George Arthur ruled in Upper Canada, he having succeeded Sir Francis Head, the Lieutenant Governor in whose time the outbreak in that Province commenced.

The Imperial Government, having, about the middle of 1839, decided upon their course of action with respect to the "Canadian Question," appointed a man of great tact and ability to proceed to Canada as Sir John Colborne's successor, and to prepare the way for a new Constitution. A bill for the accomplishment of this was to be submitted to the British Parliament as soon as the concurrence of the governing bodies in Canada in the plan of an Union could be procured. Accordingly Mr. Poulett Thompson, afterwards Lord Sydenham arrived at Quebec in October 1839 and was immediately installed in office. He soon succeeded in obtaining the assent of the Special Council of Lower Canada and of the Legislative Assembly and Council of the Upper Province, and the requisite Act of Parliament was passed in London July 21st 1840—to take effect Feby. 10th 1841.

The principal features of the Union Act were the following: there was to be one Legislature in Canada, in place of two, framed after the model of the Legislature of Great Britain: an equal number [42] of elected representatives for each of the old Provinces in the House of Assembly of United Canada, and also a Legislative Council to consist of life-members, not less than 20 in number, and appointed by the crown: the representatives were to possess a property qualification and both languages, English and French, were to be made use of in all documents relating to legislative proceedings; a total sum of £75,000 was to be taken from the Provincial revenues, for a Civil List, in lieu of all land revenues, and others heretofore at the disposal of the Crown: certain subjects were specified as being beyond the control of the Provincial Legislature without the express sanction of the British Parliament, namely, the dues and rights of the Roman Catholic Church, the clergy for reserves, the support of the Protestant Religion, endowments and forms of worship of any denomination of Religion, and the reserved Crown Lands; the order of the charges on the revenue to be, expenses of collection and management, the public debt, payment of clergy of the churches of England and Scotland and of other Ministers of Religion according to former usages, and lastly the Civil List.

All money bills to be originated by the Governor and then to be first deliberated on by the House of Assembly. All the fundamental principles, such as Habeas Corpus, Trial by Jury, and administration of the laws in the

manner already established in the Province, remained unaffected by the Union Act.

Such was the substance of the fifth definite system of government adopted since Canada became a British Province in 1763. \*

The constitution, of which the foregoing are the outlines continued in force 26 years, until it was superseded by the more comprehensive one which gave birth to the Dominion of Canada, on July 1st 1867. In the course of that period fourteen successive Governors-General and administrators acted as representatives of the Sovereign. † Numerous and most important measures were introduced into the Legislature, and carried into effect, and many useful changes and improvements made, from which the present generation of Canadians and their posterity are likely to derive an amount of prosperity unattainable in other lands.

In all the arts of self government, and in the acquisition and diffusion of knowledge of the principles usages and the practical benefits of the British Constitution, it proved to be a period of unexampled progress. From the condition of pure Colonial dependence the way was prepared for passing into a state of intelligent self-reliance, and for assuming, in due time, an honoured position among nations.

Of the measures and improvements referred to above the following may be cited as the most important, the passing of laws for the establishment of systems of Municipal government to enable the people to manage their own local affairs, also of systems of public education in both sections of the Province; the introduction of Responsible Government; regulation of the finances and currency, and of the tariff on imports; the completion of systems of canals for improving the navigation of the St. Lawrence, Railways and other pub-

\* A military government until 1761 a mixed military and Civil Government from 1761 to 1774; from 1771 to 1791, the government by a Governor and Council; in 1791, a Legislature composed of Governor, Legislative Council, and Assembly of deputies elected by the people, besides an Executive Council. This last form of government continued from 1791 to 1841.

† GOVERNORS GENERAL OF CANADA since the passage of the Union Act of 1841.

NAMES.	FROM.	TO
JOHN SYDENHAM, Governor General.....	10th Feb., 1841.	19th Sept., 1841.
Major General John Githers, Deputy Governor.....	18th Sept., 1841.	19th Sept., 1841.
Sir R. D. JACKSON, Administrator.....	21st Sept., 1841.	11th Jan., 1842.
Sir CHARLES BAGOT, Governor General.....	12th Jan., 1842.	29th March, 1843.
JOHN MEECALFE, Governor General.....	30th March, 1843.	25th Nov., 1845.
LORD CATHCART, Administrator.....	26th Nov., 1845.	23rd April, 1846.
do. Governor General.....	21st April, 1846.	29th Jan., 1847.
LORD ELGIN, Governor General.....	30th Jan., 1847.	18th Dec., 1854.
Major General W. ROWAN, Deputy Governor.....	29th May, 1849.	30th May, 1849.
Lieutenant General W. Rowan, Administrator during the absence of the Governor General.....	23rd Aug., 1853.	10th June, 1854.
Sir E. W. HEAD, Governor General.....	10th Dec., 1854.	24th Oct., 1861.
Sir William EYRE, Administrator during the absence of the Governor General.....	21st June, 1857.	2nd Nov., 1857.
Lieutenant General Williams, Administrator during the absence of the Governor General.....	12th Oct., 1860.	22nd Feb., 1861.
LORD MOSCOW, Administrator.....	23rd Oct., 1861.	27th Nov., 1861.
do. Governor General.....	28th Nov., 1861.	
Lieutenant General Michol Administrator in the absence of the Governor General.....	30th Sept., 1865.	12th Feb., 1866.
LORD MOSCOW, Gov. Gen., of the Dominion.....	July 1 1867.	

lic works; assumption of control of postal communication internal and external and the establishment of regular mail service between Canada and Europe by Ocean steam-vessels; settlement of the clergy Reserves and Seigneurial Tenure Questions; the chartering of Universities and Colleges, the establishment and opening of Normal Schools in both sections of the Province; the better division of the country for Judicial and Municipal purposes; and legislation preliminary to the Confederation of all the British North American Provinces. The important matters embraced in the above summary were not settled, or reduced into forms which admitted of definite legislation without a vast amount of previous debate and occasional public excitement—more particularly the clergy Reserves. \* The Seigneurial Tenure and Confederation—But it would be impossible here to furnish any adequate or intelligible narrative of the details involved. Frequently the ancient prejudices dependent on differences of origin and creed manifested themselves; but happily the whole period passed away without the recurrence of former scenes of turmoil and bloodshed.

The Legislative Council came to be elective and the number of its members to be increased in 1856 when a modification of the Constitution respecting that body was adopted with the assent of the British Parliament.

For this purpose the whole Province was divided into 48 electoral districts. Of the 48 elected members, 12 were to go out of office, and new elections for as many to be held, at the end of every two years, so that every 8 years the entire Council would be changed, except as respected those members who might be re-elected. But at first the old and appointed members were allowed to remain until removed by death or otherwise, so that it would be some time before all the sitting members would be those elected by the people.

It will be seen that this system was changed in 1867.

Some serious difficulties in the way of working out the Constitution of 1841, especially during the last few years of its existence, presented themselves, and so obstructed harmonious legislation as to make it clear to all that recourse must again be had to the Imperial Parliament for their removal. Although Canada continued to improve wonderfully in regard to population, resources, and general progress, yet the leading men of the Legislature were divided into parties very strongly opposed to each other.

Those who were against the government were often able, by the number of votes, to prevent the passage of a Bill. When one did pass, it was by a small majority of two or three. In fact, the most necessary measures, such as voting the supplies, could be carried only by permission of the "opposition."

The majority of members representing Upper Canada were often hindered in obtaining laws useful for their Province by the minority. This was managed through the aid of the

\* In 1791, in addition to the Act which conferred a new constitution a Bill was passed by the British Parliament for assigning one-seventh of all the lands in Canada, not previously granted, for the support of the Protestant Clergy. These lands, called Clergy Reserves, consisted of 24 millions of acres in Upper Canada and one million in Lower Canada. Disputes arose subsequently as to the interpretation of the term Protestant, and whether or not the Clergy of the Church of England were to be the sole recipients, of the revenues from the Reserves. In fact, both before and after the union in 1841 the "Clergy Reserve Question" was continually a subject of excited discussion and animosity.

Lower Canada majority, who also experienced similar obstacles to good Legislation in their section. The consequence was mutual dissatisfaction in both Provinces.

Change after change, was made in the government itself, that is, the persons composing the Cabinet or Executive Council. No less than *five* such changes occurred in two years, between May 1862 and June 1864. There were also new elections of members of the House of Assembly. But the result was always the same. The new Cabinets could not obtain sufficient support in the new Houses to out-vote the "opposition." The numbers of members on opposite sides were always too nearly equal. Neither party would give way, and there came to be in the Legislature a "dead-lock."

Meanwhile, people outside, in the Province, and in England, who had anything to do with Canada in matters of commerce or money, lost confidence. The credit of the Province was seriously damaged. Altogether, such was the state of things that some persons supposed the time drawing near when scenes like those of 1837 and 1838 would be witnessed again.

Secondly, before the year 1851, it was supposed that Upper Canada had quite as many inhabitants as Lower Canada; and, when the census was taken, it turned out that it had 62,000 more. The next census, that of 1861, shewed a much greater difference, namely, 285,000. Upper Canada was plainly increasing in population faster than the Lower Province. Consequently the Upper Canadians demanded that the numbers of representatives for the two Provinces should no longer remain equal, as had been settled in the constitution of 1841. But the Lower Canadians would not permit or agree to such a change. This difference between the two Provinces was the occasion of many of the difficulties of legislation which have been adverted to. "*Representation by Population*," the demand of Upper Canada, became a sort of motto, or party cry. The leaders and members of the House, on that subject, formed two almost evenly balanced parties, one for, and the other against, the change of constitution. So matters went on until 1864, when the difficulties seemed past remedy.

Other objects of legislation, from time to time, were found to occasion wrangling in the Legislature and much excitement throughout the Province even when all parties were agreed as to the necessity or expediency of accomplishing them. Such, for instance, was the Rebellion Losses Bill which was introduced in 1846, and, on certain conditions supported by the opposition. But, instead of its being passed at once, the discussion of its details unhappily roused discord in the Assembly and much agitation of the public mind. Three years elapsed before the end in view was attained, and when, after the passing of the Bill, the Governor, Lord Elgin, in deference to constitutional usage, discharged the duty of signifying the Royal assent, riots broke out both in Upper and Lower Canada, the representative of the Sovereign was publicly insulted, the Parliament buildings at Montreal were set fire to by the mob, and property destroyed exceeding in value the whole amount voted for payment of the loss which the Bill was intended to provide for. These disgraceful proceedings occurred in April, 1849.

Another noted instance was the legislation

concerning the seat of government, which, in the times of the Governors Lord Sydenham, Sir Charles Bagot and Lord Metcalfe, down to the year 1844, was at Kingston. Then it was removed to Montreal, whence, owing to the disturbances just adverted to, it was transferred by Lord Elgin to Toronto. After 1849, Toronto and Quebec became the seat of government by turns. This migratory system satisfied no one as it was both tiresome and expensive; but when, at length, a Bill was introduced in order to establish the government at some fixed place, no agreement could be come at, and, after many fruitless debates and votings on the subject, the Legislature was constrained to refer the choice to Her Majesty. Even after the Queen had appointed Ottawa to be the seat of government, attempts were made in the House of Assembly to re-open the question and to refer it again to Her Majesty with a view to having the decision reversed.

Enough has been stated to exemplify the extraordinary difficulties which beset Legislation and the management of public affairs under the Constitution of 1841. In consequence of those difficulties the minds of all were directed towards the object of surmounting them by having recourse again to the intervention of the British Parliament. To the credit of the party leaders be it said that they appreciated the character of the crisis, and, seeing that the first and most necessary step was for them to lay aside their differences, and to meet each other in a purely patriotic spirit, that they frankly adopted this course, in the hope of settling among themselves upon some united line of action. They thus placed themselves in a position to arrive at results of the utmost value to their country. They came in fact to the conclusion that it was necessary for the welfare of Canada that the Constitution of 1841 should be brought to an end, and another established in its stead. A greater difficulty than all others remained to be overcome, and this was, to agree amongst themselves upon the nature of the Constitution which should secure the country from a recurrence of the evils heretofore experienced, and upon its provisions in detail to be recommended for adoption by the British Parliament.

Although the proposal for an Union of all the British American Provinces was not altogether new, it having advocates as early as in 1814, and subsequently, in 1838, yet the honour of placing it before the Legislature and people of Canada in a way to excite general attention and interest is due to Sir A. T. Galt, formerly the representative of the Town of Sherbrooke and the Minister of Finance, who introduced it in the House of Assembly in 1857 and was admitted into the Cabinet on purpose to further its adoption. The other Provinces, Nova Scotia, Newfoundland, New Brunswick and Prince Edward's Island were communicated with on the subject, and, at the close of 1858, Messrs. Galt, Cartier and Ross, went to England as a delegation to submit the project of a Confederation to the Imperial Authorities. Six years elapsed before the innumerable details of the vast scheme could be adequately discussed by all the parties interested. Conferences attended by delegates representing the five Provinces were held at Charlottown and Quebec. Seventy-two resolutions embracing the conditions of an Union were adopted and afterwards submitted for approval to the Legislatures of the several Provinces. In the

end, Newfoundland and Prince Edward's Island decided, for the present, to remain as they were—the other Provinces agreed upon Addresses to Her Majesty recommending an Union of the Colonies of North America. The scheme, however, was not adopted by the Legislatures of Canada, Nova Scotia, and New Brunswick, without much opposition and protracted debates. The conferences adverted to above took place in 1864, the address to the Queen was voted by the Canadian Parliament in March 1865, and, in the autumn of 1866, delegates from the Provinces went to England to assist in framing an Act of the Imperial Parliament respecting Confederation. Finally, in February 1867, that Act was passed. It abolished the Constitution of 1841, and established the *Dominion of Canada* to consist of Provinces already united and such others as might choose hereafter to enter the Confederation.

The fundamental principle and aim of the new constitution were to place the several Provinces under one general Government as respected objects common to all, while leaving to each the control of its own local affairs. For want of space we must refer to other sources for all the details.

The Act establishing the Dominion of Canada came into force on July 1st 1867.

We shall close this sketch with the statement of a few particulars illustrative of the progress and resources of Canada down to the date of Confederation.

At the time of the Union, in 1841, the revenues of Upper and Lower Canada, taken together, did not much exceed a million of dollars. Subsequently, the annual increase averaged half a million, so that, at the time of Confederation, the revenue of the two old Provinces may be set down at fourteen millions. In 1851 the imports and exports were of the value of 21 millions and 13 millions, respectively: ten years later the respective amounts were 40 millions and 36 millions; for the year from 1865 to 1866, they were, for imports 53 millions and for exports 56 millions. In the same year the revenue derived 7,330,000 dollars from the duties on imports. \* Thus there was not merely a great increase in the revenue and commerce of the Province, but a gradual change in the difference between imports and exports, until the latter exceeded the former in value by 3 millions of dollars.

Again, more than 60 millions of dollars had been expended, from the public chest, upon public works, in addition to about double that sum provided by individuals and companies. As Canada must have remained behind the age, to her own great detriment, but for the construction of canals, railways, public edifices, roads and bridges, harbours and light houses, her statesmen, supported by the approbation of the people, pledged a portion of future revenues for the repayment of a considerable debt. † The canals alone required a provision of upwards of 22 millions, yielding, however, revenues enough to pay annual interest and to gradually refund the principal; public buildings from 5 to 6 millions, railways, of which none were public property, 20 millions, roads

\* Since Confederation the Commerce of the Dominion has steadily and largely increased—in 1870-71 the exports and imports together amount in value to \$170,000,000. In the same year the surplus in the Exchequer was about \$3,700,000.

† Estimated at \$67,000,000, including \$50,000,000, for the cost incurred in adjusting the arrangements consequent on the abolition of the Seigneurial tenure of land in Lower Canada.

and bridges not less than 7 millions of dollars. Railways were fairly begun in 1847, and in the same year, the Electric Telegraph was introduced. Most of the canals were completed by the year 1849. \* In 1853, the works of the Grand Trunk Railway, and the formation of the Ocean Steam-Ship Company, marked

the dawn of a new era in Canada, as respects both inland communication, and the rapid, certain and comfortable conveyance of passengers, as well as letters and freight, between Quebec and Liverpool. From that time down to Confederation, there was a constant increase of the facilities which those great undertakings were designed to promote, and on Railways alone upwards of 140 millions of dollars were expended. †

Two years before Confederation, there were half a million of rate payers in Canada whose property, real-estate, was assessed at nearly 400 millions of dollars.

We may also cite the proofs of vast material

†) The completion of the Victoria Bridge at Montreal took place in 1860, when the Prince of Wales visited Canada to inaugurate, in behalf of Her Majesty the Queen, the opening of it for traffic. This bridge, which required 10,000 tons of iron for its construction, and which, surpassing every thing of the kind in the world, was a gigantic undertaking, considering the amount of work to be done and the extraordinary difficulties to be surmounted, cost upwards of 12 millions of dollars. Its length is 9,081 feet.

progress furnished by Canada at the Great International Exhibitions held in Europe subsequently to the year 1860. At these wonderful displays of products of the forest, the soil, the waters, and of human skill, she took the foremost position among the Colonies of Great Britain.

For some facts illustrative of educational and social progress, we refer to our article on Education.

But we must omit a great many particulars of the nature of those which have been mentioned, and, in conclusion, we append some tables exhibiting interesting and useful facts connected with the young Dominion of Canada and calculated to throw light on the subject of its present resources and future prospects.

ST. LAWRENCE CANALS.

	Miles.	Locks.	Ft.
Galops Canal.....	2	2	8.
Point Iroquois Canal.....	3	1	6.
Rapids Plat Canal.....	4	2	11.0
Farren's Point Canal.....	3	1	4.
Cornwall Canal, Long Sault.....	11½	7	48.
Beauharnois Canal, Coblen.....	11½	9	82.6
Cedars, Split Rock, Cascade Rapids.....	8½	5	44.9
Laehine Canal, Laehine Rapids.....			
Fall on portions of the St. Lawrence between canals from Lake Ontario to Montreal.....			17.
From Montreal to tide water at Three Rivers.....			12.9.
<b>Total.....</b>	<b>41</b>	<b>27</b>	<b>234.4</b>

APPENDIX TO THE SKETCH OF THE HISTORY OF CANADA.

TABLE I.—TERRITORIAL AREAS, POPULATIONS, RELIGIONS, ORIGINS AND BIRTH PLACES FOR THE FOUR PRINCIPAL PROVINCES OF THE DOMINION OF CANADA.

1) Territorial area in acres and square miles.	ONTARIO.	QUEBEC.	NOVA SCOTIA.	NEW BRUNSWICK.	ALL THE PROVINCES.	
Land.....	65,097,041	120,018,961	13,382,003	17,393,410	215,992,020	
Inland waters.....(a)	3,881,729	3,728,176	525,000	92,870	8,228,375	
Total acres.....	68,978,772	123,747,140	13,907,003	17,486,280	224,120,395	acres.
Total sq. miles.....	107,780	193,355	21,731	27,922	350,188	sq. miles.
2) Population.						
Families.....	292,221	213,303	67,811	49,381	622,719	families.
Males.....	828,590	596,041	193,792	143,888	1,764,311	males.
Females.....	792,261	595,475	194,068	139,706	1,721,450	females.
Total populations.....	1,620,851	1,191,516	387,800	283,594	3,185,761	total.
3) Religions.						
Roman Catholics.....	274,102	1,019,850	102,001	96,018	1,492,029	
Church of England.....	330,995	62,449	55,121	43,481	494,049	
All other denominations.....	1,015,634	99,217	230,675	144,097	1,499,683	
4) Population by origin.						
French extraction.....	75,383	929,817	32,833	44,907	1,081,940	French.
English.....	439,429	69,822	113,520	83,598	706,369	English.
Scotch.....	328,889	49,458	130,741	40,838	549,918	Scotch.
Irish.....	559,442	123,478	62,851	100,613	846,414	Irish.
Indian.....	12,978	6,988	1,660	1,403	23,035	Indian.
All others.....(b)	204,730	11,953	46,189	14,185	277,057	of other origin.
5) Population by place of Birth.						
Born in Canada.....	1,178,540	1,114,165	358,560	248,141	2,899,409	born in Canada.
Of whom 1,131,333 natives of Ontario.		Of whom 1,104,401 natives of Quebec.	Of whom 351,000 natives of Nova Scotia.	Of whom 238,000 natives of New Brunswick.		
In the British Isles.....	367,869	59,459	25,882	32,314	485,524	British Isles
{ England }.....	{ 124,082 }	{ 12,311 }	{ 4,008 }	{ 4,558 }	{ 144,969 }	England
{ Scotland }.....	{ 90,807 }	{ 112,200 }	{ 11,318 }	{ 4,691 }	{ 121,074 }	Scotland.
{ Ireland }.....	{ 153,000 }	{ 35,828 }	{ 7,558 }	{ 23,065 }	{ 219,451 }	Ireland.
In France and Belgium.....	1,751	723	120	305	2,899	France.
Germany.....	22,827	854	235	246	24,162	Germany.
6) Increase of Population in last ten years... Rate per cent of increase.	224,700 16 1/10	79,950 7 2/10	56,943 17 2/10	33,547 13 3/10	395,600 12 8/10 rate per cent.	Increase.
7) Representation in the Legislature of the Dominion.						
Members of House of Commons.....	88	65	21	16	190 (c)	
Senators.....	24	24	12	12	72 (d)	

(a) Exterior Waters of the Dominion.

Area of Frontier Water of St. Lawrence River and great Lakes to Boundary line of United States..... 27,094 sq. miles.  
Area of Gulf St. Lawrence..... 78,300  
Area of Bay Chaleurs..... 1,923  
" of Bay of Fundy..... 5,403

(b) The population of German origin are included here, their numbers being:  
For Ontario..... 158,608  
For Nova Scotia..... 31,942  
For the other Provinces..... 12,441  
Total Germans for the Dominion..... 202,991

(c) Now 200—including For Manitoba..... 4 For British Columbia..... 6

(d) Now 77—including For Manitoba..... 2 For British Columbia..... 3

TABLE II.—THE PRESENT POPULATIONS OF 20  
PRINCIPAL CITIES AND TOWNS IN THE  
DOMINION OF CANADA.

PLACES.	POPULATIONS.	PLACES.	POPULATIONS.
Montreal, P. Q. ....	107,225	Belleville, O. ....	7,305
Quebec, " ....	59,699	Geolph, " ....	6,878
Toronto, O. ....	56,092	Levin, P. Q. ....	6,691
Halifax, N. S. ....	29,582	Fredericton, N. B. ....	6,006
Hamilton, O. ....	26,716	Clatham, O. ....	5,873
Otawa, " ....	21,543	Sarel, P. Q. ....	5,636
London, " ....	15,826	Port Hope, O. ....	5,114
Kingston, " ....	12,467	Brockville, " ....	5,102
Brantford, " ....	8,107	Sherbrooke, P. Q. ....	.....
St. Catharines, O. ....	7,864	Town .....	4,432
Three Rivers, P. Q. ....	7,570	Electoral division.	8,516

\* Exclusive of suburban population.

TABLE III.—IMMIGRATION.

Years .....	1866	1867	1868	1869	1870	1871	1872
Number of Immigrants.....	51,795	57,578	71,448	71,365	69,019	65,722	89,186
Passed through to the U. S.....	41,704	47,212	58,683	57,202	41,313	37,019	52,608
Settled in Canada.....	10,091	11,666	12,765	18,630	24,506	27,773	36,578

TABLE IV.—MISCELLANEOUS STATISTICS.

	1870	1871	1872
1 Expenditure in promotion of Immigration by the Dominion .....	\$ 56,518	\$ 63,796	\$126 176
2 Combined total expenditure for Immigration and Quarantine in the year 1872.....	Total \$41,392	By the Dominion \$150,316	By the Provinces \$111,616
3 Patents, Copy-rights, &c.—No. of Patents granted from 1855 to 1867 inclusive.....			1,921
Do Do 1868 to 1872 " .....			2,864
Copy-rights registered from " .....			364
Trade marks and industrial designs from 1868 to 1872 inclusive.....			448

NOTE.—Patents may be secured by foreign inventors provided the manufactured articles protected by patent are produced in Canada.

## SUMMARY SKETCH

OF THE

## EDUCATIONAL SYSTEM OF ONTARIO

BY J. GEORGE HODGINS, L. L. D.

BARRISTER-AT-LAW AND DEPUTY SUPERINTENDENT OF EDUCATION.

Education in Upper Canada (now Ontario) was first promoted by private enterprise. Nearly every garrison either by its chaplain or military school-master, also contributed its share to the local enlightenment. The first school opened in Upper-Canada, (so far as we have been able to learn) was by the Revd. Dr. John Stuart, a Protestant Episcopal clergyman and a United Empire Loyalist, who had been chaplain to the provincial volunteers, and came into Upper Canada with them as a refugee. \*

In the year 1785 Dr. Stuart opened a select classical school at Catarqui, (Kingston;) and Mr Donovan afterwards taught a garrison school there. In 1786, Mr. J. Clarke taught a school in Fredericksburg and Mr. Smith in Earnestown; and in 1789 Mr. Lyons kept one at Adolphustown. Deacon Traves, a baptist, also opened one at Port Rowan in 1789. In 1792, Rev. Mr. Addison an episcopalian, opened a school at Newark (Niagara), then the seat of government. In 1794, the Rev. Mr. Burns, a presbyterian (father of the late Judge Burns) opened a school at the same place; and in 1796, Mr. Richd. Cockrel opened an evening school in Newark,

(\*) Rev. John Stuart, D.D. was born in Virginia in 1730. In 1769 he went to England to be ordained, and returned to Philadelphia in 1770. For seven years he laboured as a missionary among the Iroquois Indians at Fort Hunter. He was then aided by the famous Brant in translating the New Testament into Mohawk. In 1784 he came to Upper Canada, and laboured in this province as a missionary among the refugee loyalists and Iroquois. He subsequently became rector of Catarqui (Kingston)—where he opened a school—and was chaplain to the Legislative Council. He died in 1811, aged 81 years. One of his sons was the late Archbishop Stuart, of Kingston; another was the late chief Justice, Sir James Stuart of Quebec.

Mr. Cockrel shortly afterwards transferred his school to the Revd. Mr. Arthur and removed to Ancaster, where he opened another school. In 1798, Mr. Wm. Cooper opened a school in Duke St., little York (Toronto). In 1800 the late Bishop Strachan opened a private school at Kingston, and in 1804, one at Cornwall. In 1802, Dr. Baldwin, (father of the late Hon. Robert Baldwin) opened a classical school at York; and in 1803, the first school in Prince Edward District was opened at "High Shore," Sophiasburg; another at "Grassy Point" was taught by John James. The Revd. William Wright (presbyterian) kept the first school at Meyer's Creek (Belleville) in 1805. He was followed by Mr. Leslie. In the same year, Mr. Strachan held the first public examination of his school at Cornwall.

Most of the few rural schools in the country at that time were taught either by discharged soldiers, or itinerant teachers from the United States. These latter used their own school books, and tinctured the minds of their pupils with their own political views.

As to the character of the private schools thus established, and the facilities of education which they afforded, we learn incidentally from letters and early books of travel, what they were.

In a "Tour through Upper Canada, by a Citizen of the United States," published in 1799, we learn that the policy of the government of that day, was to exclude "school masters" from the States, lest they should instil Republicanism into the tender minds of the "youth of the province."

The Duc de la Rochefoucauld, who visited Kingston in July, 1795, says, "In this district there are some schools, but they are few in number. The children are instructed in reading and writing, and pay each a dollar a month. One of the masters, superior to the rest in point of learning, taught latin but he has left, without being succeeded by another instructor in the same language."

In 1795, the first public movement was made in the direction of education by Gov. Simcoe, and the first Bishop Mountain of Quebec. In a correspondence between the Governor and Bishop Mountain, the question of a University and free grammar schools was discussed. The Governor referred the matter to the Upper Canada Legislature, which, in 1797 memorialized King George III, soliciting a grant of land for the endowment of a grammar school in each district, and a University for the whole Province. To this request the King gave his assent, and, in 1798, the "chief civil officers" in Upper Canada recommended that "500,000 acres of land be set apart for the establishment of a grammar school in each district and a central University for the whole Province." They also recommended a grant for the erection of a "plain but solid and substantial building for a grammar school in each district, containing a school room capable of holding 100 boys without danger to their health from too many being crowded together, and also a set of apartments for the master, large enough for his family and from ten to twenty boarders."

The salaries proposed to be given were:

£100 for the head master, £50 for the assistant master; and £30 for repairs, &c., Kingston and Newark (Niagara) were recommended as eligible sites for schools; after which, when the funds were sufficient, schools were to be established at Cornwall and Sandwich. York (Toronto) was recommended as entitled to the University, and for the establishment and support of which a sum at least equal to that granted to the four schools was named. Governor Simcoe authorized the Hon. Messrs. Cartwright and Hamilton, to select a person to take charge of the proposed college. The celebrated Rev. Dr. Chalmers having declined the appointment, it was accepted by Mr. (late the Right Reverend Doctor) Strachan (Bishop of Toronto) then a school master at Kettle, Scotland; but on his arrival at Kingston, on the 31st of December 1799, he found that the project of a college had been abandoned, Governor Simcoe, in the mean time, having left for England.

In 1799, an act was passed by the Upper Canada Legislature "to provide for the education and support of orphan children." It authorized the township wardens, with the consent of two magistrates, to bind and apprentice, until they became of age, children deserted by their parents. In the same year an orphan school was opened near St. Catharines.

It was soon discovered that half a million of acres of land would endow but few grammar schools, land being then only worth a shilling per acre; the scheme had, therefore, to be abandoned. Meanwhile the Hon. Mr. Cartwright made an arrangement with Mr. Strachan to instruct his sons, and a select number of pupils for three years. In 1803, Mr. Strachan was ordained by the Bishop of Quebec, and in 1804, he removed to the mission of Cornwall, where, at the request of the parents of his former pupils, he opened a private school.

For several years this school was the only one of any note in Upper Canada; and in it, and in Mr. Strachan's school at York, were educated many of those gentlemen who have filled some of the most important positions in the province. Subsequently Mr. Strachan's school was constituted the grammar school of the Eastern district. He himself moved in 1812 to York (Toronto) where he opened another school. Mr. Barnabas Bidwell (father of the late Hon. M. S. Bidwell) also kept a good Latin school at Bath, on the Bay of Quinté in 1811. In 1813 he removed to Kingston, where he taught for twenty years. He died in 1833.

The early promoters of education in the legislature committed a memorable anachronism, the evil effects of which it took years to correct. They first sought to establish grammar schools and a University, without making any provision whatever for public elementary schools.

In 1807 (nine years before a single public primary school, or a school of any kind, except select private schools, existed in the country) the Legislature authorized the establishment of District grammar schools. This act so highly praiseworthy to its authors would, have commended itself to our judgment, had these grammar schools formed part of a comprehensive scheme of public education for the country. Their promoters, by establishing them alone, without taking any practical steps to supply the other "missing links," in the educational chains virtually ignored the necessity for the existence of the more useful primary schools, which would have become an impor-

tant feeder of, and source of strength to, the grammar schools, as the grammar school would in its turn be to the University.

At length, however, not without doubt and misgiving, an attempt was made to provide for the elementary education of the people; and, in 1816, the first common school was established in Upper Canada.

Even then the attempt was only made as a doubtful experiment. Nevertheless \$24,000 (which indeed was at that time a munificent legislative grant) were set apart for the support of these schools. This liberality was however shortlived, for, in 1820, the grant was reduced to \$10,000 a year, and the government stipend to the master was reduced from \$100 to \$50 per annum! while the grammar school master received \$400. Even this latter sum was reduced in 1819 to \$200, in case the number of pupils in the grammar school did not exceed 10.

Our grammar schools, though so early established, and so much more liberally provided for, than the common schools, have nevertheless never been popular. Wm. Crooks, Esq., of Grimsby, (in a letter written in 1818) thus speaks of them; "although the liberality of the legislature has been great in support of the district schools, (giving to the teachers of each £100 per annum) yet they have been productive of little or no good hitherto. for this obvious cause, they are looked upon as seminaries exclusively instituted for the education of the children of the more wealthy classes of society, and to which the poor man's child is considered as unfit to be admitted. From such causes, instead of their being a benefit to the province, they are sunk into obscurity, and the heads of most of them are at this moment enjoying their situations as comfortable sinecures. Another class of schools has, within a short time, been likewise founded by the liberality of the legislative purse, denominated common or parish schools, but like the preceding, the anxiety of the teacher employed, seems more alive to his stipend than the advancement of the education of those placed under his care: for the pecuniary advantages thus held out, we have been inundated with the worthless scum, under the character of schoolmasters, not only of this, but of every other country where the knowledge has been promulgated of the easy means our laws afford of getting a living here, by obtaining a parish school, which is done upon the recommendation of some few freeholders, getting his salary from the public, and making his employers contribute handsomely beside."

This popular prejudice has unfortunately clung to the grammar, or "district schools" even to within a very short period; for down to 1871 the legislature persistently refused to permit grammar school Trustees to levy rates for their support, or to require the municipal councils to do so for them, as in the case of the public common schools.

In 1819, steps were taken to improve the character of the grammar schools and render them more useful. The masters were required to hold annual public examinations, and the Trustees to report the condition of the schools to the government. Provision was made for educating ten common school pupils at each of the nine grammar schools.

The year 1822-3 witnessed an effort on the part of Sir Peregrine Maitland the Lieutenant Governor, to improve the condition of the

common schools. In that year he submitted to the imperial government a plan for organizing a general system of education for the province, including elementary schools. In 1823 he obtained permission from England to establish a Board of Education for the general superintendence of this system of education, and for the management of the university and schools lands throughout the province. This Board prepared some general regulations in regard to the schools, and proposed a plan by which to exchange 225,944 acres of the less valuable of the school lands for the more productive clergy Reserve lands. The plan, having been approved of by the home government, was carried into effect by the governor soon after.

Although in the year 1824, the first attempts towards providing the public with the general reading books, in connection with the common and Sunday schools, were made, yet "social" or private libraries existed in 1811 and 1813 in Kingston and other places. In 1816 also, \$3,200 were granted to establish a Legislative library, and in 1824 school libraries on a limited scale were established. The sum of £150 was annually appropriated for this object, and authorized to be expended by the Provincial Board of Education in the purchase of "books and tracts designed to afford moral and religious instruction." These books and tracts were intended for equal distribution throughout all the districts of Upper Canada.

The years 1824-30 were noted for the steps which were then taken to extend the advantages of education to the Indians, to establish a University for the Province, to found the Upper Canada College, and to set on foot a project to provide an Academy for the Wesleyans. The latter, named "Upper Canada Academy," was projected in 1830, and founded at Cobourg in 1832. It was opened in 1835 and a royal charter obtained for it by Revd. Dr. Ryerson. In 1841, this Academy became the University of Victoria College.

In 1827, the House of Assembly took active measures to promote public education in Upper Canada. It proposed to appropriate \$18,000 per annum for the support of 11 free grammar schools and \$26,400 per annum, or \$200 to establish a common school in each of the 132 Townships in Upper Canada, (or 12 schools in a district,) "thus to give to Upper Canada, as was stated at the time, a system of education that might well be envied by any other colony in His Majesty's dominions."

In 1832 the functions of the Upper Canada Board of Education ceased, and the management of the school lands was transferred to the crown, so that, "the proceeds of their sales might be annually applied as directed by the Legislature."

At this period of the history of our common schools, a prejudice attached to them, (the cause of which is now entirely and happily removed.) But Wm. Crooks, Esq. spoke of them in 1818, as "inundated with the worthless scum, under the character of school-masters, not only of this, but of every other country." And Dr. Thos. Rolph, (who travelled in Upper Canada in 1832-3) thus refers to the state of the schools at that time. He says: "It is really melancholy to traverse the province, and go into many of the common schools: you find a herd of children, instructed by some anti-British adventurer, instilling into the young and

"tender mind sentiments hostile to the parent state." \*

In 1836 a female academy was established by Mrs. Crombie and her sister (Miss Bradshaw.) Afterwards a male department was added to it by the Rev. D. McMullen.

The year 1836 is noted in our educational history for the efforts put forth, under the direction of the Legislature, by a memorable trio of doctors (Dr. Duncombe, Dr. Morrison, and Dr. Bruce) to extend and improve our common school system. These commissioners brought in an elaborate report and appended to it a voluminous bill, in which it was proposed to grant \$60,000 per annum for the support of these schools. The report itself disappoints the reader. It is a discursive document, containing a discussion of theories of education rather than the sketch of a system of education. Nevertheless, brief references are made to the American systems of education the only ones examined by the Commissioners. These references are instructive, especially as they were written by one whose personal views and sympathies so strongly favoured American institutions. Dr. Duncombe says: "In the United States, so far as I have witnessed and am capable of judging, their common school systems are as defective as our own. They have, according to their public documents, about 80,000 common school teachers, but very few of whom have made any preparation for their duties: the most of them assume their office as a temporary employment."

Dark days followed this patriotic effort on the part of the Legislature, and in the political eclipse of 1837-8, no one bestowed any serious attention on education in Canada.

In 1839 the sky brightened, and 250,000 acres of land were set apart as a permanent endowment of the grammar schools, and the government were authorized to appoint five trustees to manage each of them. \$800 were granted as a bonus to those counties which should apply a like sum to erect a grammar school building and permanently insure it. \$400 were also granted to each of the four additional grammar schools which might be not nearer than six miles from the county town, and in which not less than "60 pupils should be educated."

In 1840-41 Victoria College and Queen's College were incorporated as universities, and Congregational and United Presbyterian Theological colleges were established. In 1841-2 the Friends (Quakers) at the instance of John Jo-

seph Gurney of England (who contributed £500 sterling to it) established a Seminary at Bloomfield, near Picton; and a Church of England Theological college was established at Cobourg. Two years later, Knox college, Toronto, went into operation. In 1846, Regiopolis College (Kingston) was established; and in 1848, St. Joseph's College (Ottawa.)

In 1840 the union of the two Provinces took place; and in 1841, the first parliament of United Canada passed an act definitely establishing a system of education for the whole Province of Canada, and fixing the annual grant for its support at the munificent sum of \$200,000. This act first embodied the principle of separate schools. In 1843 the act was, however, repealed, so far as Upper Canada was concerned, and another act applicable to Upper Canada (still recognizing the principle of separate schools) was substituted in its place.

In 1842 the long projected University for Upper Canada was established at Toronto under the name of King's College, and Bishop Strachan was appointed its first President.

In 1844 Rev. Dr. Ryerson, the present head of the Education Department, was appointed. Having made an extensive tour in Europe and in the United States, he submitted the result of his inquiries in an elaborate "Report on a system of Public Elementary Education" and accompanied it with a draft of bill which became law in 1846. In 1847 a system adapted to cities and towns was established. In the same year the Provincial Normal school was opened at Toronto.

For a few years the school law underwent a good deal of unfriendly local criticism which in 1849 culminated in the hasty passage of a bill by the Legislature, entirely repealing all former acts. This led to an educational crisis; and in 1850, the whole system of popular education underwent a thorough revision. A comprehensive draft of bill on the subject was submitted to the Baldwin government by the chief superintendent and approved. This bill was concurred in by the Legislature, and became law in June of that year. It still forms the basis of the present common school system of Ontario.

The chair of Divinity having in 1849, been abolished, and other changes made in King's College—the name of which was changed to that of the University of Toronto—which were unacceptable to Bishop Strachan and other members of the Church of England, the venerable prelate (although in his 72nd year) vigorously set about the establishment of an exclusively Church of England University. In this he was eminently successful; and having in 1850 secured an act of incorporation for it from the Canadian Legislature, he obtained in 1851 a Royal Charter from the Queen for the University of Trinity College, at Toronto. This institution was formally opened in 1852, and the Diocesan Theological school at Cobourg merged in it.

In the same year (1852) St. Michael's college was established at Toronto, by some clergyman of the order of St. Basil, under the patronage of the Right Reverend Doctor de Charbonell, second Roman Catholic Bishop of the Diocese.

In 1853, some valuable improvements were made in the details of the common school system. After having been discussed at various county school conventions, (which were held by the Chief Superintendent of Education,)

these improvements were embodied in a supplementary school bill, and in that form received the sanction of the legislature.

The grammar schools, which were first established in Ontario in 1807, were suffered to remain in a very unsatisfactory state until 1853. In that year an improvement in their condition was effected by the Chief Superintendent of Education, who prepared a draft of bill for their entire re-organization and management. Owing, however to a repugnance on the part of some members of the Legislature to assimilate the financial principles of the grammar and common school Acts, so as to impose upon the municipalities the duty of levying a tax at least equal in amount to that of the legislative grant to grammar schools, the objects of the bill were practically defeated; and the anticipated improvement in the condition of these schools did not reach the point aimed at by the Chief Superintendent in his draft of bill. Further legislations, therefore, were still rendered necessary in order to make the grammar (now High) schools more efficient as superior commercial or classical schools.

In 1857 the Belleville Seminary (now Albert University) was established by the Methodist Episcopal Church; and in the same year the Baptists established the Literary Institute at Woodstock.

In 1858 Mr. McGann set on foot a school for the Deaf and Dumb. It was subsequently merged in the flourishing Institution for that unfortunate class now in operation at Belleville.

In 1861 the Wesleyan Female college was established at Hamilton; in 1865 Hellmuth college for boys, and, in 1869, a college for girls were established by Bishop Hellmuth at London. The Roman Catholic Church has also in operation several flourishing Ladies Convent Schools, in the chief cities and towns; while a Church of England Ladies (Bishop Strachan) school has been established at Toronto. There are also a large number of Superior private schools, chiefly for girls in various parts of the Province.

In 1860 several improvements were made in the public school act. In 1865 the grammar school act was further revised and improved; and, in 1871, a still more important revision and improvement of the grammar and common schools laws were made. The designation of these schools was in the Act of 1871 changed to "High" and "Public" schools.

The general principles upon which our public school system is founded may be briefly summarized, as follows:—

1. That the schools shall be free to all pupils, between the ages of five and sixteen years.
2. That the property of the country shall be assessed to defray the entire cost of the schools, over and above the amount of the annual Legislative grant.
3. That every child is by law entitled to at least four months instruction in each year, either at home or in the schools.
4. That parents neglecting or refusing to afford their children facilities for acquiring this instruction, shall be liable to a fine.
5. That adequate school accommodation shall be provided by the trustees and locality for all the resident children therein.
6. That Township Boards of Education may supersede the present school section divisions.
7. That none but legally qualified teachers shall be employed in the schools; and that

(\*) It may be proper here to remark that it was not till 1846 that a check was put upon this abuse of public confidence on the part of American or Americanized teachers. In the Upper Canada common school law of 1850, it is provided that "no foreign book in the English branches shall be used in any school or common schools without the express permission of the Council of Public Instruction." Foreign teachers were also required by the school acts of 1843 and 1850 to take the oath of allegiance to Her Majesty before they could receive a certificate of qualification from the County Board of Public Instruction. These restrictive provisions of the school law are thus justified by the Rev. Dr. Ryerson in his special report to the Legislature in 1847: "I think that less evil arises from the employment of American teachers than from the use of American text books." Whatever may be thought of the wisdom or expediency of restricting legal certificates of qualification to natural born or naturalized British subjects, I believe public sentiment is against its repeal, and in favor of having the youth of the country taught by our own fellow-subjects, as well as out of our own books. In regard to the exclusion of American books from the schools, I have explained that it is not because they are foreign books simply that they are excluded, but because they are, with very few exceptions, anti-British, in every sense of the word. They are unwise, to school books of any other enlightened nation, so far as I have the means of knowing. The school books of Germany, France and Great Britain contain nothing hostile to the institutions or government of the character of any other nation. American school books, with very few exceptions, abound in statements and allusions prejudicial to the institutions of the British nation."

normal school instruction be furnished gratuitously.

8. That the schools shall be duly inspected, and shall receive aid only according to the average attendance of pupils therein.

9. That religious instruction be given to the pupils by the ministers, or other representatives, of the various denominations; that the schools be opened and closed with religious exercises at which no pupils shall be compelled to be present; and that the ten commandments be repeated once a week by the pupils.

As to the High schools, they may be grouped into three classes as follows:—

1. Collegiate Institutes, for providing classical education and preparing students for the University. Each institute must have not less than four masters, and an average attendance of at least sixty boys studying Greek and Latin.

2. High schools, for giving instruction to boys and girls in a prescribed classical course.

3. High schools, for giving instruction to boys and girls in a prescribed English course.

Neither the Collegiate Institutes nor the High schools are free, but the balance of moneys required for their support (over and above the Legislative grant, county assessment and fees) must be raised by general assessment upon the property in the municipalities in which the Institutes and High Schools are situated.

The masters of these Institutes and Schools must be university graduates in arts.

There are a few less prominent features of our Educational system which are peculiar to itself, and, without a reference to which, the general reader would fail to appreciate the completeness and comprehensiveness of its aims and working. They are nevertheless important features, though often overlooked by those who profess to give a bird's eye view of the general operations of that system. These subsidiary features comprise:

1st. The series of meteorological observations, which for several years have been daily made at ten different places of the Province.

2nd. The Educational Museum.

3rd. The supply of Maps, Apparatus, Prize and Library Books.

4th. The provision for the retirement of old teachers.

1. In regard to the first item we may state that as the science of meteorology has acquire so much importance in the daily question of "weather probabilities" the practical value of the observations made simultaneously at ten meteorological stations in Ontario has proportionately increased. Should any simultaneous system of observation be established by the Dominion government the observations made at these stations might be turned to very profitable account.

It may be proper to state that eight of the stations complete a circuit of the Province, and two are situated inland. They are at the following points:—

- 1 WINDSOR—on the Detroit river
- 2 GODERICH—on Lake Huron
- 3 SIMCOE—on Lake Erie
- 4 HAMILTON—at the head of Lake Ontario

- 5 BARRIE—on Lake Simcoe
- 6 BELLEVILLE—on the bay of Quinte
- 7 CORNWALL—on the River St. Lawrence
- 8 PEMBROKE—on the upper Ottawa river
- 9 PETERBORO—near the centre of the Eastern part of Ontario
- 10—STRATFORD—near the centre of the western part of Ontario

Independent observations are also made at the following places:

- 11 Provincial Observatory at Toronto
- 12 Queen's College Observatory at Kingston
- 13 Private Observatory at Mount Forest

2. The Educational museum has been established after the example of the South Kensington museum in London. It consists of a collection of school apparatus for Public and High schools, of models of agricultural and other implements, of specimens of the natural history of the country, casts of antique and modern statues and busts, &c., selected from the principal museums in Europe, including the busts of several of the most celebrated characters in English and French history; also, copies of some of the works of the great Dutch, Flemish, and Spanish masters, and especially of the Italian School of painting. These objects of art are labelled for the information of those who are not familiar with the originals, and a descriptive historical catalogue of them is in course of preparation. In the evidence given before the Select Committee of the British House of Commons, it is justly stated that:

"The object of a National Gallery is to improve the public taste, and afford a more refined description of enjoyment to the mass of the people;" and the opinion is at the same time strongly expressed that as "people of taste going to Italy constantly bring home beautiful copies of the beautiful originals," it is desired, even in England, that those who have not the opportunity or means of travelling abroad, should be enabled to see, in the form of an accurate copy, some of the works of Raffaele and other great masters; an object no less desirable in Canada than in England. What has been thus far done in this branch of public instruction is in part the result of a small annual sum, which, by the liberality of the Legislature, has been placed at the disposal of the Chief Superintendent of Education, out of the Ontario Education Grants, for the purpose of improving school architecture and appliances, and to promote art, science and literature, by the means of models, objects and publications, collected in a Museum connected with the Department.

3. The Educational Depository in connection with the Department was established, in 1851 for the supply of the Public and High schools with Maps, Apparatus, Prize and Library books. About \$50,000 worth of these things are sent out from the Depository each year. The cost of the Depository, (including salaries and contingencies) is borne out of a small profit realized on the articles supplied. For every \$5, \$10, or larger amount, received, 100 per cent. is added, and articles to the value of \$10, \$20, or other duplicated amount are sent out.

4. It is about twenty years since the Legis-

lature set apart a sum of money for the superannuation of worn-out teachers in Ontario. Each male teacher is required to contribute \$4 per annum to the fund, and is entitled on retiring to a pension of \$6 for each year of service in the Province. 257 teachers have been admitted to the fund, of whom 183 have died. The average age of each pensioner is 68 years and the average length of service 22 years.

The progress of the system of education in Ontario may be briefly summed up in the following table, viz:

YEAR.	No. of Public Schools.
1850.....	3059
1860.....	3969
1870.....	4566
1873..... (estimated).....	4665

Total receipts	
1850.....	434,488
1860.....	1,324,272
1870.....	1,944,364
1873..... (estimated).....	2,450,000

Total No. of pupils	
1850.....	151,891
1860.....	301,164
1870.....	421,866
1873..... (estimated).....	44,000

No. of Grammar or High schools	
1850.....	57
1860.....	88
1870.....	101
1873..... (estimated).....	105

No. of pupils	
1850.....	2,070
1860.....	4,546
1870.....	7,351
1873..... (estimated).....	7,500

The main features of the Public School system of Ontario which deserve notice (as already indicated) may be classified under the following heads:

1. The free school system and its complement of compulsory education.
2. A prescribed course of study for the public schools.
3. Township Boards for Education, as opposed to the present plan of school section divisions.
4. Means of training or otherwise instructing teachers.
5. Adequate school house accommodation.
6. Provision for Religious Instruction.

The principal features of our High School system may be grouped as follows:

1. Uniform Examination on the entrance of pupils into the High Schools.
2. Classical and English courses of study.
3. Payment by Results, in distributing the Grants.
4. Qualifications of High School masters and assistants.
5. Establishment of Collegiate Institutes.

There are several points of interest that might be discussed under the several heads indicated, but the space at the disposal of the writer is too limited to enable him to do so.

J. G. H

Toronto, 12th August 1873.



## HISTORICAL SKETCH

OF THE

# RAILWAYS OF THE DOMINION

PRINCIPALLY COMPILED, BY PERMISSION, FROM TROUT'S "RAILWAYS OF CANADA."

### EARLY TRANSPORTATION BY WATER.

Some writer upon political economy has truly said that a good criterion of the material prosperity of a country is to be found in the extent and excellence of its public highways. Certainly the truth of this remark has been well borne out in the history of Canada. Her magnificent lakes and rivers, those great natural high ways, gave her a manifest advantage over many parts of the continent in the earlier periods of its settlement by European immigrants.

Many drawbacks, however, attended the use of these ready-made avenues. The waters of the interior of the continent, in making their way to the Atlantic Ocean through the Gulf of St. Lawrence, find temporary resting places in those wonderful and unequalled inland oceans over which immense fleets are now engaged in carrying on an enormous commerce between millions of people. But the changes of level from lake to lake and to the Gulf of St. Lawrence occasion cataracts and rapids along the intermediate river channels, causing formidable interruptions to navigation.

Laborious portages were thereby made necessary, before the costly canals and locks were constructed by which these difficulties are now surmounted. For many years the birch bark canoe which the Indians had used from time immemorial, was from necessity adopted by European travellers and settlers.

When a fall or cataract was reached, the tiny vessel had to be hoisted on the shoulders of the travellers and carried above or below the obstruction, together with whatever goods the party carried. Tents were generally out of the question; and the Jesuit missionaries frequently speak jocosely of having put up for the night at the sign of the moon; the stars their canopy, and chief or only covering. Between Three Rivers and the country of the Hurons, on the east side of the Georgian Bay, which they named the Fresh Water Sea, and which the Indians called Attigonantam, no less than forty portages had to be made—that is, the canoe had to be taken out of the water and carried so many times—and the downward voyage, when sailing with the stream nearly all the way, consumed no less than thirty-five days, in which many perils to life and limb were encountered; a longer time than is now required to cross the continent five times from the Atlantic to the Pacific.

The chief business of the country long centred in the fur trade, of which the beaver furnished the largest and most valuable supply. The boats used by the traders were necessarily limited in weight to what the voyageurs could carry on their shoulders over the portages. We are not going to waste time on a review of the fur trade or its progress, but it is worth while to note, as illustrating the inevitable

slowness of the progress which it was possible to make in the absence of improved means of conveyance, that though Canada was discovered in 1514, the only means of getting into Lake Superior, possessed by the North-West Company, the most powerful organization that then existed in the country (the year 1800), was the bark canoe. It was large enough to carry eight or ten men, and a corresponding quantity of goods. It thus appears that for nearly three centuries the bark canoe, in one form or another, was the only reliance of Canadians, when extra long voyages had to be undertaken. On shorter voyages, other and superior craft were used.

At the close of the last century, it was the custom of Governor Simcoe to travel, from Kingston to Detroit, in a large bark canoe, rowed by twelve *chasseurs* of his own regiment; and followed by another boat, in which the tents and provisions were carried. The rule was to halt at noon for dinner, and in the evening to pitch the tents. When it was necessary to pass from one lake to the other—Ontario to Erie—by the portage at Queenston, this was then the only kind of vessel that could be used. On Lake Ontario he had the choice between the large bark canoe and a gun boat of eighty tons—that being the capacity of the "Onondago"—of which there were four. But only two of them, provided with sails and oars, were fit to carry either passengers or guns; and they were often pressed into the service of merchants, by whom either an equivalent in money was paid, or a return in like service in their vessels to the government was made.

The cost of carriage, by every mode of conveyance then in use in the country was enormous. A bushel of Indian corn cost, by the time it reached Grand Portage, about thirty miles above Fort William, twenty shillings sterling; and Sir Alexander Mackenzie tells us it was the cheapest article of provisions the North-West Company could supply its men with, in the first year of this century. For the same sum ten bushels of corn can now be purchased in England, after having been carried a thousand miles in the interior of America and across the Atlantic. But the North-West Company obtained the carriage of its stores very cheap, compared with what others paid. The cost of carrying goods between Montreal and Kingston, before the Rideau or St. Lawrence canals were built, seems to this generation incredible, and is worthy of belief only, because it is stated on unimpeachable authority. Sir J. Murray stated, in the House of Commons, September 6, 1828, that, on a former occasion, the carriage of a twenty-four pound cannon cost between £150 and £200 sterling; that of a seventy-six cwt. anchor £376; and that when the Imperial Government sent out two vessels in frames, one of them, a brig, cost the country in carriage, the

short distance between these two cities, the enormous sum of thirty thousand pounds sterling; nearly one hundred and fifty thousand dollars. The same service could now be performed for a mere trifle. In the early days of the Talbot settlement—about 1817—so called from a large district of country in Western Canada having been granted to Col. Talbot to place settlers upon, we have the authority of Mr. Edward Ernatinger, the biographer of that eccentric pioneer, for the statement that eighteen bushels of wheat were required to pay for a barrel of salt, and that one bushel of wheat would no more than buy a yard of cotton. From the difficulty of getting seed grain over the wretched roads of this new country, the struggling pioneer sometimes had to pay as high as two dollars a bushel for wheat, which sold in other parts of the province, where communications were better, for about three shillings and three pence a bushel, and other things necessary to his comfort and subsistence were proportionately dear.

The enormous rates of Atlantic freights, in those early days, show the immense improvements that have since taken place in ocean navigation. Mr. David Anderson, who, in 1814, published a book to prove the importance of the British American Colonies to England, estimated the freight of a quantity of wheat sufficient to make a barrel of flour, from Canada to England, at a pound sterling, nearly five dollars. He was obliged to make an estimate, when dealing with a barrel of flour, because "breadstuffs" were then shipped to England only in their unground state; and if his figures be reliable, Atlantic freights on this form of "the staff of life," were seven times as high as at present. We suspect, however, that his estimate was too high.

The average cost of freight on all the grain taken to England is added to the price of the grain, and if it costs five or six times as much to take grain to that market from one country as it can be taken for from another, the producer in the former country is at a great disadvantage in the competition he is obliged to meet. Discriminating duties could not be expected to make up the difference. Lying under these enormous disabilities, in respect to the transmission of produce from the place of production to the ultimate market, it was inevitable that the exports of Canada in grain should be low. In the quarter of a century ending with 1824, when the practice of grinding wheat for exportation had begun, Canada had exported only 563,221 bbls. of flour, and 4,833,190 bushels of wheat. Her population was small; but the growth of population under this condition of things must necessarily be the reverse of rapid.

Between Quebec and Montreal, and on Lake Ontario an improved kind of craft was used long before the same thing was possible between Montreal and Kingston. In 1795, three small merchant vessels, owned at Kingston,

used to make eleven voyages a year to the portage at Queenston; they formed the bridges between Kingston and Queenston; and long after, so little was foreseen of the future tracks of commerce, it was thought that the latter place would always continue to play an important part in the trade of the country. These vessels were, probably, from fifty to two hundred tons burthen, as Weld tells us, there were merchant vessels of that class on the lake at that date. Canoes and bateaux were also much used; all the coasters on the American side being of the latter class. Nearly all the British commerce of the lake was between Kingston and Queenston. The vessels seldom called at any other point. The number of vessels must have been small; for, if we may trust a statement published in the newspapers of the time, there were, in 1812, seventeen years after, on the Canadian side of Lake Ontario, only three vessels of over forty tons each. In 1826, in spite of the war that had intervened, the number of vessels of that size had increased to between thirty and forty, and some reached nearly, or quite, one hundred tons. At the former date, 1795, the fare between Kingston and Niagara was ten dollars, first class, and half that sum second class. The freight on goods between Kingston and Queenston was about nine dollars a ton (thirty-six shillings sterling) nearly as much as would have been paid for carrying them across the Atlantic, before the war then raging in Europe broke out. But ships were costly to construct, and wore out rapidly, sailors had to be brought up from the ocean, and retained on pay during the five or six winter months when the harbours were frozen up. Ship carpenters, brought from the States, worked in summer and returned home in winter. Added to this rate of freight was the previous carriage, sometimes of over two thousand miles, inland, before they were put on board at Queenston portage. Over this portage, sixty wagons would sometimes pass in a day. The upper landing place was on Chippawa Creek. Merchandise took this route westward by Detroit to Michilimackinac, and beyond. This portage trade gave the same importance to Queenston that Lachine received from a similar kind of traffic.

The first steamboat that ran between Quebec and Montreal appears to have been built in 1811, by Mr. John Molson, well known as the father of steamboat enterprise on the St. Lawrence. We find by the journals of Lower Canada that a bill was brought in, in that year, to grant him the exclusive right of navigating with one or more steamboats that part of the river; but though it passed through committee, it did not become law. Next year it was again introduced on petition. The petition sets forth that Mr. Molson had already built a steamboat, at great expense, which would afford the means, at a small cost to the public, of a speedy and convenient passage between the two cities; the only means of making it then in use being "fatiguing from the nature of the vehicle, and inconvenient both for lodging and nourishment." The petition did not mention the number of years during which this exclusive privilege was desired. The Legislative Council passed the bill, and inserted the term of fourteen years; but when it came before the Assembly, in Committee, the House was counted out for want of a quorum, only thirteen members being present, among them L. J. Papineau,

who was favourable to the measure. Nevertheless, steamboat communication was established on that part of the St. Lawrence, through the enterprise of Mr. Molson. It lessened the cost, shortened the time, and banished many of the discomforts of travelling between the two chief cities of Lower Canada.

Twelve years later, there were no less than seven steamboats plying between Quebec and Montreal. Five of them appeared in Edward Allen Talbot's eyes nearly as long each as a forty gun frigate. The double row of sleeping berths, on each side of the cabin, were thought to be surpassing luxuries, where state-rooms were unknown; though they would now fail to command any but second class passengers. And the charge, £3 sterling, over fourteen dollars and a half from Quebec to Montreal, and ten shillings less the other way, would now take a passenger all the way from Hamilton to the Saguenay by steamboat, and from Sarnia to Portland by rail. But the rates of passage were soon reduced, by the natural operation of competition, to a moderate figure. By the year 1829, deck passage on these steamers could be had for a dollar and a half; and a passage could be had on such conveyance as then existed, from Montreal to Kingston, for five dollars more.

Upper Canada was only a little later in availing itself of the facilities of steamboat navigation. The "Frontenac," the first Lake Ontario steamer, was not built till 1816. She cost £15,000, which is nearly three times as much as any other boat on that lake cost for the next decade, as the following figures, which represent the commercial steam marine of Lake Ontario in 1826, show:

NAMES OF STEAMERS.	COST.
Frontenac .....	£15,000
Queenston (estimated).....	5,000
Niagara .....	6,000
Charlotte .....	3,500
Toronto.....	2,500
Canada.....	5,000
Dalhousie .....	2,500
Total .....	£39,500

The "Frontenac," Howison tells us, was the largest steamboat in Canada; her deck being seventy-two feet long and thirty-two feet wide; seven hundred and forty tons burthen, and drawing eight feet of water. The time has long since passed when any one would think of using, on these waters, so small a steamer for passenger traffic. But the size of Canadian steamers soon underwent an increase. In 1829, the "Lady Sherlock," which ran between Quebec and Montreal, was one hundred and forty-five feet long, and the Chambly was only three feet shorter. Before the Lachine Canal was built small steamers managed to stem the Lachine rapid, which they overcame by going obliquely against the current and taking advantage of the side eddies.

It is curious to note that, at a distance of about five years, Upper Canada followed Lower Canada in the inauguration of steamboat enterprise; and that she counted seven steamboats on Lake Ontario two years after Lower Canada had placed that number between Quebec and Montreal. The fare charged by the first Upper Canada steamboat was twelve dollars from Prescott to Toronto, and half as much again to Hamilton.

But while these two sections were provided

with steamboat accommodation, the intermediate distance between Kingston and Montreal was still, on account of the interruptions occasioned by the rapids, obliged to content itself with more primitive modes of communication.

The flat-bottomed *bateaux*, made of pine boards, and narrowed at bow and stern, forty feet by six, with a crew of four men and a pilot, provided with oars, sails and iron shod poles for pushing, continued to carry, in cargoes of five tons, all the merchandise that passed to Upper Canada. Sometimes these boats were provided with a makeshift upper cabin, which consisted of an awning of oilcloth supported on hoops like the roof of an American, Quaker or Gipsy wagon: provided with half a dozen chairs and a table, this cabin was deemed the height of primitive luxury. The bateaux went in brigades, which generally consisted of five boats. Against the swiftest currents and rapids, the men poled their way up; and when the resisting element was too much for their strength, they fastened a rope to the bow, and plunging into the water, dragged her by main strength up the boiling cataract. From Lachine to Kingston, the average voyage was ten or twelve days; though it was occasionally made in seven; an average as long as a voyage across the Atlantic now. The nature of the route over which they travelled had dictated the construction of these boats; the main object being that they should draw as little water as possible. A bateau of two tons, if heavily laden, had to be lightened to pass over the Long Sault, when the water was low.

The Durham boat, also then doing duty on this route, was a flat-bottomed barge; but it differed from the bateaux in having a slip keel and nearly twice its capacity.

This primitive mode of travelling had its poetic side. Amid all the hardships of their vocation, the French Canadian boatmen were ever light of spirit, and they enlivened the passage by carolling their boat songs; one of which inspired Moore to write his immortal ballad, better known among the generality of English readers than those of the French that preceded it.

#### WAGGON ROADS

It is evident that water routes, however convenient they might be for communication between distant regions, must be supplemented as fast as the adjacent country becomes settled to a distance from their shores, by land-roads suitable for horses and waggons. Up to a comparatively recent period, however, even the great leading roads of the Dominion had received little improvement beyond such rude grading as would render them passable. Where they crossed swampy places, round trunks of trees were laid, side by side, across the roadway, to prevent the waggon-wheels from sinking in the mire.

A supposed resemblance to the King's corduroy cloth, gained for these crossways the name of "corduroy roads." The earth roads were passably good only when covered with the snows of winter, or dried up with the summer sun; and even then a thaw or a rain made them all but impassable. The rains of autumn, and the thaws of spring, converted them into a mass of liquid mud, such as am-

phibious animals might delight to revel in. Except an occasional legislative grant of a few thousand pounds for the whole Province, which was ill expended, and often not accounted for at all, the great leading roads, as well as all other roads, depended, in Upper Canada, for their improvement on statute labour. In 1831, every male inhabitant not rated on the assessment roll, was liable to two days labour on the roads; a person rated at not more than twenty-five pounds, to three days labour; if over fifty, and less than seventy-five, four days; at one hundred pounds five days; at two hundred pounds, seven days; at three hundred, nine days; at four hundred, eleven days; at five hundred twelve days. This labour was languidly performed, or, when possible, evaded altogether; substitutes were difficult to get, and money to pay them with equally so. In that year, £20,000 was granted by the Legislature for the improvement of roads; and Mr. Ruttan, in a pamphlet published the next year, stated that £9,000 of it remained unaccounted for. In 1835, no less a sum than £50,000 was granted for the improvement of roads; but this sum even if economically expended, would go a very little way in forming good roads, over distances that embraced many hundreds of miles. In 1836-7, a Session of recklessly improvident grants of all kinds, £500,000 was authorized to be raised for roads; but it was of no more value than the several other similar authorizations, amounting in the aggregate to several millions of dollars, when the credit of the Province was at zero, and its whole revenue was not one-third as much as that of one of our richest municipalities to-day. At the time of the Union, in 1841, the whole revenue of the Province was only £78,000; that of Toronto was, in 1870, \$1,362,169.25. Formerly the small grants for this purpose were jobbed and squandered by members of the Legislature, under a system in which no one was responsible, and every member could propose a money grant without the previous authority of the Crown. In 1840, Chief Justice Robinson estimated the whole amount that had been expended on Macadamized roads, in Upper Canada, at £200,000—\$800,000. After the Union, a large portion of the Imperial guaranteed loan of £1,500,000, was expended on this kind of roads; but the money was so distributed that the great leading routes were seldom more than partially improved.

The only road on which it was possible, in 1837, to take a drive, near Toronto, was Yonge Street, which was Macadamized a distance of twelve miles. Mrs. Jamieson describes the Canadian stage coach as being, at that time, like the American, a "heavy lumbering vehicle, well calculated to live in roads where any decent carriage must needs founder." These were the better sort, on the great roads. Another kind were "large oblong wooden boxes, formed of a few planks nailed together, and placed on wheels, in which you enter by the window, there being no door to open or shut, and no springs." On two or three wooden seats, suspended on leather straps, the passengers were perched. The behaviour of the better sort, in a journey from Niagara to Hamilton, is described by this writer as consisting of a "reeling and tumbling along the detestable road, pitching like a scow among the breakers of a lake storm." The road was knee-deep in mud, "the forest on either side dark, grim and impenetrable."

Bad as this was, there were men scarce past the prime of life, who, contrasting it with their recollections and experience, might be excused for thinking it a very acceptable mode of travelling. They could remember the time when it was impossible to thread their way among the stumps of trees and fallen timber that encumbered the road, with a rude cart and a yoke of oxen; when the Duke de la Rochefoucault-Lioncourt, in 1795, described this very road as one of the worst he had seen in America, when it was passable only on horseback, and then, he tells us, "but for our finding now and then some trunks of trees in the swampy places, we should not have been able to disengage ourselves from the morass." Thirty years later, Mr. Wm. L. Mackenzie described the road between Toronto and Kingston, as amongst the worst that human foot ever trod. And down to the latest day before the railroad era, the travellers in the Canadian stage coach were lucky if, when a hill had to be ascended or a bad spot passed, they had not to alight and fudge ankle deep through the mud.

In Lower Canada the *Maitres* and *Aides de Poste* formerly kept conveyances for the carriage of passengers at stated post houses; and the rates of charge were fixed by law. They received ten-pence a league for a horse and cart or sleigh, or for a horse and harness without either, for conveying a weight of six hundred pounds, and four-pence for every additional horse, conveying a weight of one thousand pounds; and seven-pence half-penny a league for a saddle-horse. The Act establishing these post houses having expired, the *ci-devant Maitres* and *Aides de Poste*, petitioned for their re-establishment, with a legalized tariff, in 1812. But a committee to whom the petition was referred, reported adversely; and thenceforth the carrying of passengers on land seems to have been left to the natural law of competition.

The rate which it was possible to travel in stage coaches depended on the elements. In spring, when the roads were water-choked, and rut-galled, the rate might be reduced to two miles an hour, for several miles on the worst sections. The coaches were liable to become embedded in the mud, and the passengers had to dismount and assist in prying them out by means of rails obtained from the fences. Various forms of accidents occurred, and the total percentage was probably not less than fifty per cent. more than on railways at present. The cost of travelling, in fares, to say nothing of time and expenses on the way, where the driver was generally in league with the tavern-keepers, by whom he was used as a decoy, was nearly three times what it is on railways. In the dry weather of summer, and the snows of winter, the worst roads became tolerably good; and stories of incredible speed being made, in sleighing, are still told. It is alleged that Mr. Weller—the immortal stage-coach owner—once drove Lord Sydenham from Toronto to Montreal, by means of successive relays of horses, in twenty-six hours; and a story is told of a still more surprising feat being performed, in the same way, between Portland and Montreal. It was a race between Boston and Portland, which could carry the English mail most rapidly to Montreal. The Portland party made the distance, which is nearly three hundred miles, in twenty hours. The result of this contest is said to have been one of the causes that led to the adoption of

Portland as the terminus of the railway from Montreal, instead of Boston.

## RAILWAYS.

The railway is the crowning improvement of modern times in transportation of travellers and merchandise. It is by far the most rapid, effective and economical means of conveying goods and passengers from place to place. While it is undoubtedly true that many railways, perhaps a majority of them, have in their earlier years proved quite unprofitable to their original projectors and to their stockholders few, if any, have failed to add to the material wealth of the regions through which pass they to an extent many times exceeding their cost.

To a country with the physical configuration of the Dominion—stretching from the Atlantic to the Pacific, and settled only on a relatively narrow frontier strip—cheap and rapid communication is one of the first requisites. The diversified products of the eastern and western sections require to be constantly interchanged in order to meet the wants of both. And nothing will so powerfully tend to consummate the great object aimed at in forming our Confederate Constitution—the real and lasting union of the people of all these provinces—as supplying the best possible facilities for the interchange, not merely of commodities, but of thought, by the means of correspondence and personal intercourse. The INTERCOLONIAL LINE, which is intended to connect in one continuous line the Provinces of Nova Scotia, New Brunswick, Quebec and Ontario, was no doubt projected, more as a political than as a commercial undertaking, and very great advantages may be expected from it in the way of bringing about acquaintanceship, creating and riveting social ties and commercial relations, breaking down antipathies and creating the sense of a common interest. Let us hope that as a military convenience it will never be called into requisition. The same necessity that forced the construction of the Intercolonial operates to urge the building of a CANADIAN PACIFIC LINE, which, great as the undertaking is, will undoubtedly be proceeded with without any unnecessary delay. These two lines, when completed, will, with our other great public work, the Grand Trunk Railway, extend as a vast iron girth across the Continent, forming a grand National Highway of three thousand miles in length, or in all, six thousand continuous miles of railway track.

The brilliant success of Mr. George Stephenson's engine "Rocket," on the Liverpool and Manchester Railway, drew the attention of the world to this new and marvellous triumph of genius. The £500 prize offered by that Company was won by the engine named—the trial taking place on the 6th October, 1829. This engine, which weighed four tons, made on the level, with 12½ tons attached, 29½ miles per hour. A result so astounding to the ideas of our ancestors, who regarded any means of travel faster than a stage coach at ten miles an hour as tempting Providence, was soon published far and near. In spite of the most unscrupulous and persistent opposition, this innovation forced its way into public notice. Railways soon became what they now

are, one of the most marked characteristics of our modern civilization.

As a means of opening up a new country for settlement, railways are incomparably the best and most effective, viewed in the light of results, that human skill has yet devised. Like the arteries and veins in the human body, they are the channels which vitalize the extremities of a country, and bring them into direct and immediate connection with the centres of commerce. They give value to natural products before valueless, because out of the reach of consumers; change sterility into productiveness; convert the wilderness into cultivated farms, as if by magic, and substitute for the profitless hunting of the wild man of the forest, the peaceful and remunerative operations of modern husbandry. Railways have accomplished all this in Canada, but the work has only fairly begun.

**AMERICAN RAILWAYS.**—Immediately after the trial of Mr. Geo Stephenson's Engine, a most important agitation sprang up in the United States. A section of 14 miles of the Baltimore and Ohio Railway was completed in 1830, and opened for traffic. It was worked by horse-power. In the next year a locomotive engine, the first of American manufacture, was placed on this line. In the same year an English engine, weighing six tons was obtained for the Mohawk and Hudson, but this proving destructive to the permanent way, an engine of American make, weighing only three tons was substituted in its place. In 1832, the South Carolina Railway was opened, also the New-York and Harlem, and the Camden and Amboy, in New Jersey. The Boston and Lowell, in the State of Massachusetts, was commenced in 1831, and the Boston, and Providence and Boston, and Worcester, in the following year, these three roads were completed in 1835. The Newcastle and Frenchtown, extending from Chesapeake to Delaware Bay was commenced in 1831 and finished in 1832. All these schemes were crude and ill-judged. As in Canada, the estimates always fell far short of the actual cost. This, with the defective character of the works rendering constant repairs necessary sadly embarrassed nearly every enterprise undertaken. The railways did not prove remunerative and became a serious burden on the capital and industry of the country; a state of affairs which brought about those widespread failures, and sweeping financial disasters, known in the aggregate as the crisis of 1837. This collapse gave the quietus to railway enterprise for a period of at least ten years. Many projects on which a good deal of money had been spent were wholly abandoned; others were gone on with. But the total miles constructed in the ten years following would scarcely equal the number completed in a single year since. From the small beginnings of forty years ago, the railway interest in the United States has grown enormously; the total mileage is now 50,000 in round number and these are being added to at the rate of 3,000 to 4,000 miles of new lines annually.

The liberal public policy of the United States Government with reference to this class of public works has had much to do with their almost marvellous expansion, and with the equally marvellous results that have followed in the development and progress of the country. It is estimated that the total amount invested in American railways appro-

ximates very closely to two thousand millions of dollars! The roads did not cost even three-quarters of this sum (which represents their capital accounts) the difference of over one quarter being made up by the process known as "watering"

In addition to a grant of thirty-five millions of acres of public lands to the Pacific Railway, already constructed, the United States Government issued \$63,616,000 in 6 per cent currency bonds in aid of that undertaking. The whole line is 3,300 miles in length, from the Atlantic to the Pacific Ocean. The public aid was, however, only extended to 2,500 miles of the railway. The bonds were issued upon 300 miles at the rate of \$48,000 per mile, upon 976 miles at the rate of \$32,000 per mile, and upon 1244 miles at the rate of \$16,000 per mile. A second mortgage was accepted by the Government as security for the loan, and the companies were authorized to issue their own bonds to an amount equal to the Government subsidy, the same being made a first mortgage over the whole of the companies' effects. The annual interest on the subsidy is \$3,934,569.

Subjoined is a statement of the amount of lands granted by Congress to the States named, for the construction of railways up to the 1st July, 1869.

STATES.	ACRES GRANTED.
Illinois.....	2,595,053
Mississippi.....	2,062,240
Alabama.....	3,729,120
Florida.....	2,360,114
Louisiana.....	1,578,720
Arkansas.....	4,744,272
Missouri.....	3,745,160
Iowa.....	7,331,208
Michigan.....	5,927,931
Wisconsin.....	5,373,360
Minnesota.....	7,783,403
Kansas.....	7,753,000
California.....	2,060,000
Oregon.....	1,660,000
<b>Total.....</b>	<b>58,108,581</b>

	ACRES.
Grant to Union and Central Pacific R. R. Cos.....	35,000,000
" to Northern Pacific.....	47,000,000
" Atlantic and Pacific.....	42,000,000
	<hr/>
	124,000,000
" in aid of Canals.....	4,405,986
" in aid of Waggon Roads.....	3,782,213
	<hr/>
	8,188,199
<b>Total.....</b>	<b>190,296,780</b>
Add grants made by 41st Congress.....	33,760,000
	<hr/>
<b>Total of all grants to date.....</b>	<b>224,056,780</b>

The amount received by the different States, made the grantees of these lands, is much less than the figures would indicate. The lands were granted in plots of six alternate sections of 640 acres each, being equal to 3,840 acres to the mile, to be taken by the odd numbers within six miles of the line of the railway. In case a sufficient number of sections of odd numbers of Government lands could not be had, on account of their previous disposal, then the lands of odd sections, within fifteen miles of the railway would be taken, in order

to make up the quantity granted. In some cases the grants were enlarged so as to apply to odd sections within twenty miles of the railway. The act of Congress conveying these lands, specified in general terms the route over which the proposed road was to run, and fixed a limit of time for its completion. Owing, therefore, to the condition on which these lands were donated, and the fact that the requisite amount of lands in odd sections within the prescribed limits were not to be had, a number of the companies never received more than half the amount granted them. Of the fifty-eight millions of acres given to the States not one-half has been appropriated as intended, chiefly for the reason just named. The Northern Pacific, which is to run from the head of Lake Superior, through the States and Territories intervening, to Puget's Sound has the right to take alternate sections within twenty miles of the railway in the States and within forty miles in the Territories, the total grant being 74,423 square miles.

Besides all this liberality on the part of the General Government, the State governments have in many instances contributed handsomely for the encouragement of railway enterprise. We have noticed that the State of Georgia appropriated some thirty millions of dollars in this way, the grants ranging from \$8,000 to \$15,000 per mile. About two-thirds of this sum was granted at a single session of the Legislature. Alabama guarantees 8 per cent interest on one of her railways, to the amount of \$16,000 per mile of completed and equipped railway; another road in the same state has a guarantee covering an expenditure of \$20,000 per mile.

**CANADIAN RAILWAYS.**—Very soon after the first railways were commenced in Great Britain and in the United States, several projects were formed and discussed for the construction of lines in Canada. From 1832 to 1840 a large number of charters were obtained in all the Provinces, but the great majority of the schemes so authorized proved abortive, and the Acts suffered to remain on the statute book as a dead letter.

In 1836 the first attempt at working a railway in Canada was made. The St. Lawrence and Champlain, (now the Montreal and Champlain,) was opened in that year; the rails were of wood with flat bars of iron spiked on them, and from the tendency of this class of rail to curl or bend upward as the wheels passed over it, it became known as the "snake rail." From this awkward peculiarity it often happened that the rails came into contact with the body of the cars or other rolling stock, in which case both fared badly. The first locomotive used on the Line was sent from Europe, accompanied by an engineer, who for some unexplained reason had it caged up and secreted from public view. The trial trip was made by moonlight in the presence of a few interested parties, and it is not described as a success. Several attempts were made to get the "Kitten"—for such was the nickname applied to this pioneer locomotive—to run to St. Johns, but in vain; the engine proved refractory and horses were substituted for it. It is related, however, that a practical engineer being called in from the United States, the engine which was thought to be hopelessly unmanageable, was pronounced in good order requiring only "plenty of wood

and water." This opinion proved correct, for after a little practice the "extraordinary" rate of speed of twenty miles per hour was attained. Other difficulties were soon overcome and the first Canadian railway became an accomplished fact.

The first locomotives used in Canada and the first sent across the Atlantic to British North America were the "James Ferrier," "the Montreal" and the "John Molson." They were built by Messrs. Kimmond & Co., of Dundee, Scotland, in 1847, and shipped in the spring of 1848. The first two were used on the Montreal and Lachine railway, and the third ran from St. Lambert to St. Johns on the Montreal and Champlain railway. Some of them are still running.

It was fully a decade subsequent to the date of the opening of the St. Lawrence and Champlain Railways that the Huron and Ontario and Great Western projects took practical shape in Upper Canada, although charter powers were conferred for the construction of the former line as early as 1833 and for the latter in 1834. So little was the progress made that in 1850 there were but fifty-five miles of railway in all the Provinces.

In 1849 a general Act was passed known as the "Guarantee Act" which empowered the Government to aid any railway not less than seventy miles in length by guaranteeing the payment of six per cent. interest on a sum not to exceed one half the total cost of the road. In 1858 the Government guarantee was extended to the principal, the Government taking a first lien on the railways so aided. Though this policy never realized the anticipations formed of it, yet it had the effect of giving a powerful stimulus to railway enterprise. Then commenced the first railway era in which all our present lines were constructed.

#### GRAND TRUNK RAILWAY.

In 1851, an Act was passed (14 and 15 Vic., Cap. 73), entitled: *An Act to make provision for the construction of a Main Trunk Line of Railway throughout the whole length of this Province.* This Act brought the Legislature under a pledge not to increase the public debt, except for the purposes of building such railway and "as regards the guarantee of the Province under the Act 12 Vic., Cap. 29, for interest only on debenture issued or to be issued by the St. Lawrence and Atlantic, the Great Western, or the Ontario, Simcoe and Huron Railway Companies." The Governor General was authorized to enter into arrangements with the Governments of Great Britain, and of the Lower Provinces, for the construction of the Quebec and Halifax Railway, if the necessary funds should be raised under the Imperial guarantee. The Governor in Council was authorized to apply, in furtherance of that work, all the ungranted lands, to the extent of ten miles on either side of the line. The road was to be continued as far as Hamilton, under the Imperial guarantee, if that were obtained, but if it was not obtained, or the amount was not sufficient to accomplish so much, the whole road, or the residue of it, was to be built at the joint expense of the Province, and such Municipal Corporations as would subscribe towards it. A fund was to be formed out of the municipal subscriptions, to be called the "Municipal Subscription Fund." Debentures equal in amount to these municipi-

pal subscriptions might be issued by the Government, and chargeable on this fund, and a Sinking Fund to be created; besides an equal amount of debentures chargeable on the consolidated revenue. If the funds for constructing the Main Trunk could not be raised in any of these modes, the work might be undertaken by chartered companies. A Board of Railway Commissioners, consisting of the Receiver General, the Inspector General, the Commissioner and the Assistant Commissioner of Public Works, was created. The guarantee under the Act of 1849, was not to be given till this Board had reported to the Governor in Council, that the land for the whole line or section had been obtained and paid for, and a part of the work done; and that the fair cost of this was equal to what would have to be expended for the completion of the road.

The Government had set out, in 1849, by confining the guarantee to the interest of the loan raised by the railway company; but by the Act of 1851, now under review, authorized the Governor in Council to extend it to the principal, in case of the Grand Trunk. Provincial debentures might be exchanged for those of railway companies. In return, the Province was to take the delusive security of a first lien on the railway, tolls and property of the Company; a security from which the Province has never derived and never will derive a single dollar. We now know that the straightforward way of dealing would have been to grant a bonus instead of a loan that purported to be secured. The Province has got good value for whatever it has paid on account of this road; but the mode of doing it held out hopes that have not been realized.

QUESTION OF ROUTE.—The question of the route of the Main Trunk engaged the attention of the Standing Committee of the Canadian Legislature on Railroads and Telegraph Lines in 1851. There was much diversity of opinion as to where the section of the line between Kingston and Montreal should be located.

Mr. (now Sir) Hugh Allan favoured a line to accommodate the Ottawa District via Bytown, now Ottawa, in order to avoid the competing water traffic and with a view of opening up a large tract of land. Several others spoke to the same effect and it was said that in a military point of view this route would be more secure than a frontier route on the river. But arguments in favor of the more direct route prevailed. The cost was estimated at from \$25,000 to \$27,000 per mile.

QUESTION OF GAUGE.—On the question of gauge, several witnesses were heard. We incline to think that the weight of the evidence was in favour of a four feet eight and a half inch gauge, while that of five feet six was adopted. Mr. T. C. Keefer said: "The steadiness of a carriage depends upon the length of the rectangle formed by the wheels, and I think the long carriage used on the American narrow-gauge roads are steadier than the short broad gauge carriages, when both are run upon roads of equal condition." A Royal commission, appointed in 1845—six years before—had reported: "That as regards the safety, accommodation and convenience of passengers, no decided preference was due to either gauge; that in respect to speed, the advantage was with the broad gauge; that in the commercial ease of the transport of goods, we believe the narrow gauge to possess the greater convenience, and to be more suited to the general

traffic of the country; that the broad gauge is the more costly;" and they ended with this conclusion: "Therefore, estimating the importance of the highest speed on express trains for a comparatively small number of persons—however desirable it may be to them—it is of far less moment than affording increased convenience to the general traffic of the community—we are inclined to regard the narrow gauge as that which should be preferred for the general convenience."

Many of the persons examined before the Assembly committee, in 1851, were not in a position to form the best opinion as to the relative value of different gauges. Mr. Harris, President of the Great Western, must be presumed to have given the question some consideration, and he gave his opinion in favour of the narrow gauge, which the Great Western had then adopted. All their calculations, plans and specifications were then based on a four feet eight and a half-inch track. He gave the following as the reasons for its adoption:

"First, its established character; second, the saving of money in the superstructure (ties and rails requiring extra strength for broader gauge); third, saving of expense in running machinery, for all time to come; and fourth, to form an easy and economical junction with the railroads of Michigan and New-York, from which the Company expect to receive very large additions to the traffic on their road, a considerable portion of which is expected to follow a Trunk Line through the Province to Montreal." And he added:

"I consider the adoption of a broader gauge than four feet eight and a half inches would prove injurious to the interests of the Great Western Company, as well as to the Main Trunk Line as far as Montreal, because I feel that every inducement possible will require to be made, to secure the principal part of the travel from Chicago, &c., through Canada, in preference to the various channels now being opened on the south side of Lake Erie; and I feel convinced that any gauge that will not admit of the baggage cars of the roads joining the Great Western on either side being carried across it, will deprive Canada of the greater part of the said travel."

There is something prophetic in some of these reasons. The Great Western practically compelled by the Legislature to adopt a five feet six gauge, were obliged to reduce it, by means of a third rail, to enable American trains to pass over their line. The section of the Main Trunk east of Montreal had been commenced with a "broad gauge," and that circumstance may have had some influence in determining the decision of the Committee. Erastus Corning, a name influential among railroad men, gave his opinion in favour of the four feet eight and a half, to enable our roads to connect with railroads in the States, which had adopted that gauge; the New York, Northern and Central, and the New England lines. And he held that, not one advantage to a wide gauge can be stated without a sacrifice incident to such increase." At the same time he stated with great candour, "that the relative advantages and disadvantages of various gauges rest solely upon the stability of the road-bed to sustain the weight of engines and cars, and their action when in motion on the track." H. C. Seymour, State Engineer of New York, admitted the inconvenience of a gauge that necessitated tramping; but he contended

that all the objections to a five and a half feet gauge had been refuted by the result of actual experience. "Besides the decreased wear and tear consequent upon the easier motion of the cars and engines on a wide gauge," he said, "the comfort of passengers produced by the wider seats permissible in cars running on a wide gauge, is an important consideration." A five feet and a half track would enable the cars to be a foot wider than on one four feet eight and a half.

Other distinguished engineers, including John L. Roebling, the builder of the suspension bridge over Niagara River, Thos. Rodgers, of Patterson, New-Jersey, a noted locomotive manufacturer, and M. Killaly then attached to the Public Works Department, though admitting weighty objections to the broad gauge, advocated it on the whole, and with all the evidence before them and all the circumstances to be considered, the Railway Committee on the 31st July 1851 decided in favor of the five and a half feet gauge.

INTERPROVINCIAL NEGOTIATIONS. — Applications having been made to the Imperial Government for pecuniary aid in this important undertaking, Earl Grey, then Colonial Secretary, suggested in his despatch of March 14, 1851, a conference between the Governments of the three provinces, "for the purpose of coming to some agreement, on the subject, which, after being approved by the Legislatures of the several Provinces, might be submitted for the sanction of Parliament." Mr. Howe represented Nova Scotia and Mr. Chandler New Brunswick. They reached Toronto on the 15th June. New Brunswick, though thus represented, was still hesitating; and all that could be done by the Conference was to agree upon a basis of action to be submitted to the Government of that Province. It was agreed, subject to the approval of New Brunswick, that the line from Halifax to Quebec should be made "on joint account and at the mutual risk of the three Provinces, ten miles of land along the line [on both sides it is to be presumed] being voted in a joint commission, and the proceeds appropriated towards the payment of the principal and interest of the sum required." New Brunswick was to construct the Portland line—the North American and European—at her own risk, with funds which it was erroneously assumed would be advanced by the British Government, while Canada, at her own risk, was to build the line between Quebec and Montreal, and any saving that could be effected out of the share of the Halifax and Quebec Railway guaranteed loan, was to be appropriated to the extension of the line above Montreal. When the debt contracted, on the joint account of the three Provinces should be repaid, each Province was to own the portion of the line within its own territory. Canada was to withdraw the general guarantee offered for the construction of railways in any direction, and her resources were to be concentrated upon the main line, with a view to the early completion of a great intercolonial and interior highway from Halifax to Hamilton, thence to Windsor, opposite Detroit. The great Western, then in course of construction, was to complete the line to the Western frontier of Canada. The New Brunswick Government agreed to accept these terms, as soon as assured that it had been confirmed by that of Nova Scotia. Mr. Howe, in his arguments to obtain this confirmation from the people of

Nova Scotia, who were about to elect a new Legislature, even then argued that this line would in our time, be extended to the Pacific. All the calculations were based on the assumption that the railway would cost £7,000 currency or \$28,000 a mile; but Mr. Howe thought that much of the work could be done for \$20,000 a mile. He found that the capital with which American railroads had been constructed had cost from seven to twelve per cent.; and he brought his mind to the conclusion "that a railroad built with money at 3½ per cent. will pay almost immediately, even if made through a wilderness, provided the land be good, water power and wood abundant, and provided there are settlements at either side, to furnish pioneers and local traffic with them when they are scattered along the line." This is a more hopeful view than most persons now venture to take of the Intercolonial. Mr. Howe estimated the quantity of land to be appropriated in aid of the railway, chiefly by Canada and New Brunswick, at three millions of acres, and argued that if it were sold at a dollar an acre it "would form a fund out of which to pay the whole interest on the capital expended for the first three or four years."

It was understood that the general government had distinctly pledged its guarantee to the Intercolonial Railway; but owing to a misunderstanding between the Colonial Secretary, Sir John Pakington, and the delegates from the Provinces, in regard to the location of the line, this pledge was for the time withdrawn.

The responsibility was thereupon taken in behalf of Canada, and independent of the other Provinces, by Mr. (now Sir Francis Hincks) to negotiate an agreement with the great English Railway constructing firm of Peto, Brassey, Betts and Jackson who undertook to build the road and to float the stock of the whole line on obtaining the government guarantee of £3,000 or \$12,000 per mile. The Quebec and Richmond Railway Co. had already contracted with this firm for the construction of their portion of the Road.

CONSOLIDATION. — This agreement involved a new policy of railway legislation. But before coming to what that legislation was, we must first recapitulate what had been previously done on some sections of what was now to be called *The Grand Trunk Railway of Canada*.

In 1848, the *Toronto and Goderich Railway Company* was chartered, (10 & 11 Vic. cap. 123, with a capital of £750,000, in shares of £25 each, with power to raise an additional sum of £250,000 if required. This road, in its passage from Toronto was to strike Guelph and the waste lands of the Crown lying north of the Huron Trunk, to Goderich on Lake Huron. The survey map and book of reference were to be deposited within three years and the road to be completed within ten years. Construction was not to commence until £150,000 of the stock had been subscribed, and ten per cent. paid on it. The Directors were empowered to unite with any joint stock company then formed or to be hereafter formed in the United Kingdom, and with the Toronto and Lake Huron Railroad Company.

In 1851, the *Kingston and Montreal Railroad Company* was incorporated, with a capital of £600,000 currency (\$2,400,000), in shares of \$100 each; and if that proved insufficient, power was given to raise £400,000 more. The same power of making arrangements as in the old Act was given. The gauge was

fixed at five feet six inches. The whole of the stock was subscribed by ten persons, in August, 1852.

The *Act to Incorporate the Grand Trunk Railway of Canada* (16 Vic., cap. 37), passed in 1852, incorporated a company with a capital of £3,000,000 stg., in £25 shares, to construct a railway, on a designated route, from Toronto to Montreal. The Government guarantee, to be given in the form of Provincial debentures, was confined to £3,000—\$12,000—a mile, and was to be handed over in amounts of £40,000, whenever £100,000 stg. should be ascertained to have been expended "with due regard to economy" on the road.

Another Act, (16, Vic. cap. 38) was passed the same session, *To provide for the Incorporation of a Company to construct a Railway from opposite Quebec to Trois Pistoles, and for the extension of such railway to the eastern frontier of this Province*. The capital was fixed at one million sterling, with power to increase it to four millions, and the right to extend the road to the eastern limit of the Province. The same amount of Provincial guarantee as in the case of the Grand Trunk was to be given to that section which lay between Point Levi and Trois Pistoles; but for an extension a grant of a million acres of land was to be given in lieu of a money aid. In other respects the terms of this Act were the same as those of the preceding.

What is popularly known as the *Amalgamation Act* (16 Vic., cap. 39) completed the series of railway legislation this session. It empowered any railway company whose road formed part of the Main Trunk line to unite with any other such company. Its provisions were applied to the St. Lawrence & Atlantic Railway Co., and the railway which that company was empowered to construct. It repealed the Acts incorporating the Montreal & Kingston Railway Co., and the Kingston & Toronto Railway Co., and obliged the Grand Trunk Railway Co. to pay the promoters of these railways the preliminary expenses they had incurred.

In 1853, the Grand Trunk Railway Company was authorized to increase its capital or to borrow to the extent of £1,500,000 sterling, for the purpose of constructing a general railway bridge across the St. Lawrence at or in the vicinity of Montreal. It might undertake the work alone, or in conjunction with any other company or companies. The plan was to be approved by the Governor in Council.

By another Act, passed the same session (16, Vic. cap. 76), the Amalgamation Act was extended to companies whose railways intersect the main trunk or touch places which that line touches. In pursuance of this Act, the Toronto and Saruia, the Toronto and Kingston, the Quebec and Trois Pistoles, and the Belleville and Peterboro'—the latter a projected branch which was never built—were united. The negotiations were conducted in London in the first five months of 1853; Mr. Galt representing the Atlantic and St. Lawrence, the St. Lawrence and Atlantic, and—in connection with Mr. Alexander Gillespie, of London—the Toronto and Guelph railway companies, Mr. Ross, the Grand Trunk proper, as its President, and the eastern section of that road, in connection with Mr. Forsyth and Mr. Rhodes.

The amalgamated company assumed all the liabilities of the several companies, which,

previous to the amalgamation, had a separate existence. This included a contract with Messrs. Gzowski & Co., entered into on the 24th March, 1853, for the construction of the Toronto and Sarnia section, for the sum of £1,976,000 sterling, the distance being estimated at 172 miles; Messrs. Peto, Brassey, Betts and Jackson's contract, entered into one day before Gzowski & Co.'s was signed, for the construction of the line between Montreal and Toronto, estimated at a distance of 345 miles—eleven miles over the real distance—for the sum of £3,000,000 sterling; the contract with the same parties, dated October 20, 1852, for the construction of the Point Levi and Richmond line, some 95 miles, for the sum of £650,000; a contract with the same parties for the construction of the Quebec and Trois Pistoles road, estimated at 153 miles, for the sum of £1,224,000 sterling; a contract with the same parties, never executed, for the construction of the Belleville and Peterboro' line for the sum of £400,000; and a contract with the same parties, executed March 3, 1853, for the construction of the Victoria Railway bridge at Montreal, for the sum of £1,400,000 sterling. The Atlantic and St. Lawrence Company, whose road runs from Portland, Me., to Island Pond, Vt., a distance of 148 miles, leased its property to the Grand Trunk for a period of 999 years, at a yearly rent representing six per cent. on the share and stock capital, \$1,700,000, besides the interest on the bond and debenture debt; in all, \$300,000 a year, payable half-yearly on the 1st January and the 1st July.

#### CAPITAL STOCK.

The entire amount of Capital was fixed at £9,500,000 created and apportioned as follows: Stock in 144,920 shares of £25 each £3,623,000  
 Debentures of £100 each, payable in 25 years, bearing interest at 6 per cent. per annum, payable half-yearly, in London, and convertible into shares on or before the first day of January, 1863, at the option of the holder..... 1,811,500  
 And debentures convertible into bonds of the Provincial Government, of £100 each, payable in 20 years, bearing interest at 6 per cent. per annum, payable half yearly in London..... 1,811,500  
 £7,246,000

The estimated profit was nearly 11½ per cent. The gross estimated earnings have been fully realized; but the great error of calculation, which makes all the difference between profit and loss, was in putting down the working expenses so low as forty per cent. the actual amount having been from seventy to eighty per cent.

The prospectus of the Grand Trunk Railway was issued while the arrangements for a fusion of the companies were in progress, under the guarantee of powerful names of the monetary world of London and seven members of the Executive Government of Canada. Among the London Directors were Baring, representing one house, and Glyn another, and both of them were members of the house of Commons. The Government directors in Canada were the Hon. John Ross, Solicitor General for Upper Canada, Hon. F. Hincks Inspector General, Hon. E. P. Taché, Receiver

General, Hon. Jas. Morris, Postmaster General, Hon. Malcolm Cameron, President of the Executive Council. Glyn, Mills & Co., and Baring Bros., were the bankers, and Alexander Ross was engineer in chief.

The issue of the first half of the Stock, £1,811,500, in £25 shares, was attended with surprising success. The applicants were immensely in excess of the amount to be issued—some put the whole amount applied for as high as twenty millions sterling—and brokers speculating in the stock, in advance of its issue, agreed to deliver shares at £1 premium. There was naturally great disappointment among the applicants; a feeling that was not to be without its compensation in the future. The stock issued at par went up as high as two per cent. premium; but when it once fell below par it never recovered, but steadily declined till quotations became merely nominal.

It would seem that a great mistake was made in not issuing the whole of the stock at once; for, that was the only time when it could have all been floated at par. But this could not have been foreseen, at the time.

The Provincial guarantee extended to the various sections of the road, in the following proportions, amounted to £1,811,500 stg., to be represented by six per cent. debentures, payable in twenty-five years, and to be issued on the conditions previously stated:

Toronto to Montreal.....	345 miles.
Quebec to Trois Pistoles.....	153 "
	498 miles.
At £3,000 per mile.....	£1,494,000
St. Lawrence and Atlantic.....	67,500
Quebec and Richmond.....	250,000
	£1,811,500

Besides this, £400,000 had already been issued to the St. Lawrence and Atlantic Railroad prior to the amalgamation. The whole amount then authorized by the Legislature to be issued was £2,211,500 stg. It was seriously argued that by agreeing to issue this amount of debentures in aid of the Grand Trunk, the Province was "only incurring a nominal responsibility;" this was admitted, Mr. Hincks said in 1852, even by the opponents of the bill; the idea being that the first mortgage held by the Province constituted ample security for the advance.

The amalgamation was confirmed by the Legislature in 1854, and transferred to the amalgamated company the title of the Grand Trunk Railway of Canada. The company was authorized to increase its capital, but the delusion about retaining for the Province its first lien was kept up. The lien, being considered a very valuable thing, was extended to the whole Grand Trunk Railway and its works, and the engineer's certificates for the forty per cent. of guarantee were to extend to all the company's works, though there was to be no increase in the total amount to be issued. No more Provincial aid was to be granted to the Point Levi & Richmond or the Montreal & Portland sections beyond the £717,500 already issued; none to any branch railway that might be thereafter built, or to any line that might be amalgamated with it, except the direct line between Trois Pistoles and Sarnia. The amount of Provincial bonds, that might be issued in aid of the Victoria Bridge was limited to £100,000 stg.

In the early part of 1855, efforts were made

to obtain for the Company additional assistance from the Canadian Government. The English contractors wrote to Mr. Thos. Baring and M. George Car Glyn, both of whom occupied the double position of directors of the Company and financial agents of the Government, stating at what rate they would push on the work of construction, if £900,000 of additional Provincial aid were obtained. They would open the road from Montreal to Brockville, and from Quebec to St. Thomas, in the ensuing autumn; they would open the additional section from Brockville to Toronto, giving a railway connection between Montreal and Toronto by the autumn of 1856. This promise was left a year behind in the performance. But the line from Quebec to Richmond was (February 2, 1855) already open, though the contract gave them over ten months more, and a year over the time when the road had been opened (December 1855).

This appeal was responded to. In the latter part of the session of 1854-55, an Act was passed, (18 Vic., cap. 174), May, 19, 1855, to grant additional aid to the Grand Trunk Railway. It authorized the issue of Provincial debentures to the amount of £900,000 stg. redeemable in twenty years, for this purpose. The conditions on which they were to be issued to the Company were that the whole amount of aid received and to be received, for work or materials on the ground, should not exceed fifty per cent. of the whole amount expended on the work, prior to the 1st May, 1855, and the sum to be advanced out of this additional grant was never to exceed seventy-five per cent. on the amount expended by the company after that date, on the portion of the line between St. Thomas and Stratford, exclusive of the work on Victoria Bridge. This loan, like the first, was made a first lien on the Company's works; and as the Victoria Bridge, on account of which no Provincial aid was advanced, was included in the mortgage, it was argued that the Province was increasing its security so much that the additional grant was for it, a good operation, and one which on financial grounds, it would have been madness not to have gone into. The loan was repayable in twenty years, and the interest, six per cent. half yearly. In 1853, 1854 and 1855, while the capital account was in its best condition, the Company did pay interest on Government bonds to the amount of about £200,000 stg. Evidently motives of policy made it advisable for the Company to hold out a prospect that such interest would continue to be paid, as long as additional grants were likely to be required.

But the time was fast approaching when the idea that the lien which the Government held on the works would ever be the means of bringing back the capital advanced, must cease to be entertained by even the most sanguine. In 1856 (July 1) an Act (19 and 20 Vic., c. 111), was passed which exploded the idea, advanced a few years before, that the Province only incurred a nominal responsibility in giving the Provincial guarantee to this great national undertaking. The first lien, which had been relied upon as a means of securing the repayment of the capital advanced to the Company, was given up. By the terms of this Act, which had been provisionally agreed to in advance between the Government and the Company, the latter was authorized to issue preferential bonds to the amount

of £2,000,000 stg.; these securities to have priority over the Province lien. The issue was not to take place till the railway from St. Thomas to Stratford had been finished and in operation. The proceeds of the bonds were to be deposited with the Provincial agents, in London, and released to the Company on certificates of the Receiver-General, during the progress of the following works:—

The railway from St. Mary's to London and Sarnia.....	£450,000
The railway from St. Thomas, Lower Canada, to Rivière du Loup.....	525,000
Victoria Bridge.....	800,000
Three Rivers and Arthabaska.....	125,000
To enable the said Company to assist the Port Hope, and Cobourg and Prescott Railways as subsidiary lines.....	100,000
	£2,000,000

For the ensuing five years, the time estimated to be necessary for the completion of the construction, the Province was to pay interest on the bonds it had issued in aid of the work; but still the idea of repayment, though in a new form—in the share capital of the Company—was kept up in this Act; and the lien of the Province, subject to these conditions was to rank, as to dividend or interest, with that of the Company's bondholders.

In this year, 1856, the Company asked the Government to guarantee five per cent. interest on the share capital, but the proposition was not entertained.

On the formation of the Grand Trunk Company, and the grant to it of the Provincial guarantee, it was deemed expedient to give the Government a representation in the direction, with the idea that the interest of the Province would thereby be better guarded. This arrangement was made the occasion of attacks on both the Government and the Company, in which the latter was declared to be too much under political influence. A cry for the abolition of the Government directorate was set up. This would of itself, probably not have led to any result, but when the Government lien had been virtually given up, there was no longer any object in retaining the Government Directors. Accordingly, in 1857, there was proposed an Act (20 Vic., c. 11.) *To dispense with Government Directors in the Grand Trunk Railway of Canada, and to facilitate the completion of the Company's works from Rivière-du-Loup to Sarnia.* The Government Directors were to go out of office at the next general meeting of the shareholders, and all the powers of the Company were henceforth to be wielded by the elected Directors. The existence of Government Directors in the early years of the Company's existence was afterwards, in 1861, sought to be made, by a committee of the bond and stockholders, the basis of a financial responsibility which the Province had never contemplated and never could be induced to assume. By the Act of 1857, a year's extension of time for completing the works was given, and as a condition of their being completed even within that time, and so long as they are worked and regularly maintained, "the Province foregoes all interest on its claims against the Company, until the earnings and profits of the Company, including those of the Atlantic & St. Lawrence Railroad Company, shall be sufficient to defray the following charges:—1. All expenses of managing, working and maintaining the works and plant of the Company. 2. The rent of the Atlantic & St. Lawrence Railway, and all interest on the

bonds of the Company exclusive of those held by the Province. 3. A dividend of six per cent. on the paid up share capital of the Company, in each year in which the surplus earnings shall admit of the same; and then in each year in which there shall be a surplus over the above-named charges, such surplus shall be applied to the payment of the interest on the Province Loan accruing in such year. The bonds and share capital herein mentioned shall be held to include and consist of all loans and paid up capital which the Company have raised or may hereafter raise *bond fide* under the authority of any Act of the Provincial Legislature, passed or to be passed, for any purpose authorised by any such Act. "This was equivalent to a complete surrender of the Provincial lien, and, it would have been better to wipe it out altogether than to foster the delusion that anything could in any remote contingency be realized from it.

Next year, 1858, came *An Act (22 Vic., cap. 52) to amend the Acts relating to the Grand Trunk Railway of Canada.* It gave authority to the Company to issue additional bonds, preferential or otherwise, with the now absolutely ridiculous proviso that the new issue should in no way affect the Province lien on the road. And there was a clause providing, among other things, in the nature of priorities, the order in which the interest on the Provincial debentures should be paid by the Company. Authority was also given to alter and enlarge the conditions of the lease with the Atlantic and St. Lawrence Railway consistent with the preservation of the relative positions of the Province and the Company.

In 1861, a committee of shareholders drew up a statement in which they asserted "that it was in *bond fide* reliance upon the representations put forward from the Canadian Government in this [the Company's] prospectus, that, in 1853, the petitioners and other persons became subscribers to the Grand Trunk Railway, and in the full persuasion that a Colonial Government which had sought assistance in England in a form so public and conspicuous, would at all times be ready to extend to the obligations thus incurred, at a distance of three thousand miles, not a construction resting on narrow rules of law, but an interpretation large, liberal and statesmanlike," and that they relied on the Canadian Parliament to fulfil this expectation. This was equivalent to asserting that the undertaking was set on foot as a Government work; an assumption which the Canadian Legislature was not likely to endorse. If the Government had undertaken the construction of the road as a public work, the committee argued, it must have incurred an expenditure of £11,000,000 stg., or £660,000 a year, whereas, by the mode adopted, the Province had obtained all the advantages of the Grand Trunk system at a charge of not more than £3,111,500, or £187,040 a year, from which amount there were several deductions to be made. They argued that the Arthabaska branch which they state at 30 miles, and nearly the whole of the 358 miles forming the Eastern Division, though valuable to the country, must be worked either at a positive loss, or upon terms which will not yield any profit upon the capital expended in their construction; that this is true, in the most unqualified sense, of the 148 miles between Quebec and Rivière du Loup and of the Arthabaska branch, and to

some extent of the 96 miles between Richmond and Quebec. They sum up by saying that, as regards the 214 miles east of Richmond, and as regards the branches, the Grand Trunk has become charged with the burden of constructing, maintaining and working lines of railway, not for the benefit of the share and bondholders, but wholly for the present and future benefit of particular portions of Canada; that an amount nearly equal to two-thirds the whole Provincial aid was expended on works valuable to the country, but unprofitable to the Company, leaving only £1,111,500 contributed to what they call the commercial portion of the undertaking. It was contended that these facts, all taken together, gave the share and bondholders not a legal, but a strong moral claim on the Province. They estimated the increased market value conferred on the grain and other crops of the Western portion of the Province by the Grand Trunk railway, as not less than 20 to 30 per cent., a statement of which it would require a close examination of a history of prices and other data to test the accuracy. This attempt to make the Canadian Government a joint partner in the expenditure of fifteen millions sterling, was not responded to in the way the committee desired.

In 1862 the Company claimed additional remuneration for the mail service. This service was represented to be worth, for the ensuing twenty-five years, a sum that would capitalize at a million and a half sterling. This capitalization was asked for, and with it authority to raise the further sum of £500,000 stg., to complete, repair and equip the line. The passenger receipts of the Company, it was said, the mileage considered, were very light. The time-bills were drawn up, not merely to accommodate the passenger traffic, but also to serve mail purposes. The excessive number of miles ran to accommodate the postal service caused the trains to be worked at a heavy annual loss, while in Nova Scotia nothing but accommodation trains are being used, and the load of the train being generally made up to the capacity of the engines, the trains proved remunerative. With the capitalized sum sought to be obtained, the Company intended to compound with its creditors in Canada and England. Hints that the road might possibly be closed were thrown out.

In the next session, *An Act for the Reorganization of the Grand Trunk Railway Company* (25 Vic., c. 56) was passed, giving the Company power to issue postal bonds on the securing of the money it gets in payment of the postal service, besides £500,000 equipment mortgage bonds; the latter operating as a first lien on the Company's property. The effect of this was to place the Government lien still further back. The rate of remuneration to be paid for the postal service performed by the Company was long an unsettled question, on which much correspondence with the Government took place. In 1862, it was resolved to settle the dispute by arbitration; but a change of Government taking place, the reference was revoked. In 1865, three commissioners, the late Mr. Wm. Hume Blake, Mr. Justice Day, and Mr. G. W. Wicksteed, were appointed a commission to inquire into and report on the subject. They recommended a rate of ten cents a mile for quick passenger trains, and six cents a mile for mixed trains; which they



added, "cannot be considered too high, when it is considered that the Postmaster-General of the United States pays this same road, between the boundary line and Portland, sixteen cents per train per mile, for a single service, and ten cents per train per mile, for a double service."

The proportion which the working expenses bear to the revenue is mainly determined by two unfavorable circumstances. A large part of the Eastern Division of the road is unprofitable; some sections, such as that between Quebec and Riviere du Loup and the Arthabaska branch, being worked at a positive loss. They are a dead weight on the profitable sections, and tend to make the working expenses of the whole line abnormally high in comparison with the revenue. The other cause is the necessity of receiving competitive rates for through traffic from the west. These rates are determined by the cost of carrying on the cheapest rival routes. Besides, the easternmost section of the line lies in a more severe climate than any other railway in America, a circumstance which, from the accumulations of snow, adds to the working cost and increases the expense of repairs. The construction of the Intercolonial ought to have a favorable effect on the fortunes of the Grand Trunk.

**BUFFALO AND LAKE HURON.**—An arrangement was entered into between the Grand Trunk and this Company, respecting the division of their traffic receipts, which received the sanction of the Parliament of Canada. The terms of the agreement were thought, by the Directors of the Buffalo and Lake Huron, to operate against the interests of their Company, and accordingly, after protracted negotiations, modifications and concessions were obtained which practically made a new agreement. This agreement provided for a rent charge, payable by the Grand Trunk to the Buffalo and Lake Huron Company, in perpetuity, by half-yearly instalments, within two months after the 1st January and the 1st July in each year, thus:—For the year ending 1st July, 1869, £42,500; for the year ending 1st July, 1870, £45,000; 1st July, 1871, £50,000; 1st July, 1872, £55,000; 1st July, 1873, £60,000; 1st July, 1874, £65,000; 1st July, 1875, £66,000; 1st July, 1876, £67,000; 1st July, 1877, £68,000; 1st July, 1878, £69,000; 1st July, 1879, and every subsequent year, £70,000. £42,500 per annum of the rent charge is to rank next before the first equipment bonds of the Grand Trunk, and the balance will rank next after the second equipment bonds, which the Grand Trunk were authorized to raise. The ordinary shares of the Buffalo Company to be exchanged, one half, or £615,000, for the like amount of Grand Trunk fourth preference, and the other half, £615,000, for the like amount of Grand Trunk ordinary stock. The £42,500 of the rent charge, payable in 1868-69, was liquidated in Grand Trunk second equipment mortgage bonds at par. This road is now a part of the Grand Trunk system.

**CAPITAL ACCOUNT.**—The capital expenditure on the different divisions, and over the whole property, up to 31st Dec., 1861, with the total capital expenditure to 30th June, 1870, is shown as follows:

**Eastern Division** (362 miles)—Engineering, £112,574 13s. 11d.; Works and Permanent Way, £2,637,970 15s. 11d.; Stations, Buildings and Offices, £236,872 1s. 2d.; Miscellaneous Stock,

£14,411 10s. 5d.; Electric Telegraph, £6,304 11s. 6d.; General Expenses, £186,081 1s. 11d.—£3,194,244 14s. 10d.

**Central Division** (333 miles)—Engineering, £76,735 15s. 5d.; Works and Permanent Way £2,949,451 4s. 3d.; Stations, Buildings and Offices, £346,894 4s. 11d.; Miscellaneous Stock, £6,725 17s. 8d.; Electric Telegraph, £5,031 6s. 10d.; General Expenses, £150,221 3s. 3d.—£3,535,059 17s. 4d.

**Western Division** (190 miles)—Engineering, £45,291 9s. 10d.; Works and Permanent Way, £1,558,31 10s. 5d.; Stations, Buildings and Offices, £143,723 17s. 10d.; Miscellaneous Stock, £5,689 11s. 6d.; Electric Telegraph, £2,789 15s. 5d.; General Expenses, £31,015 12s. 3d. Compensation to Contractors, £25,000 0s. 0d.—£1,811,221 7s. 3d.

**Portland Division, Leased Line, (149 miles).**—Engineering, £2,209 7s. 9d.; Works and Permanent Way, £193,764 1s. 11d.; Stations, Buildings and Offices, £74,586 12s. 3d.; Miscellaneous Stock, £1,464 15s. 3d.; Electric Telegraph, £1,945 7s. 5d.; General Expenses, £24,378 6s. 0d.; Rolling Stock, £33,236 14s. 7d.; Lands in Portland Division, £1,575 7s. 2d.—£333,160 12s. 4d.

**Rolling Stock, £1,019,791 3s. 11d.**

**Sundries**—Expended on Works, &c., Detroit Line, £4,353 18s. 0d. Three Rivers and Arthabaska Branch (Advances), £108,762 8s. 10d. Aid to Subsidiary Lines, C. W., £67,350 0s. 0d. Port Hope Railway Junction, £824 14s. 1d. St. Lawrence and Champlain Junction, £349 15s. 8d. Montreal Extension Survey, £216 3s. 1d. Intercolonial Railway, £588 17s. 11d. Expended on Steam Ferry Boats, Wharves and Barges, £58,957 15s. 4d. Building, &c., at Sarnia with Survey, £9,631 11s. 4d. Subscriptions to St. Lawrence Warehouse and Dock Company, £25,273 16s. 6d. Discount on Sale of Stocks and Debentures, &c., £422,550 12s. 6d. Less premium on sale of Debentures, £67,950 16s. 0d. Expenses of London Office, £24,386 15s. 11d. Victoria Bridge (2 miles), £1,356,020 13s. 6d.

**Lands and Land Damages, £45,692 6s. 9d.**

Total Expenditure on 1,036 miles.....	£11,950,486 12 1
Additional Expenditure to 30th June, 1870.....	6,654,541 16 3
Total Expenditure.....	£18,605,028 8 4
Unexpended Balance .....	393,481 18 9
Total.....	£18,998,510 7 1

**PER CONTRA—Share Stock**—Shares Consolidated into Stock, £2,810,144 0s. 0d.; (\*) Shares not yet Consolidated, £61,643 16s. 8d.; Received on Shares Forfeited, £1,801 18s. 6d.—£2,773,579 15s. 2d.

**Debentures**—Island Pond Debentures, £90,000 0s. 0d.; British American Land Company's Debentures, £20,547 18s. 11d.; Montreal Seminary Debentures, £20,547 18s. 11d. Total £131,095 17s. 10d. Mortgage to Bank of Upper Canada, £221,190 6s. 0d. Atlantic and St. Lawrence Deferred Interest Certificates, (1872), for arrears to 31st December, 1862, £77,180 11s. 10d.

\* Shares in the St. Lawrence and Atlantic Line held by City of Montreal.

**Preference Bonds and Stocks.**—Equipment Mortgage Bonds, \$500,000. Amount received on do., No. 2, £110,480. Postal and Military Service Bonds, £1,200,000. First Preference Bonds, £2,703,324 16s. 0d.; First Preference Stock, £77,064 4s. 0d.—£2,780,389. Second Preference Bonds, £1,610,264 7s. 5d.; Second Preference Stock, £45,889 12s. 10d.—£1,656,154 0s. 3d. Third Preference Stock, £758,509 17s. 9d. Fourth Preference Stock, £5,571,120 18s. 3d.

**Provincial Debentures**—Issued on account of Grand Trunk Railway, £3,111,500. Amount received on unissued Debentures and Debenture Certificates allotted with forfeited Shares—Company's, £3,650; Provincial, £3,650.—£7,300.—Grand total £18,998,510 7s. 1d.

In 1861 the Line was embarrassed with a floating debt of over twelve millions of dollars, and was absolutely without credit. The condition of the Line too, was such that constant and heavy renewals and repairs have been required to be made every year since. It is necessary to bear these two facts in mind in looking at the Company's present position, in order fairly to appreciate the exertions of its present management to bring it into a state of efficiency.

**CHANGE OF GAUGE**—The constantly increasing disadvantage and inconvenience arising from the difference between the gauge of the Grand-Trunk Railway and that of the general railway system of the continent finally culminated in the determination on the part of the management to change the gauge and make it conform to that of connecting lines. This has been accomplished during the past year (1873) for all that portion of the Road west of Montreal. The result has been a large increase of the freight traffic of the road from the west, and arrangements are about to be made to change the gauge from Montreal to Portland. When this is accomplished there will be a uniform gauge from the Atlantic to the Pacific and goods can be sent across the continent without transhipment.

**INTERNATIONAL BRIDGE.** In addition to the advantages gained by the assimilation of gauge another gigantic enterprise has been brought to a successful issue during the year by the managers of the Grand Trunk Railway. This was the completion of the International Bridge connecting Canada and the United States by an "indestructible structure" across the Niagara river between Fort Erie and Buffalo in the State of New-York. The managers of the Road have been aware of the immense advantages which the completion of this bridge would confer, and have had this enterprise under contemplation for the past twelve years, or since Mr. Brydges' connection with the road. Even before this, and while that part of the Grand Trunk Road between Buffalo and Goderich was owned by a separate company, this enterprise had been discussed by the Buffalo and Lake Huron and other interested companies on the American side of the river, but however great the advantages or however ardently such an achievement was desired there seemed to be no way to surmount the many obstacles. Had it not been for the indomitable courage and perseverance of Mr. Potter the President, and Mr. Brydges the Managing Director of the Grand Trunk Railway, what is to day a happy realization would have continued to be only an object of earnest desire. The following extract of a speech by

Mr. Potter, delivered at the opening ceremonies of the International Bridge at Fort Erie on the 3rd of Nov. 1873, (see *The Mail* Nov. 6, 1873) will be found instructive and interesting.

"The Bridge itself was first contemplated something like fifteen or sixteen years ago, but my first knowledge of it was in the years 1864 and 1865. At that time there were three companies conterminous with this river, or aiming to be so—the Erie, the Atlantic and Great Western, and Buffalo and Lake Huron. They contemplated the projection and construction of the Bridge. One of them, the Buffalo and Lake Huron, was subsequently absorbed in the Grand Trunk. The Erie soon after fell into the power of a gang, as they call them here, of operators: but as we call them in England of thieves and swindlers. (Laughter.) The Atlantic and Great Western disappeared from the scene, and the poor old Grand Trunk, dilapidated and almost bankrupt, was left the only interested party in the bridge. I made my first visit to Canada in the autumn of 1869, and I quite remember standing sorrowfully with my friend Mr. Brydges on the brink of the great river looking wistfully at the fair city of Buffalo, afraid to enter lest we should only disclose our poverty. I went back again to England in the autumn of that year with a conviction that poor and unpromising as were the fortunes of the Grand Trunk of Canada, there was a life in it, and that it required only patience and courage to live out the life. (Cheers.) We were at the time barely paying our working expenses; our road was full of decayed iron; our rolling stock was on its last legs, or wheels, rather (laughter), and we had many enemies in the press and public of this country; but I succeeded in making a somewhat favourable impression upon the shareholders. We had only two courses to pursue—either to succumb to misfortune and want, or to make a strong effort to raise the concern out of the state in which it was. And it was here, gentlemen, that I found I had in Mr. Brydges the right man in the right place and that he had trained and disciplined able officers. (Prolonged cheers.) I went back to England determined to make a bold attempt to revive the fortunes of the Company, and my first idea was the construction of this bridge, so as to get our enterprise across the river. By an audacious act in April, 1870, I persuaded the proprietors to risk £20,000 on this bridge. The money we had to borrow from our bankers, but I sent to Canada an encouraging telegram, and Mr. Brydges immediately made the arrangement with Messrs Gzowski and Macpherson for the construction of the Bridge, which we had settled before I left New-York. In the spring of 1871, having embarked £20,000 of our banker's money in it, I succeeded by a still greater act of audacity, at the recollection of which I now, after three years, tremble, I succeeded in persuading our shareholders to advance upon the issue of bonds nearly £300,000 for the construction of this bridge. The fortunes of the bridge have been very various. Oscillations have taken place,—at one time apparent success, and at another moment, peril and danger,—and I may say that it is mainly owing to the courage, patience and pluck of Mr. Gzowski that this work is now finished. (Loud cheers.)"

## GREAT WESTERN RAILWAY.

INCORPORATION.—On the 6th March, 1834, an Act was passed by the Canadian Legislature to incorporate the London and Gore Railroad Company. Among the incorporators were Allan Napier (afterwards Sir Allan McNab, George J. Goodhue, Edward Allan Talbot and seventy others, a number of whom were prominent public men in those days. Power was taken in the charter to construct a "single or double track, wooden or iron railroad," from London to Burlington Bay, and also to the "navigable waters" of the river Thames and Lake Huron, and "to employ thereon either the force of steam or the power of animals, or any mechanical or other power." The capital was fixed at \$400,000 (£100,000), in 8,000 shares of \$50 each; and in the event of the continuation to Lake Huron, the capital might be doubled. The time for the completion of the road was limited to twelve years.

Nothing was done under the powers granted by this Act. In 1845 when it was about to lapse, an Act was passed reviving the Act of 1834, with amendments. One of these amendments was to change the name to "The Great Western Railway Company." Power was taken to build the line to some point on the Niagara River; the capital was increased to \$6,000,000 in 60,000 shares of \$100 each; and the time allowed for the completion of the line was extended to 20 years.

Of the capital so authorized 55,000 shares were promptly subscribed in England, and only 5,000 shares in Canada. This led to the passage of an Act in the following year (1846), "for the purpose of affording just and proper protection to the English shareholders." This Act provided for the appointment of a Committee not to exceed eleven persons, residents of London, England, with very large powers of regulating the management of the Company's affairs. In 1849 this Act was repealed, and British and Canadian shareholders were placed on the same footing; the number of directors was increased from seven to eleven.

The main line leaves the Niagara river at an elevation of 326 feet above Lake Ontario. It gradually descends to the level of the lake at Hamilton, where grain and general freight warehouses are erected on the wharf. The line then steadily rises till the summit level is reached, 88 miles west of the Suspension Bridge, where the elevation above Lake Ontario is 762 feet. From thence it again gradually falls till it reaches the Detroit river at Windsor. The steepest grade is that ascending to the west from Hamilton, averaging 50 feet per mile for 10 miles. From Komoka westward, for 100 miles, the line is nearly level, and there are 57 miles of this length in a single straight line.

The spirit of speculation which prevailed from 1853 to 1856 was a source of embarrassment and expense to this and every other Company constructing lines in the Province. This state of things was to be attributed chiefly to the railways. So great was the demand for labor, live stock, timber and materials of all kinds by the competition which existed, that prices increased 30, 40 and 50 per cent. Contractors who had undertaken to build sections of this Railway at low estimates failed, one after another, and the works had to be relet at advanced figures. As in the case of nearly all the railways the original estimates fell far short of the actual cost. It was found in 1854

that an estimate made by the Company's engineer in 1852 for the main line was about a million and a half of dollars under the mark.

CAPITAL STOCK.—The share capital was raised under the authority of five different Acts of the Legislature. The date of these Acts with the amount of capital authorized to be raised are as follows:—

	Shares.	Amount.
8 Vic. cap. 86, of March 29, 1845.....	60,000	\$6,000,000
16 Vic. cap. 99, of April 22, 1853.....	20,000	2,000,000
18 and 19 Vic. cap. 176, of May 19, 1855.....	60,000	6,000,000
16 Vic. cap. 44, of Nov. 10, 1852, (H. & T. Act).....	18,000	1,800,000
16 Vic. cap. 101, of Ap. 22, 1853, (Sarnia Act).....	20,000	2,000,000
	178,000	\$17,800,000
G. W. Amend't Act 22 Vic. cap. 116, of 16th Aug. 1858.....		8,000,000

Total capital.....\$25,800,000

The sum of \$3,850,000 (£770,000 stg.) was advanced by the Government under the provisions of the Main Trunk Guarantee Act. It was provided that this loan was to pay 6 per cent. interest, and that 3 per cent. was to be annually set apart as a sinking fund. This large amount of public money was not hopelessly sunk as in the case of the advances of the Grand Trunk and Northern; large sums have been repaid and the whole is now in such a shape that its liquidation is rendered certain.

DETROIT AND MILWAUKEE RAILWAY.—In October, 1857, the Directors were authorized to advance the sum of \$750,000 to the Detroit and Milwaukee Railway, to help that line out of certain difficulties into which it had fallen. The Director's reporting in favor of this advance say that they had "caused a careful examination to be made into the statements furnished by that Company as to its affairs and accounts and the result of a complete and thorough investigation showed that the sum of \$750,000 would be sufficient to meet the claims of the secured creditors, and leave enough to open the line and provide rolling stock." The loan was accordingly made, secured by a mortgage in favor of Mr. C. J. Brydges, T. Reynolds and H. C. R. Becher, three of the Canadian Directors. Under the conditions of this mortgage the entire control of the affairs of the Detroit and Milwaukee was placed in the hands of directors to be nominated from time to time by the Great Western Company. Arrangements were then made for the completion of the Detroit and Milwaukee Line to Grand Rapids and through to Lake Michigan. It was opened for traffic through in September 1858. Most favorable results to the revenue of the Great Western were expected to follow from this transaction.

But the actual results were far from realizing these expectations. Further loans became necessary and in 1860 the Great Western Company, in order to protect their interests were forced to foreclose their mortgage upon the Detroit and Milwaukee line. Mr. C. J. Brydges was appointed receiver. Other creditors made claims for larger amounts and after much litigation between the different parties interested, an arrangement was finally arrived at, the main principle of which was that all claims against the Great Western Company were withdrawn, the Detroit and Milwaukee

Company agreeing to set aside a moderate annual sinking fund to liquidate the claim of the Bank, and in the meantime to issue its bonds in satisfaction of this and other claims. These bonds participated to a limited extent in the surplus earnings of the Detroit and Milwaukee Road *pari passu* with the original loan made by the Great Western and the interest accrued thereon. An additional issue of securities to the Great Western Company to the amount of \$595,000 was made by the Detroit and Milwaukee on account of arrears of interest, making the total amount of loan and accrued interest \$2,100,000.

Though the anticipations of the Directors respecting the Detroit Line were not realized, and though the interest on the loan was not paid yet considerable increase of traffic resulted. This loan proved to be a serious affair for the Great Western, and so important was its influence on the Company's position regarded that in the report of April, 1860, this passage appears: "The critical financial position of the Detroit and Milwaukee Company—its close connection with and indebtedness to this undertaking—the continued depression of the receipts of the latter—constitute apparently a state of things so unsatisfactory that it is desirable that the fullest information should be afforded, and that the opinion of perfectly impartial persons should be taken upon the position of the concern. The Directors therefore recommend that a committee of proprietors be appointed at the approaching meeting for the purpose of investigating the affairs of the Great Western Railway Company with all requisite authority, and that as soon as their report is prepared a special meeting shall be summoned for its consideration."

In 1858 the Great Western in common with other lines suffered from a serious falling off in its traffic. It was less as compared with 1857 by 13 per cent., and that of leading American lines showed a decrease ranging from 14 to 25 per cent. In the half year ending July, 1859, no dividend at all was paid. The disheartening position of affairs at that time was described in this frank and truthful language by the Directors. "In placing this statement," (for the half year), "before the shareholders, the Directors cannot but express their extreme concern and disappointment at the altered position which it exhibits of the Company's affairs. In the report placed before the meeting of the 6th April last, a sanguine hope was entertained that the worst was then over, and that a gradual improvement from the state of depression the Company was at that period laboring under, might fairly be calculated upon. Unfortunately this has not been borne out by the result, and this Company has had to sustain, during the last half year, a continuance of the most adverse circumstances in common with every other railway on the Northern portion of the American continent. The traffic of the line both through and local has undergone a diminution during the last three years, of which we have no parallel in the history of railways in this country, and though the exertions of the Executive in Canada have affected a most important reduction in the working expenses, this has not been adequate to sustain the Company's position and earn a dividend."

The earnings for the first half of four succes-

sive years fell off in the remarkable manner shewn by these figures:—

Earnings of first half of 1856.....	\$1,169,592
Earnings first half of 1857.....	1,065,720
Earnings first half of 1858.....	854,608
Earnings first half of 1859.....	725,904

showing a falling off of \$443,688 as between 1856 and 1859, while an increase was naturally to be expected. Were it not for an important diminution in the Company's expenses at the same time the effect upon its financial position must have been serious. The next dividend was also foregone.

At the same time that the Company's traffic, both in freight and passengers fell off so steadily and rapidly, a new obstacle stared the Directors in the face. The Engineer, Mr. Geo. Lowe Reid, reported that during the half year, commencing February 1861, a "renewal of the rails of the whole Main Line and of the Toronto and Galt branches will have to be systematically begun." He estimated that this renewal of rails would have to be completed within five years. As there were 250 miles to be relaid in the five years, an annual average of 50 miles of rails had to be put down. He estimated that the sleepers, which were rapidly giving out, would all have to be replaced within three years from 1st Feb. '61, requiring an average of 160,000 sleepers per annum.

The cost of these renewals of the permanent way including new joint fastenings, and the labor of relaying the rails and sleepers, &c., was stated at \$285,000 each year for the five years. The rails had only been six and a half years in use, and their average life would not exceed eight years. This very unsatisfactory result arose from the inferior quality of the iron in the case of the fish rails, and from the defective form of the rail and its joint fastening, combined with a poor quality of metal, in the case of the bridge rails.

The Engineer also reported that the wooden bridges, amounting to 13,915 lineal feet, on the Main Line and Galt Branch would all have to be rebuilt within the five years before referred to. The cost of renewing these entirely in timber is stated at \$230,000, spread over a period of five years. Owing to the fact that these wooden structures never last in this country more than ten to twelve years, the Engineer very properly recommended that iron and stone be largely used in the new bridges.

Mr. Reid estimated the total annual expenditure for the renewal of the permanent way, including bridges and fences on the Main Line and Galt Branch as follows:—

1st year commencing Feby. 1861.....	\$237,000
2nd do do Feby. 1862.....	272,000
3rd do do Feby. 1863.....	315,000
4th do do Feby. 1864.....	410,000
5th do do Feby. 1865.....	538,500

Total.....\$1,772,500

These expenditures were estimated to be in addition to the ordinary repairs or maintenance of way, which was then at the rate of \$142,000 a year.

In common with all our leading railways the Great Western suffered severely from bad rails. The original track consisted of 38½ miles of compound rails weighing 66 and 80 lbs. per lineal yard; 156 miles of the U or bridge rail of 66 lbs. to the yard, and 84½ miles of the fish-jointed rail of 65 lbs. to the yard

By the end of July, 1860 the track was so altered as to consist of 116 miles of fish-jointed rails, 65 lbs. to the yard, and 113 miles of the U rail, 66 lbs. to the yard; showing that in the 6½ years the whole of the compound rails, and 43 miles of the U rails had been replaced by fish-jointed rails. The Toronto Branch was laid with fish-jointed rails throughout. This kind of rail proved to be very inferior in quality, especially those laid down on the Toronto Branch. On many sections of the line where there were sharp curves or heavy gradients they did not last two years, and their average was as low as six years. They were made from soft iron of poor quality and were welded badly, and in consequence laminated to an unexampled extent even under ordinary traffic. The U rails were made from harder iron, but were of a form badly adapted to our climate, and being supported on cross sleepers with merely a flat plate at the joint to which the ends of the rails were bolted or spiked, the track was wanting in vertical stiffness. In alternating frosts and rains or thaws the road was sure to become uneven, no matter how solid the road bed; and in consequence these U rails, being perforated in the lower flanges with bolt holes, would break to an alarming extent. Mr. Reid states that sometimes in one day of intense frost as many as 20 rails were broken, some of them in two places, by a passing train.

It is manifest from the general experience with English rails, that those made in the early days of railroads were much superior in quality to those manufactured since 1850; as the demand from abroad increased and the trade expanded competition became keener, prices consequently diminished, and the quality of the iron rapidly degenerated, till as an American railway authority states, many lots which were sent to the United States were not worth the expense of laying down. One lot purchased in Newcastle lasted only a trifle over four years.

The great expense of re-rolling rails here, being about \$30 per ton for re-rolling and supplying the loss in weight, as against about one-fourth of that sum in England—induced the Company to take steps for establishing a rolling mill for their own use. The rolling mill at Hamilton was therefore commenced in 1862 or 63 and completed in the early part of 1864. It cost about \$107,500. The size of the mill is 120 x 135 feet, it employs about 130 men, and working day and night has a capacity of 7000 tons (70 miles of track) per year.

In 1869 an arrangement was made with the Government of the Dominion respecting the extinguishment of the Company's indebtedness to the Government. It was agreed that the principal with accrued interest to the 1st January 1869, should be commuted for the sum of £668,815 7s. 0d., payable in annual instalments, the unliquidated balance, year by year to bear interest at the rate of 4 per cent., per annum, instead of 6 per cent. as before. This was regarded by the Directors as being equal to a reduction in the debt of £180,000. One of the conditions of the bargain was a payment in cash of £100,000 on the 1st Feby 1869, which was complied with. For the purpose of raising the necessary money to carry out this arrangement, an issue of preferred stock was made to the amount of \$5,000,000 bearing interest at 5 per cent. at the rate of 80 per cent. of its nominal value.

On the 12th June, 1867, an agreement was made with the Grand Trunk Railway providing that equal fares and rates should be charged from all competitive points; the gross receipts of each Company for local passenger and freight traffic between certain competitive points, and also between these places and competitive points of the lines to the east, to be divided in such portions as agreed upon; the Grand Trunk to be permitted to send their loaded cars, from any station on their lines of railway east of Toronto to any station on the lines of the Great Western west of Toronto, such cars being handed over to the Great Western at Toronto; these cars to be returned loaded with freight from stations on the Great Western line to any station on the Grand Trunk, east of Toronto; in like manner the G. W. R. are permitted to send their loaded cars from any station on their railways, except Toronto, to any station upon the section of the G. T. R. line west of and including the Buffalo and Goderich line, such cars to be handed over to the G. T. R. at Paris, the same cars to be returned loaded with freight for stations on the G. W. R. line, Toronto excepted. The rates charged from local stations on the G. W. R. to Toronto for places east thereof on the G. T. R. are the same as those charged by the G. W. R. from the same points to Suspension Bridge, and when this would not apply equal rates per ton per mile was to be charged. The rate to be charged to and from local competing stations west of Toronto to and from the stations of Toronto and Hamilton are the same whether carried over the G. T. R. or the G. W. R. The through rate to be charged from Montreal to points on the G. T. R. and the G. W. R. lines west of Toronto and Hamilton, and *vice versa*, shall be such as agreed upon. Teaming freight to and from competing places to be abolished. Passenger trains of both companies to be so timed as to connect at Toronto and Paris. The rates for all through traffic to be such as are agreed upon between the managers of the two lines. Any projected competing lines west of Toronto to be either undertaken and constructed jointly by the two Companies, or the option to be given by the one to the other Company to occupy and work the same jointly upon such terms and conditions as may be agreed upon. Some other clauses are contained in the agreement respecting the mode of settling disputes, &c., and it is provided that the agreement shall remain in force seven years from the 1st August 1867, unless sooner terminated, which either may do on giving six months' notice to the other Company.

In 1869 an arrangement was entered into between the Great Western, the Michigan Central, and the Detroit and Milwaukee Railways, for the period of two years, relating to their through traffic. By this arrangement the receipts from through traffic are to be divided between the three lines in the proportion of 48 per cent. to the Great Western, 48 per cent. to the Michigan Central, and 4 per cent. to the Detroit and Milwaukee. The length of the three lines is Western 239 miles, Michigan Central 229 miles, Detroit and Milwaukee 189 miles. The proportion of earnings for the purposes of the agreement was based on the results of the two previous years' through traffic in the case of the two first named lines, and on one year's traffic of the Detroit and Milwaukee Line.

At Suspension Bridge, the connection is formed with the New York Central Railroad on the American side by means of the Suspension Bridge, which was opened for trains in March, 1855. At Windsor, the connection is formed with the Michigan Central and Detroit and Milwaukee Railroads by means of ferry steamers, the width of the river being half a mile. One is an iron double-ender steamboat, 240 feet in length, which takes over a whole passenger train or 14 freight cars, on its two tracks. The other is a large wooden steamer with a spacious saloon on deck, on which passengers only are transferred.

**CHANGE OF GAUGE.**—An Act was obtained from the Dominion Legislature in 1869 repealing so much of the Act of 1851, as required the Company to construct the railway and branches with a gauge of 5 feet 6 inches, and authorizing the alteration of the gauge to that of 4 feet 8½ inches, commonly called the narrow gauge. Since this power was confirmed the greatest energy has been displayed in making the change, and now the whole line from Windsor to Komoka, and from Hamilton to Toronto and Suspension Bridge, (183 miles) the gauge is four feet 8½ inches.

**STEAMBOAT SERVICE.**—Like the others of our three leading railway companies the Great Western tried the experiment of running lake steamers in connection with their line; but with anything else than gratifying results. The Directors complain bitterly of the opposition of the Huron and Ontario Railway steamers, attributing their want of success in 1855 chiefly to this cause.

The "Canada" and the "America" were built by the Company to run upon Lake Ontario between Hamilton and Oswego and were placed on that route on the 25th June, 1855. They cost \$330,669. From these steamers important advantages were expected, but they proved to be a source of loss to the extent of nearly \$60,000. In 1856 it was arranged to place them on a new route forming a daily line between Hamilton and Cape Vincent, Brockville, Prescott and Ogdensburg; but this scheme resulted in another loss of \$25,000, and on the 23rd August the boats were withdrawn for the season. They were finally sold to parties connected with the Detroit and Milwaukee Railway and payment accepted in shares of that line bearing 7 per cent. interest.

**DETROIT TUNNEL.**—By a charter obtained from the United States Congress and by an Act passed in May, 1870, powers were given to the Michigan Central Railway, and the Great Western Railway to construct a tunnel under the Detroit river for railway purposes. The capital stock was fixed at \$3,000,000 in shares of \$100 each. Considerable progress was made in the construction of the preliminary works under the direction of E. S. Chesborough, Esq., Civil Engineer, but owing to the impracticable nature of the soil under the river, the abundance of quicksand, water springs, etc., the project has, for the present, been abandoned.

**BRANCH LINES.—GALT AND GUELPH.**—In 1852 Isaac Buchanan and 17 others were incorporated as "The Galt and Guelph Railway Co." The capital was limited to \$560,000, in shares of \$100 each, and power was granted to borrow the sum of \$200,000. An arrangement was entered into with the Great Western Company by which that Company was to sup-

ply the Galt and Guelph Company with the rails required for this line, receiving from them first mortgage bonds of the Galt and Guelph Railway for the value of the rails. The Line was completed to the town of Preston, 4 miles from Galt, and opened for traffic on the 28th November 1855. Difficulty was encountered at this stage; the town of Guelph came forward with a subscription of \$80,000 to be paid in cash to the Galt and Guelph Company. The Galt and Guelph Company then undertook to issue additional first mortgage bonds to a sufficient amount to complete the road. It was included in the bargain between the two Companies that the Great Western was to work the Line at cost, and after deducting the interest at the rate of 6 per cent. on the bonds issued to the Great Western Company, to refund the balance to the Galt and Guelph. The total bonds so issued, including those for iron, were \$260,000. Mr Reid's estimate for that portion of the Galt and Guelph Line, from Preston to Guelph, 11½ miles, exclusive of the rolling stock, was \$267,200, which was something less than the actual cost. The contract was let to A. P. Macdonald & Co., in March 1855, and was completed by the end of 1857 and opened for traffic 11th September. It is a substantially constructed line. The total expenditure on this road up to March 1858, including iron, &c., was \$440,163.

This branch did not prove profitable, and within three years after it was opened the property became hopelessly embarrassed. In 1860 the Directors of the Great Western reported that this Line "not having earned or paid any interest upon the amount expended on it by this Company the mortgage taken for our advances has been foreclosed." It then became the property of the Great Western Company as mortgages, for the sum of \$304,733.50.

**TORONTO AND HAMILTON BRANCH.**—In 1852 an Act was passed incorporating 26 gentlemen as "the Hamilton and Toronto Railway Company" with power to raise a capital of \$1,800,000 in shares of \$100 each, and to build a line from Hamilton to Toronto, 38 miles in length. The contract was let to Mr. George Wythes. In the next year arrangements were made for the lease of the Line to the Great Western Company, at a rent of 6 per cent on its cost, together with an equal participation in any dividends earned by the Great Western beyond that amount. The Great Western supplied the rolling stock and station buildings at a cost of about \$400,000. The Line was open for traffic on the 3rd December 1856. An arrangement for amalgamation was made with the Great Western in 1855, which went into effect in that year.

In the Great Western accounts for July 1856, this branch is debited with an expenditure of \$1,860,556, the cost of the Line and equipment.

**SARNIA BRANCH.**—In 1853 the London and Port Sarnia Railway Company was incorporated with a capital of \$2,000,000, and consisted mostly of the same gentlemen constituting the Galt and Guelph Railway Company. This branch is 51 miles in length. Power was taken to amalgamate with the Great Western Company. The contract was let for \$1,440,000, but the work was suspended at the instance of the Company in 1854, under an agreement with the Great Trunk Company to

that effect. In the early part of 1856 it was recommended under the terms of the original contract. The total cost of the branch, including rolling stock, was estimated at \$1,800,000 to \$2,000,000. This branch was finally opened for traffic on the 27th December, 1858. The total cost for lands, works, bridges, permanent way, stations, warehouses, and all incidental charges to 31st January 1862, was \$1,873,666.

THE "CANADA AIR LINE RAILWAY."—Is a loop line 146 miles in length, from Glencoe to the City of Buffalo. The road leaves Glencoe, a station on the Great Western main line, 80 miles from the Western terminus, and proceeds with but little deviation from a straight line, to Fort Erie on the Niagara river, directly opposite to the City of Buffalo, an unbroken connection with the various American railroads centering in that city being made by the International bridge now in course of construction. The Act authorizing the loop line confers running powers over 44 miles of the Buffalo and Lake Huron branch of the Grand Trunk railway, from a station called Canfield to Fort Erie, if terms can be agreed upon. The engineer's estimate of the cost of constructing the road is \$25,000 per mile, which includes steel rails, bridges, station buildings and approaches, and land: a further supply of rolling stock will not exceed \$5,000 per mile in addition, and the engineer undertakes that, for this outlay, the permanent way shall be equal to that of the New York Central and Hudson River railroads. It was long foreseen that the necessity would arise either to build this loop as a relief to the main line, or to double the existing main track. The constantly increasing passenger and freight traffic carried over the narrow gauge route in connection with the continued extension of the American railroads westward, even up to the Pacific Ocean, has nearly reached the capability of a single track of rails, and is already equal to the tonnage carried over many double track railways in this country. In order to facilitate this traffic the Company have taken up the broad gauge line of rails on the main line as well as branches so as to work the whole traffic over the ordinary narrow gauge of the American roads. The engineer estimated the cost of doubling the present main line from Suspension Bridge to London at about \$25,000 per mile. Preference was therefore given to the construction of a loop line, which not only makes a shorter through route, but traverses a new district of country, the local traffic on which affords a net revenue equal to 5 per cent. per annum on its cost. The route adopted along the flat table land, level with Lake Erie, affords easy gradients as compared with the existing main line, so that the haulage of heavy through freight trains, and fast passenger trains, will be greatly facilitated. Considerable economy will thus be effected in the maintenance of way and in carrying greater loads with the same engine power; these two items alone are calculated to effect a saving in money value of \$125,000 per annum as applied to the same tonnage carried over the present main line. A very great advantage to be expected from this loop line, is the alternative route it will open to New York.

PETROLIA BRANCH.—This branch was formally opened for traffic on the 17th December 1866. It cost £10,551 14s. to July 1867, for

five miles of railway including rails, station buildings, &c., and the traffic earnings of the first six months were £8,451 10s.

WELLINGTON, GREY AND BRUCE.—This Line is substantially an extension of the Galt and Guelph railway northward, and is open to Southampton, on Lake Huron. The Western extension, from Palmerston to Listowell and Kincardine, is also completed. An agreement exists between this Company and the Great Western, by which the latter have agreed to supply the rolling stock and work the road at 70 per cent. of the gross earnings. An account is to be kept of the railway traffic exchanged between the Great Western and this Line, and 20 per cent of this traffic shall be set aside annually and appropriated to reduce the capital cost of the Line, so that in the course of years the branch will gradually become a part of the Great Western system.

LONDON AND PORT STANLEY.—This railway connects the City of London, Ontario, with Lake Erie, is 24½ miles long, with 3½ miles of siding, and cost \$1,027,928.24. It was commenced in 1854, and completed in Oct. 1856. Termini London and Port Stanley. Iron rails, wooden bridges and buildings.

A large excursion business is cultivated forming an outlet for the population of the City of London and Town of St. Thomas, to visit and ruralize on the shores of Lake Erie, where the Company have extensive pleasure grounds.

This road has been leased to the Great Western.

WELLAND.—This line extends from Port Colborne, on Lake Erie, to Port Dalhousie, on Lake Ontario, a distance of 25 miles, and forms an important link in our great leading route of transportation from the upper lakes to the seaboard.

In 1859 the road was finally completed, and the total cost of the railway and equipment, up to 1870, was \$1,622,843.

## SUMMARY.

	miles
Main Line;—Niagara Falls to Windsor.....	229
Air Line;—Glencoe to Fort Erie.....	146
Branches:—	
Hamilton to Toronto.....	38
Harrisburg to Brantford.....	8
Harrisburg to Galt.....	12
Komoka to Sarnia.....	52
Wyoming to Petroica.....	5
Allansburg to Suspension Bridge....	8
Leased Branches:—	
Galt and Guelph Ry.....	15
Wellington, Grey and Bruce Main Line, Guelph to Southampton....	101
South Extension Palmerston to Kincardine.....	66
Welland Ry.....	25
London and Pt. Stanley.....	24
Total.....	721

The following Extract is from the Report of the Directors of the Great Western Railway for the half-year ending 31st July 1873.

The Receipts on Capital Account during the Half-year amounted to £775,988. 7s. 0d., arising as follows:—

## PERPETUAL FIVE PER CENT DEBENTURE STOCK.

Deposit of £25 on new issue of £1,200,000.....	£302,250 0 0
On account of 1st July instalment.....	388,300 0 0
In anticipation of future instalments.....	185,240 0 0
Shares issued on conversion of Preference Stock during the half-year at the rate of 3 shares for every £100 of Preference Stock:—	£775,790 0 0
£7,980 stock converted into 399 shares of £20, 10s. each, £8,179. 10s., less £1. 3s. difference on 24 shares transferred from Canada to London office.....	£8,179 16 0
Less Preference Stock cancelled on conversion	£7,980 0 0
" Difference in exchange on 24 shares transferred from Canada	1 3 0
	7,981 3 0
	198 7 0
	£775,988 7 0

The total receipts on Capital Account amounted, on 31st July, 1873, to £7,672,681, 18s. 3d.

The Charges to Capital Account during the half-year amounted to £458,047. 18s. 7d.; of this sum the Engineer's Report shows an expenditure for roadway, sidings, station buildings, &c., and a proportion of the cost of 4,621 tons rails and 367 tons fastenings laid in the track, amounting altogether to.

£61,344 4 2

There has been further expended on Capital Account for:—

Double Track between Windsor and Glencoe	15,963 0 4
Detroit River Bridge surveys, &c.....	688 11 10
Third Car Ferry Boat "Saginaw".....	3,434 7 1
Fourth Car Ferry Boat, to carry 10 Cars.....	16,326 2 8
Locomotives.....	68,839 4 4
Cars.....	131,708 7 7
Glencoe Loop Line.....	154,775 0 7
For discount, &c., as per Capital Account No. 1	4,968 15 0
	£458,047 13 7

The total Expenditure to 31st July, 1873, amounted to £7,246,382. 13s. 8d., leaving a Balance at Credit of Capital Account of £420, 299. 4s. 7d.

The Receipts and Expenditure on Revenue Account for the Half-year have been as follows:—

Gross Receipts.....	£619,839 1 7
Working Expenses, including renewals, taxes, rents, and all charges.....	417,699 6 10
	£202,739 14 0
From which is deducted—	
Interest on Bonds, &c.....	£48,194 16 7
Discount and charges on conversion of American Currency.....	39,540 6 1
Amount set aside for renewal of Ferry Steamers.....	2,000 0 0
Alteration of Gauge Account.....	9,100 0 0
	98,841 2 8
	£103,898 12 1

Add Profit on Working leased lines.....	3,770 7 11
Add Surplus from last Half-year.....	3,351 18 7
	7,122 6 6
Amount available for Dividend.....	£111,050 18 7

The following Table exhibits the Receipts and Expenses for seven corresponding half-years:—

Half-year ending.	RECEIPTS.				EXPENSES.		
	Passengers, Mails and Sun-tries.	Freight and Live Stock.	Rents.	Total.	Including Renewals and mt charges.	Per cent. of gross Receipts.	
31 July, 1867	£ s. d. 165,306 11 6	£ s. d. 199,221 4 4	£ s. d. 115 19 9	£ s. d. 365,704 4 0	£ s. d. 182,768 9 6	49.98	
31 July, 1868	155,081 17 6	200,619 4 3	948 2 5	356,649 4 0	208,461 11 3	58.35	
31 July, 1869	157,930 8 11	226,200 2 1	937 5 9	385,067 16 9	232,767 13 2	60.45	
31 July, 1870	153,863 9 10	254,229 16 10	806 11 11	408,899 18 7	251,823 18 0	61.58	
31 July, 1871	158,681 6 2	300,059 8 2	716 16 7	458,890 10 11	268,275 16 6	58.46	
31 July, 1872	193,951 7 0	356,013 13 6	769 8 6	550,731 10 6	329,436 16 9	59.82	
31 July, 1873	197,993 13 2	420,901 18 8	863 9 9	619,839 1 7	417,099 6 10	67.29	

The Dividend for the Half-year on the 5 per cent. Preference Stock amounts to £5,692.0s.; and from the balance the Directors recommend a dividend on the Ordinary Shares at the rate of  $\frac{1}{4}$  per cent. per annum, payable in London on the 4th November, which will absorb £100-334.10s.4d., leaving £5,024.8s.3d. to be carried forward to the next half-year.

4. The aggregate traffic Receipts (exclusive of those of the Galt and Guelph, the Wellington, Grey and Bruce, and the London and Port Stanley Railways) exhibit a gross increase of £69,010. 10s. 4d., which consists of—

Increase in way Passenger traffic	£ 3,548 6 5
“ Way Freight and Live Stock traffic	21,293 3 0
“ through Freight and Live Stock traffic	43,673 1 4
“ Mails and express freight	1,017 18 11
	£69,561 9 8
Decrease in Through Passenger traffic and Emigrants	553 19 4
	£69,010 10 4

The Way or local business amounted to 39.22 per cent. of the whole earnings of the line as compared with 39.43 per cent. in the corresponding half-year, and the Through business represented 60.78 per cent. against 60.57 per cent.

The Passenger rates were about equal to those of the corresponding half-year; but Way freight rates yielded 29 cents, and through rates 11 cents less per ton per mile than in the corresponding period.

Since the issue of the last Report, the outer line of rail between London and Hamilton has been removed. The entire system is therefore now of the uniform American 4 feet 8 $\frac{1}{2}$  in. gauge.

At the close of the half-year there remained only thirty miles of iron rails in the permanent way of the Main Line, which at the date of this Report has been replaced by steel, so that the whole Main Line as well as the Glencoe Loop Line, is now laid with steel rails. Following the system adopted for the renewal of rolling stock, it is proposed that an annual reserve fund should be created, to meet the renewal of the permanent way. The Directors will be prepared next half-year to report upon this subject.

During the past winter some relief was expected to have been afforded to the encumbered main line by diverting a portion of the freight traffic over the unfinished Loop Line. For a few days in February last this was attempted, but was almost immediately discontinued, owing to the difficulty of safely working traffic over an unballasted road, the embankments and cuttings on which were not

consolidated. The Government Inspector went over the line as far as completed to the Welland Junction, 128 miles, on May 27th, and reported favourably of its construction. An irregular local traffic was then commenced but the object for which the Loop Line was built, cannot be attained until the Buffalo International Bridge is opened and a direct connection made with Suspension Bridge. \* Up to the end of the past half-year the interest upon the money raised for the Loop Line has been charged to capital as heretofore, less the value of the local traffic earned upon it, together with interest on the unexpended portion of the funds.

In order to permit the immediate use of the Loop line for the through freight business via Suspension Bridge, and at the same time to utilize that bridge for traffic interchanged with the New York Central and the Erie Railways a short branch of eight miles is under construction from the main line terminus at Suspension Bridge, to the town of Allanburgh on the Welland Railway, the estimated cost of which is under £40,000. By this Branch a through connection will be formed from the Glencoe Loop Line with the Suspension Bridge, making the distance to Detroit as short as from the International Bridge, and five miles shorter than the present main line between these points †

The easier gradients of the Loop Line and the saving in the tolls to be levied on the International Bridge will greatly conduce to the economical transport of freight. The route by the International Bridge will still be useful for local and cattle traffic coming from the Main and Loop Lines destined for the city of Buffalo.

The advantages to this Company of the Allanburgh Branch cannot be too highly appreciated.

The Receipts and Working Expenses per train mile for seven corresponding half-years, compare as follows:—

Half-year ending	Gross Earnings per Train Mile.	Ordinary Working Expenses per Train Mile.
31st July, 1867	8s. 10 $\frac{1}{2}$ d.	4s. 2 $\frac{1}{2}$ d.
“ 1868	8s. 5d.	4s. 8 $\frac{1}{2}$ d.
“ 1869	8s. 0d.	4s. 8d.
“ 1870	7s. 8 $\frac{1}{2}$ d.	4s. 7d.
“ 1871	7s. 9 $\frac{1}{2}$ d.	4s. 5d.
“ 1872	7s. 9 $\frac{1}{2}$ d.	4s. 6d.
“ 1873	7s. 6 $\frac{1}{2}$ d.	4s. 11 $\frac{1}{2}$ d.

\* Since accomplished.

† Since completed.

Under the authority conferred by the Shareholders at the Special Meeting on April 9th, 1873, the Directors have issued 5 per cent. Perpetual Debenture Stock to the amount of £1,209,000; and under the same authority they intend to pay off the 6 per cent. Terminable Bonds of the Company due in 1873 by the issue of a further amount of the same description of Stock.

OFFICERS:—Sir Thos. Dakin, London, Eng. *President.*

Gilson Homan, Esq., Sandford House, Kirk-stall, Eng. *Vice President.*

Brackstone Baker, London Eng. *Secretary.*

Hon. Wm. McMaster, Toronto, *Chairman of the Canadian Board.*

Hon. John Carling, London, Ont., John Cleghorn, Esq., 3, Spring Gardens, N. W., Thomas Faulconer, Esq., 66, New Finchley Road, N. W., Edward H. Green, Esq., 22, Old Broad, St, London, Eng., Hon. William McMaster, Toronto, Ont., Paul Margester, Esq., Chelsea Common, Eng., *Directors.*

Jean Young, Esq., 16, Tokenhouse Yard, Sidney Smith, Esq., Bush Lane, London, Samuel Sproull, Esq., Toronto, Ont., *Auditors.*

#### OFFICERS IN CANADA.

Joseph Price, *General Manager*; W. K. Muir, *General Superintendent*; Samuel Barker, *Solicitor*; Joseph Metcalf, *Treasurer*; John Kennedy, *Chief Engineer*; W. A. Robinson, *Mechanical Superintendent*; John Crampton, *General Freight Agent*; Robert Beatty, *General Purchasing Agent*; W. McMillan, *Fuel Agent*; Principal Office, Hamilton, Can.—London Office, No. 126 Gresham House, Old Broad St., E. C.

#### THE NORTHERN RAILWAY.

The length of this road is ninety four miles, besides sidings which extend to something like fifteen miles. There are a few miles of double track besides. The minimum radius of curvature is 1,422 feet, and the maximum grade going north is 60 feet; going south 52 feet 8 inches.

The first section of the road, from Toronto to Aurora, 30 miles, was opened to the public on the 16th May, 1853; the next section to Bradford, on the 13th June, 1853; the third section to Barrie, on the 11th October, 1853; the branch to Bell Ewart, a mile and a half, on the 3rd May, 1854; and before the end of that year, the whole line was open for traffic. The first sections were opened before the ballasting was done; and the work was afterwards performed when the road was in operation.

With a view of controlling the navigation of Lake Simcoe, the Directors purchased the steamer Morning and the wharves at Orillia and Bradford, and afterwards built the steamer J. C. Morrison.

The original contract with Storey & Co., for construction, was for £579,175 5s. 0d., and a supplementary contract for locomotive stock, general rolling stock, way station service, terminal depot service, harbour service, and steam boat service brought the amount up to £702,568 1s. 3d. currency.

The Company received from the Government, in the shape of guarantee, £475,000 sterling; and it paid the interest on the Govern-

ment bonds issued on its behalf, up to the 1st January, 1856—the original capital account being open. The total amount paid under this head, with commission, is £47,924 10s. At first the Province had a first lien on the whole of the Company's line of railway from the City of Toronto to Collingwood harbour on Lake Huron, and all the ground belonging to the said Company, enclosed or to be enclosed, and lying between the said termini, together with all the station-houses, wharves, store houses, engine houses and other buildings thereon erected." Default in the payment of interest on the Government bonds was first made in the amount that became due after the 1st January, 1856, and nothing further was ever paid. In other words, so long as there was original capital out of which to pay the unearned interest was paid, but never afterwards.

The want of steamboat connection with the Northern terminus, at Collingwood, was early felt, and in 1855, the Company, with a view of developing the business of the line, entered into contracts for a tri-weekly line of steamers between that port and Lake Michigan ports, and a weekly line to Green Bay. Five first class steamers were employed, and the charter money paid to them was £21,750 currency. In 1855, the income of the Company was £92,372 12s. 5d. currency, and the expenditure £120,698 2s. 1d., showing a loss of £28,333 9s. 8d. Next year there was paid on account of the steamboat contract only £6,250. On the 24th September, 1856, the steamer Niagara, one of the line, was lost near Port Washington, with many lives and a cargo of freight. In 1858 this line of steamers had become self-sustaining, and the Company derived a profit of over \$10,000 from the connection. They then resolved to entertain no proposition for future connections with the Upper Lakes, which would involve any subsidy or guarantee. This determination, together with the heavy work of renewal on the line, led to a suspension of the steamboat organization between Collingwood and Chicago, causing a trifling falling off the through trade in 1861, but it was scarcely appreciable, being less than \$2,000, so nearly did volunteer competition, both of sail and steam vessels fill up the void. During the season of 1862, but not till the first month of the navigation was over, four first class propellers maintained and strengthened the reputation of the route. This season vessels were scarce on Ontario, and the Company suffered seriously with its connections at that end, delays and accumulation of freight rendering it liable for damages. These difficulties were finally overcome by securing the services of two propellers for the remainder of the season, on favorable terms. In 1863 the Company found the American carrying trade too fluctuating and hazardous to justify its making any special arrangement with regard to it, and from that time this policy has been carried out, in connection with the special development of the local traffic.

The Company owned steamers on Lake Simcoe, which it chartered to other parties in the spring of 1856, but the arrangement fell through by August, and the Company ran them for the remainder of the season.

In 1855-56 the expenditure was £5,475 over earnings. The passenger trains ran at the rate of 25 miles an hour, when in motion, and 20

miles including stoppages, and the express trains ran five miles an hour faster; freight trains 15 miles when in motion and 12 miles including stoppages.

In 1857, "An Act to amend the charter of the Ontario, Simcoe and Huron Railroad Union Company," (20 Vic. c. 143), enacted that so long as the City of Toronto shall hold stock to the amount of £25,000, it may appoint one of the Aldermen a director of the Company, and the County of Simcoe may, on the same condition, also nominate a representative at the Board.

In 1858, (Vic. 22 c. 117) the name of the Company as already stated was changed to "The Northern Railway Company of Canada," authority was given to call in all the outstanding bonds, exclusive of those granted to the Government, and to issue to the holders other bonds, in lieu of them; and to issue £260,000 six per cent. sterling bonds for the purpose of funding the floating debt, to extend the works and put the road into efficient working order.

At this period, the order of priority in the capital account of the Company was: Government lien £475,000, with (August 1st 1859) £116,375 arrears of interest thereon, making a total under this head of £591,375 stg. Next came Company's bonds £243,739 14s. 6d., with unpaid interest thereon, £43,434 8s., a total of £287,174 2s. 10d. Third amount required to cover floating debt and place the road in an efficient condition, £250,000. And there had been paid on stock subscriptions £169,276 8s. 3d., making a total capital of £1,297,825 11s. 1d.

In 1859, an Act was passed, vesting in the crown all the real and personal property of the Company, for certain purposes therein set forth.

In pursuance of the large additional powers given to the Government, an order in Council was passed in May, 1859, in which the Minister of Finance declared there was no reasonable hope that any parties would be found to offer any considerable sum of money for the railway, if sold, in which case the Province would either be required entirely to sacrifice the whole of their claim or to assume the works themselves, and to advance from Provincial funds the sums required to maintain the line." He took the ground that in any case, it was not desirable to increase the debt of the Province for the purpose of aiding the road; that, for many reasons, it was not desirable, except as a last resort, to make use of the power of absolute sale. He therefore recommended that the whole property be vested in the Company, on certain conditions in accordance with which the capital stood as follows in the order of priority—1. First Preference Bonds, £250,000. 2. Second Preference Bonds, £223,189 14s. 6d. 3. Government lien, £475,000. 4. Balance of interest arrears due the Province, £50,000. 5. Interest arrears on Company's bonds, £43,434 8s. 4d. 6. Stock subscriptions amount paid, £169,276 8s. 3d. Total £1,297,825 11s. 1d. sterling.

The "Northern Railway Act of 1868" empowered the Company to issue third Preference Bonds (class A) to the amount of £50,000 stg., and to "expend the proceeds thereof in the construction of elevators, the increase and extension of rolling stock and other equip-

ment works for the accommodation and facilities of the traffic." The new elevator constructed at Toronto has a storage capacity of 275,000 bushels, and can elevate and ship 20,000 bushels an hour. The elevator wharf, sunk in 15 feet of water, is 490 feet long and 70 wide, and can store three million feet of lumber for shipment. A new elevator at Collingwood, nearly as large as this, was included in the works constructed by these bonds. It will be completed by the 10th August. When the road was first built, a breakwater and wharf were constructed at that port, for the safety and convenience of the traffic connections. The elevator previously used by the Company at Toronto was burned down in the early part of 1870. A similar casualty happened some years before, in the burning of the Company's steamer, "J. C. Morrison," on Lake Simcoe.

This railway has been of immense benefit to Toronto and the whole northern country. It has hitherto been the only road terminating at Toronto, and the facilities it has afforded have opened up a new and large lumber trade on the Georgian Bay.

When Mr. Cumberland became Managing Director in 1859, he changed the whole policy on which the road had been worked. Large gross receipts, if they left no profit, had no charm in his eyes. He found the through traffic had been carried at a loss; at a loss so great that in the previous year, it had more than eaten up all the profits of the local traffic. He informed the proprietors of his intention, and warned them not to be alarmed if they found a considerable decrease in the gross revenue. He intended to do none but paying business; to touch nothing that did not leave a profit. How this policy succeeded the following table will show. In 1858, there had been a positive loss on the whole business; in 1859, under the new policy, the total receipts showed a decline of nearly twenty thousand dollars; but this diminished revenue brought with it a profit of nearly forty-three thousand dollars. The working expenses still bore a very large proportion to the revenue, over 82 per cent. This item has undergone a constant reduction, till it is now only a fraction over 58 per cent. Every possible encouragement is given to the development of local traffic; sidings being put in wherever there is a promise of business to warrant it. This policy, which has been eminently successful, might be impossible in a line of great length, where competition rates are fixed by the cost of carrying on the most favorable route; but for the Northern there cannot be a question, it has proved the true policy, as tested by the touchstone of success.

#### ST. LAWRENCE AND OTTAWA RAILWAY.

This road was projected mainly for the purpose of carrying lumber from the Chaudière Falls to Prescott and was intended to be worked in connection with American roads the northern terminus of which was Ogdensburg. The dictates of self-interest on the part of the then Directors is, no doubt, the reason for an important deviation from the original plan, by which the terminus was placed nearly three miles further down the river than originally contemplated. A consequence of this change was that very little lumber ever passed over

the Line. The name first given to this line was the Bytown and Prescott Railway; the first sod of which was turned in September, 1851. About £33,500 of stock was subscribed by the different municipalities interested, and over £20,000 by private parties. A reduction of some £10,000 had to be made from this amount on account of disputes and difficulties in making collections.

In March, 1853, the Company issued sterling bonds to the extent of £100,000, (payable in November, 1873, bearing interest at 6 per cent.) which were sent to England to be negotiated. During the month of May of the same year, a contract was executed in Liverpool, England, with the Ebbw Vale Iron Company, for 54,000 tons of iron rails, at £10. 10s. per ton, payment to be made in the bonds of the Company at par. The equipment of the line consisted of 5 engines and 101 cars of all descriptions, which cost £45,000; £25,000 of that sum being payable in the Company's stock, and the remainder in money. The first cost of the road, 54 miles in length, and equipment was over £250,000 sterling.

The Company received, under the provisions of the Grand Trunk Relief Act, £50,000 sterling.

During the years 1857 and 1858 the enterprise became very much involved, and various parties began to enforce their claims. The Ebbw Vale Iron Company seized the road, and the rolling stock was taken possession of at the instance of other parties. The whole property was placed in the hands of a Receiver, appointed by the Court of Chancery. After a period of nearly four years, (January, 1862,) the matter was amicably settled, and the Receiver, by consent, removed. On the settlement, it was agreed that the Ebbw Vale Iron Company should be paid thirty per cent. of the gross earnings on account of the interest long in arrears on their claim. This was only paid from February until September, and amounted to \$11,554.56. The decrease of traffic, made it apparent that it could not be longer sustained; and the fact being so represented to the Ebbw Vale Iron Company, they allowed the payments to stand over, and the Receiver was re-appointed. An award was finally obtained from the Court of Chancery, in reference to the various claims upon the property; and, under the sanction of an Act of Parliament, the property was put up at auction, and sold to the holders of the first mortgage of £100,000; the price paid being represented by their claim, with interest and the cost of a seven year's law suit. The effect of this sale was to wipe out the second mortgage (to municipalities for \$300,000); the third mortgage (given under provisions of Grand Trunk Relief Act, §243,333), the whole of the Share capital and a large amount of floating indebtedness.

Immediately on obtaining possession of the property steps were taken by the purchasers to rebuild, and re-equip the Line. The whole of the Bridges and other similar structures as well as the Rolling Stock being at the time in a state of great dilapidation and decay.

This work cost upwards of \$350,000 in addition to which an outlay of \$180,000 was incurred in the construction of a Branch of 5 miles in length from the Main Line to the Chaudière.

The original error in taking the line into Ottawa at the lower end of the City was by this expenditure remedied; and Lumber is now being carried over the line to some considerable extent in unbroken bulk and without trans-shipment—to Boston and the New England States, both by the Grand Trunk Railway since the reduction of that company's gauge to 4 feet 8½ inches took place, and by crossing cars over the River St. Lawrence from Prescott to Ogdensburg on a Steam Ferry Boat, having Rails on her deck, the channel being kept open all the year round.

In 1873 the Rolling Stock consisted of	
9 Locomotives	
9 First and	} Class Passenger Cars.
6 Second	
6 Mail and Express Do	
70 Box Freight Cars	
40 Platform Do	
The mileage of Cars in 1872 was..	929,931
" Number of passengers carried..	70,265
" " Tons of Freight.....	38,592
" Gross Revenue was from passengers.....	\$85,796.04
" " Mails and Sundries.....	14,142.05
" " Merchandise.....	61,832.56
	Total \$161,770.95

" Working Expenses in 1872 amounted to..... \$115,817.67

The line runs from Prescott, on the St. Lawrence, to Ottawa, the capital of the Dominion: length of main line, 54 miles, Chaudière Branch 5 miles; sidings, 6 miles; total, 65 miles. Work on the main line was commenced in 1852, and completed in Dec., 1854; gauge, 4 feet 8½ inches; the bridges are of timber; that over the Rideau River has four spans of 100 feet each, and is supported on stone piers.—That on the Chaudière Branch over the Rideau River has stone piers and abutments and is 400 feet in length. There is also on the Branch a swing Bridge across the Rideau Canal.

**DIRECTORS.**—(Elected May 9, 1873)—William Quilter, London, England, President; Thomas Reynolds, Ottawa, Ontario Vice-President; Joseph Robinson; Thos. Robinson; Alexander Robert Eyre, William Carter and Francis Tohill, all of London England.

**OFFICERS.**—Thomas Reynolds, Vice-President and Managing Director, Ottawa; A. G. Peden, Secretary-Treasurer and Gen. Passenger, Agent Ottawa; I. M. Taylor, Gen. Freight Agent, Prescott, Ontario; C. Dame, Locomotive Superintendent, Prescott; General Offices, Wellington st. Ottawa, Ont.

#### BROCKVILLE AND OTTAWA RAILWAY.

By this Company's Charter power was conferred to build a railway from the town of Brockville, on the river St. Lawrence, to the village of Pembroke, on the Ottawa River, with a Branch from Smith's Falls—where the road intersects the Rideau Canal—to the town of Perth. The distance from Brockville to Pembroke is 130 miles, and from Smith's Falls to Perth, 12 miles. The line has only been opened to Sand Point, on the Ottawa River. The branch has also been completed, giving a whole length of railway of 90 miles.

Money was borrowed from the Municipal Loan Fund to aid the construction of the road as follows: Counties of Lanark and Renfrew,

\$800,000: town of Brockville, \$414,491.96; township of Elizabethtown, 150,709.50—total, \$1,365,201.46. The extent of these grants was a pretty good indication of the extravagant ideas that prevailed during the first Canadian railway era. The original expectation seems to have been that the profits these municipalities would derive out of the earnings of the railway would suffice to extinguish their indebtedness to the Government. This palpable delusion was soon dispelled. The road, as far as constructed, became deeply involved, and there were no funds remaining to complete the line to the Ottawa River, from which a large share of the traffic was expected. The position of affairs in 1862 and 1863 is thus depicted in the Directors' Report: "As this railway then stood—twenty-five miles short of its river terminus, half-stocked, destitute of machine shops, and therefore working at the maximum of expense—the question when it would become a dead loss to every *bona fide* interest concerned rested solely upon the time when rails, engines, &c., should wear out, and heavy renewals become imperative." And further on they say, "such renewals could not have been adequately met from the limited income which it had power to earn, and to suppose that any interest to municipalities or bondholders could ever have been paid is simply preposterous." The traffic receipts were absorbed in payments of interest, so that the whole undertaking was on the high road to utter insolvency and complete ruin. In 1863 an Act was passed for the relief of the Company, which, though it was productive of good, did not prove sufficient to meet the exigencies of the case. By that Act the Company were authorized to issue preference bonds to the amount of \$244,793.94, bearing 7 per cent. interest, for the purpose of extending the line to Sand Point, on the Ottawa, and that such should be a prior lien on the earnings of the road to the claims of the municipalities, and that the railway should repay the municipalities within fifteen years the sums paid by them to the Government under what was called "The Five per cent. Act" of 31st December, 1866, and to fund into 2nd class bonds the entire floating debt, principal and interest. The amount of this floating debt seems then to have been \$711,019.97, besides \$100,000 of unpaid interest due to the municipalities. That this measure was inadequate to relieve the road from its embarrassments is apparent from the fact that two years later—in 1865—the Company owed on preference bonds \$244,793.94; 2nd class bonds, \$1,098,285.77; unpaid interest, \$150,000—total, \$1,486,079.71. And the Company's whole liabilities, as charged to the debit of capital account, were \$3,157,234.46, with credits of only \$2,632,042.44, showing a deficit of \$525,192. The earnings proved entirely disproportionate to meet the prior municipal and preference claims and the interest on the 2nd class bonds, so that it became apparent that further relief would have to be afforded, and the only shape that relief could take, in order to be effective, would be a liberal extinguishment of the debts, and the conversion of the remainder into stock.

A mortgage was made to a trustee to secure the re-payment of the preferential extension bonds of \$244,793.94, above referred to. Owing to default on the part of the Company in the



payment of the interest on these bonds, the trustee took possession of the railway for the purpose of foreclosing and selling the road. Under these circumstances, an arrangement was entered into between the preference bondholders, the ordinary bondholders, and a majority of the shareholders, as follows:—

(1) The present stock and all the bonds of the Company, except the preferential extension bonds, to be converted into new stock by the holders thereof at the following reduced rates:—(a) Bonds other than preferential extension bonds at 25c. in the dollar, with the exception of those now held by persons who are also at this date preferential bondholders, these latter to have the privilege of converting the ordinary bonds held by them at this date into new stock at 50c. in the dollar, but this privilege not to extend to bonds purchased by them subsequently to the passing of the Act of 1863. (b) The old paid-up stock to be converted into new stock at 10c. in the dollar. (c) The capital of the Company to be reduced to the amount of new stock required for such conversion, and in return for the privilege conceded to the preferential bondholders.

(2) The management of the road to be restored by the preferential bondholders and their trustee to the Company, and the alleged rights of the preferential bondholders to foreclose and sell the road, to be waived and for ever extinguished without prejudice to their holding the first charge on the road, and on its revenues next after the municipalities, with all other legal remedies for the recovery of their interest and principal.

An Act was passed by the Legislature of Ontario, in 1867 and 1868, giving effect to this agreement. That Act specially provides that nothing in its terms shall in anywise affect the claims of the counties of Lanark and Renfrew, of the township of Elizabethtown, or the town of Brockville, upon the railway property.

The amount of paid up stock was 11,902.12, and a further sum of \$165,552.12, was turned over to the contractors making the total paid-up capital stock \$177,454.29. The amount expended on construction account to 31st December, 1870, was \$2,647,000. The gauge is 5 ft. 6 in.; weight of rail, (iron), 56 lbs. to the yard.

#### INTERCOLONIAL RAILWAY.

The project of a railway, connecting Quebec with the seaports of Halifax and St. John, has been long cherished as a necessary connecting link between the British Provinces of North America. Though agitated at various times, the idea only took practicable shape when the present confederation was determined upon and arranged at Quebec, and by the 14th section of "The British North America Act, 1867," commonly called the Union Act, the construction of the railway was made obligatory upon the Government and Parliament of Canada.

A good deal of time and money have been spent in surveying different routes and examining the country through which the road is to pass. Three principal routes were surveyed, known as the "Frontier," the "Central," and the "Bay Chaleurs" routes. A table extracted from Mr. Sandford Fleming's report, shows the distances by the different sur-

veys (fifteen in number), between River du Loup and St. John and Halifax.

Table of Comparative distances from River du Loup to St. John and Halifax.

TO ST. JOHN.				
ROUTES.	No. of line.	Railway Built.	Not Built.	Total.
Frontier Routes.....	1	27	292	319
	2	45	305	350
	3	00	301	301
	4	01	326	326
	5	00	328	328
	6	37	343	330
Central Routes.....	7	77	319	426
	8	37	307	344
	9	77	313	390
	10	96	326	422
	11	37	323	360
	12	77	329	416
Bay Chaleurs Routes.....	13	37	387	424
	14	96	377	473
	15	96	390	486
TO HALIFAX.				
ROUTES.	No. of line.	Railway Built.	Not Built.	Total.
Frontier Routes.....	1	181	401	585
	2	202	414	567
	3	157	410	561
	4	157	435	592
	5	137	437	594
	6	120	432	572
Central Routes.....	7	80	438	538
	8	120	416	536
	9	80	422	502
	10	61	435	496
	11	120	432	532
	12	80	438	518
Bay Chaleurs Routes.....	13	120	496	616
	14	61	486	547
	15	61	499	570

The route adopted is that known as the North Shore or Major Robinson's route, and is No. 15 of the above table. In compliance with addresses presented to the Imperial Government about 1845 by Nova Scotia and New Brunswick, the Imperial Secretary of State offered to have the Line surveyed by an officer of the Royal Engineers provided Nova Scotia and New Brunswick would share the expense. This offer was accepted and Major Robinson's report was the result. The proposed railway will therefore run from Halifax to Truro at the head of the Bay of Fundy, passing over the Cobequid Hills, and on and near to Amherst and Bay Verte, crossing from these over to the River Richibucto and Miramichi, then by the valley of the north-west Miramichi and Nipisignit River to Bathurst; then along the shore of the Bay Chaleurs to the Ristigouche River; then by the valley of Matapedia over the River Metis; then along the banks of the St. Lawrence, at a distance of eight or twelve miles from the south shore to Rivere du Loup. The distances to Halifax by this line are estimated as follows: From River du Loup, by Metis, Matapedia, Dalhousie, and Bathurst to Moncton 390 miles; From Moncton to Truro 126; From Truro by Railway to Halifax 61. Total 577. Very different views seems to prevail as to the desirability of the different routes. It is admitted, however, that the objects arrived at by the construction of the Line were political as well as commercial; and in view of the decided stand taken by the Imperial Government, whose guarantee was asked and offered to facilitate the raising of the necessary funds, it is difficult to understand how any other route could have been chosen.

The Duke of Buckingham's despatch, dated 22nd July, 1868, is as follows: "I have received your Lordship's telegraphic message that the route by the Bay of Chaleurs has been selected by the Canadian Government, as the one to connect Truro with Rivière du Loup, and thus complete the Intercolonial Railway. I understand three routes to have been under the consideration of the Government of Canada, namely: one crossing the St. John River, either at Woodstock or Fredericton; the second in a more central direction through New Brunswick, and the third following the line selected by Major Robinson in 1848. The route crossing the St. John River, either at Woodstock or Fredericton, is one to which the assent of Her Majesty's Government could not have been given; the objections on military grounds to any line on the south side of the St. John River are insuperable. One of the main advantages, sought in granting an Imperial guarantee for constructing the railway, would have been defeated if that line had been selected. The remaining lines were the central line, and that following the general course of the route surveyed by Major Robinson; and Her Majesty's Government have learned with much satisfaction, that the latter has been selected by the Canadian Government. The communication which this line affords with the Gulf of St. Lawrence at various points, and its remoteness from the American frontier, are conclusive considerations in its favor, and there can be no doubt that it is the only one which provides for the national objects involved in the undertaking."

On 12th April, 1867, an Act was passed by the Imperial Parliament authorizing the Commissioners of Her Majesty's Treasury to guarantee a loan not exceeding Three Million Pounds Sterling, at a rate not exceeding four per centum per annum, to assist in the construction of the Railway, and providing that the guarantee should not be given unless and until the Parliament of Canada should, within two years of Confederation, pass an Act providing to the satisfaction of one of Her Majesty's principal Secretaries of State, as follows, viz:—

- I. For the construction of the Railway.
- II. For the use of the Railway at all times for Her Majesty's military and other service.
- III. Nor unless and until the line on which the Railway is to be constructed, has been approved by one of Her Majesty's principal Secretaries of State.

On 21st December, 1867, an Act was passed by the Parliament of Canada for the construction of the Intercolonial Railway. The Minister of Finance then placed a loan of Two Million Pounds Sterling upon the London market, seventy-five per cent thereof having the Imperial guarantee, and twenty-five per cent being without it; and the whole was taken up at once on favorable terms.

On 11th December, 1868, in terms of the Intercolonial Act, four Commissioners were appointed to construct the Railway. The Board consist of Aquila Walsh, Esq., M. P., North Norfolk, Chairman; the Hon. Edward Barron Chandler, member of the Legislative Council, of New Brunswick, Charles John Brydges, Esq., Managing Director of the Grand Trunk Railway, and the Hon. Archibald Woodbury Welslan, Senator.

The whole length of Railway from Riviere du Loup to Truro, (including eight miles of the European and North American Railway and the Eastern Extension Railway thirty-seven and a quarter miles) is four hundred and ninety-nine and a half (499½) miles.

The Railway (which is being constructed under the superintendence of Sandford Fleming, Chief Engineer) has been let in sections, and all the work is now under contract. These contracts include clearing, grading, fencing, and bridging, except in the cases of the bridges over the rivers at Trois Pistoles, Metis, Restigonche, Nepissiqui, the two branches of the Miramichi, and Folly River. The bridges are all to be of wood, except at the places named, and the contracts do not include the iron superstructures at these places. The entire line is to be laid with steel rails.

The aggregate amount of the contracts for the whole line, including purchase money of the Eastern Extension Railway, is \$10,513,791.

**NOVA SCOTIA RAILWAY.**—In the Province of Nova Scotia the construction of railways was first authorized by an Act of the Legislature, passed 31st March, 1854. During the same year another Act of that body authorized the issue of Provincial six per cent debentures, having twenty years to run, in order to raise the necessary capital to proceed with the work of construction determined upon. These bonds were mostly sold in London, through Messrs. Baring Bros. & Co.; the Hon. Joseph Howe having been sent thither as a delegate with that object in view; a small amount found purchasers in the Province. It was provided that the proposed railways should be constructed under the supervision of one or more Commissioners, who were empowered to draw on the Receiver-General for the monies disbursed to the contractors. They were restricted to the expenditure of \$800,000 in any one year, beyond which amount they could not incur any liabilities.

The first sod of the Nova Scotia Railway—the first constructed in that Province—was turned at Richmond, on the 13th June, 1854. Sixty-one miles of railway to Truro were completed by the 15th of December, 1858, and the Windsor branch of the same road by June 3rd, 1858. An extension from Truro to Pictou on the Gulf of St. Lawrence, fifty-two miles in length, was afterwards built and opened for traffic on the 31st of May, 1867, making in all 145 miles of railway. The Windsor Branch, 32 miles, extends westward from Halifax to Windsor on the Bay of Minas, connecting with the Bay of Fundy. The total cost of the Railway, with equipment to 30th June, 1868, was \$6,699,647.69; and the total amount expended on construction account alone up to the 30th June, 1869, was \$6,781,254.50.

The Pictou extension was surveyed by Mr. Sandford Fleming, C. E., and estimated to cost, including rolling stock, \$2,314,500. Some of the original contractors abandoned their contracts and work proceeding very slowly, the Government took the work out of their hands, and re-let the whole to Mr. Fleming for the sum of \$2,116,500. The road was satisfactorily completed within the time specified, under the superintendence of another engineer. This extension cost to the 30th of June, 1868, the sum of \$2,321,567.88.

The maximum grade on the whole line is 70½ feet per mile; minimum radius of curvature 792 feet.

**CONSOLIDATION.**—On the 9th November, 1872, the "Nova Scotia Railway" 145 miles; the "Intercolonial Railway" 118 miles; and the eastern portion of the "European and North American Railway" 108 miles, were consolidated, under the name of the "Intercolonial Railway."

The organization was commenced by the appointment of the following persons to fill the principal offices, with their residences and head-quarters at Moncton:—

Lewis Carvell	General Sup't.
George Taylor	General Freight Agt.
Alex. Macnab	Engineer
Henry A. Whitney	Mechanical Sup't.
Thos. Foot	Accountant
Jos. J. Wallace	Auditor
William Sadler	Storekeeper
H. W. McCann	Paymaster
George Ryan	Cashier.

The line was divided into three divisions:

First.—The "Eastern Division" comprising all that portion of the line hitherto called the "Nova Scotia Railway" (145 miles).

Second.—The "Central Division" comprising all that part of the line between Truro and Panisco (118 miles) known as the "Intercolonial Railway".

Third.—The "Western Division" comprising all that portion of the Railway which lies between St John and Point Du Chêne (108 miles).

Mr. Arthur Busby was appointed Superintendent of the "Eastern Division" with his office and head-quarters at Truro.

Subsequently Mr. Richard Luttrell was appointed Superintendent of the "Western Division" with his office and head-quarters at Moncton.

#### EUROPEAN AND NORTH AMERICAN RAILWAY.

A line of Railway to connect St. John, on the Bay of Fundy, with Shediac, on the Gulf of St. Lawrence, was first projected in 1848. In that year the sum of \$4,000 was granted by the New Brunswick Legislature towards paying the expenses of a preliminary survey, which was made in the following season.

In 1850 a Convention, composed of delegates from the State of Maine and the Provinces of Nova Scotia and New Brunswick met at Portland, Maine, for the purpose of discussing the proposal to construct a railway to connect Halifax with Bangor, Me. At this Convention, the scheme of the European and North American Railway was approved and decided upon. Exploratory surveys were made in the same year by authority of the State Legislature.

In 1851 the Act known as the Facility Bill was passed. This Act provided that a subsidy of \$1,200,000 should be granted in aid of the enterprise, in the shape of debentures bearing six per cent interest, and redeemable in thirty years. As soon as \$500,000 of capital was paid in by the subscribers to the stock, the Local Government were to issue their six per cent debentures to a like amount, the issue in one year not to exceed \$500,000. The Board of Management was to consist of nine directors, two of whom were to be elected by ballot, (both Houses of the Provincial Legislature voting), to represent the Province.

A contract was entered into with Messrs. Peto, Betts, Jackson and Brassey, on the 29th September, 1852, by the Government of New Brunswick for the construction of the Road. By the terms of this contract, the contractors were to build the Railway from the boundary of Nova Scotia, to that of the State of Maine for \$32,500 per mile. The Province was to take stock to the amount of \$6,000 per mile, and to loan its bonds to the Company for \$9,400 per mile. These were preference bonds and were redeemable in twenty years. At a special session of the Legislature called the following month, this contract was duly ratified.

In the following year (1853), surveys of the whole route were made in Nova Scotia and in New Brunswick; and on the 14th September, the first sod was turned by Lady Head at St. John, N. B. Construction was immediately commenced between St. John and Shediac, and prosecuted during that and part of the following season, when, in consequence of financial embarrassments growing out of the crisis that overtook these provinces in common with other countries after the close of the Crimean war, a stop was put to further operations.

The company of contractors was dissolved in 1856. The Government then purchased the road from them for the sum of \$450,000, and continued the work under their own supervision. In the spring of 1857 the undertaking was placed in the control of three commissioners who held office only for a few months, when they were succeeded by three other gentlemen. From May 1858 till June 1865, this board consisted of R. Jardine, R. C. Scovill, and George Thomas.

Prior to the transfer from the first contractors to the Government, as before mentioned, the line had been located and surveyed from St. John to Shediac. Between Moncton and Shediac a considerable portion was built, and some work was done on other parts of the line. On the 1st August, 1856, a contract was let for finishing the line between Moncton and Shediac; this section was completed on the next year, 1857. A short piece of three miles, out of St. John, had been opened on the 17th March, 1857. As soon as a revision of the location could be completed, other sections were put under contract, completed and opened for traffic at the dates following:—St. John to Rothesay, 9 miles, on 1st June, 1858; Rothesay to Hampton, 13 miles, on 8th June, 1859; Hampton to Sussex, 22 miles, on 10th November, 1859; and Sussex to Moncton, 45 miles, on the 1st August, 1860, thus completing the whole line from St. John to Shediac, a distance of 108 miles.

There was nothing done in furtherance of the project until 1864, when it was again revived, and surveys were made under instructions from the New Brunswick Government from St. John to the American boundary, and from Moncton to the Nova Scotia boundary; the former by Mr. Burpee, and the latter by Mr. Boyd. Meantime the Government of Nova Scotia had constructed the road from Halifax to Truro, and opened it for traffic. Two companies, one in Maine and the other in New Brunswick, were incorporated to construct the remaining portions of the line on both sides of the boundary respectively; subsidies were also granted by the legislatures of Nova Scotia

and New Brunswick and by that of the State of Maine. In 1871, the line to Sackville was formally opened from Moncton, a distance of 32 miles, and 128½ from St. John.

The line from St. John to Point du Chêne, in Shediac harbour, is 108 miles in length; max. gradient, 45 feet to the mile; minimum radius of curve, 1584 feet; the highest summit is 165 feet above high water in St. John harbor; total length of straight line, 79½ miles; of curved line, 28½ miles; it is a single track road of 5 feet 6 inches gauge; length of sidings, 12.9-10 miles. About 20 miles of rails were laid of the U pattern; the rest was the T rail, of 63 pounds to the yard, fastened at the joints with cast iron chairs, weighing 28 pounds each; the sleepers are 9 feet long, 6 inches thick, and of cedar, haekmatac and pine; width of road bed, 20 feet on embankments, and 30 to 32 feet in sidehill cuttings. There are 25 bridges having stone abutments and wooden superstructures, the remaining 8 are on piles.

**WESTERN EXTENSION.**—This line is under the management of a Company having separate and distinct corporate powers; obtained from the Legislature of New Brunswick. The portion of the same road on the American side is under the management of another Company chartered by the Legislature of Maine. The *Western Extension* touches the boundary at Vanceboro, whence the line is continued to Bangor, Me., forming a through line of travel and traffic between the railways of the United States and those of the Dominion in the Maritime Provinces.

Construction was commenced in August, 1867, and the line was opened in 1873.

Length of line, 88 miles, sidings 2 miles—total, 90 miles. Weight of rail 56 lbs. to the yard; gauge, 5 ft. 6 in. All the longer bridges have iron superstructures.

The capital stock was subscribed as follows:

By the Government of New Brunswick.....	\$300,000
By individuals in the United States.....	250,000
By individuals in New Brunswick.....	193,000
By the City of St. John.....	60,000
Total.....	\$803,000

Under an Act of the Legislature of New Brunswick, passed in 1864, the Company is entitled to a subsidy of \$10,000 per mile, and as the length of the road is 88 miles this subsidy amounts to \$880,000.

The Canadian and American portions of the road from St. John to Bangor were consolidated in 1873, under the name of EUROPEAN AND NORTH AMERICAN RAILWAY and the general offices are at Bangor.

The entire length of the line is 206 miles not including the branch to Fredericton.

Officers.—G. K. Jewett, President.  
E. R. Burpee, Vice-President.  
Noah Woods, Treasurer.  
M. H. Angell, Superintendent.  
H. D. McLeod, Asst. Sup't.

#### NEW BRUNSWICK AND CANADA RAILWAY.

A number of inhabitants of the town of St. Andrews in the County of Charlotte, Province of New Brunswick, convened on the 5th day of October, 1835, and formed an association under the appellation of the "Saint Andrews and Quebec Railroad Association" for the purpose of promoting the interests of a railway from the town of St. Andrews on the sea

coast to the City of Quebec in Lower Canada, a distance of 195 miles. The former town was intended to be a winter port for the trade of the St. Lawrence.

The estimated cost of the road at that time, by making use of the flat rail which was then in use in the United States, was £5,000 per mile.

A deputation of two gentlemen was sent by the Association to the British Government in January, 1836, seeking aid, and they succeeded in obtaining a grant of £10,000 from His Majesty King William the Fourth, to be expended in a thorough exploration and survey (through a wilderness), which was commenced in June, 1836. On the 27th August the sum of £2,000 was received from England and deposited in the Charlotte County bank, this being the first instalment of the £10,000 grant. About the same time the Secretary of the Association received a letter from the Government prohibiting further explorations, owing to a representation from the United States, until the question of the north eastern boundary between Maine and New Brunswick should be settled.

Further proceedings on the part of the Association were now held in abeyance and remained so until 1845, that memorable period of the great railway and commercial panic throughout England when the speculative "King Hudson" was approaching the zenith of his popularity. It was during this period that the "Great Northern American Railway" was projected to connect Halifax and Quebec for the purpose of carrying troops and mails, but this scheme did not meet with success. The British Government expended the sum of £12,000 in explorations on this route between those cities.

The eastern boundary of Maine was settled by the Ashburton treaty in 1842, and the Association again revived. In the month of December 1845, a subscription list was opened. The capital stock of the Company was divided into 30,000 shares of £25 each. Over £41,000 was subscribed in the County of Charlotte. The Directors decided not to commence operations until £100,000 stock was taken.

The estimated cost of building the line from St. Andrews to Woodstock was £160,000. An estimate was also made that the probable earning and expenditure would give a net profit of 20 per cent on the capital.

At a meeting of Directors held the 21st August 1847, it was decided to commence operations as soon as possible and to engage a competent engineer at once.

On the 25th October another meeting was held and tenders for masonry and bridging the first 4 miles were invited. The ground was first broken in rear of the town of St. Andrews in November of the same year, and the work commenced by day laborers.

During the month of March a Committee of the Legislature recommended an issue of Provincial Scrip to the extent of £150,000 being paid in. The Province also to guarantee six per cent. for 25 years on £100,000. A grant of 40,000 acres of land in alternate blocks, was also recommended. On the 24th of April the Legislature and Council passed the Facility Bill granting the above guarantee and 20,000 acres in alternate blocks.

The company having become involved in serious financial difficulties, little progress was made during the next eight years.

On the 1st October 1857, the road was opened to a distance of 34 miles, and in December 1858, to Canterbury, a distance of 65 miles. Mr. Thompson was succeeded as manager by Mr. Henry Osburn, who concluded a contract for the completion of the line to the Richmond terminus on the main road between Woodstock and Houlton, which was opened for traffic in July, 1862. The contractors were paid in first mortgage bonds, bearing 6 per cent interest, at 20 per cent. discount. On account of the great difficulty experienced in floating these bonds the Company were obliged to suspend operations, but by temporary bridging in lieu of embankment they succeeded in getting the rails laid to the terminus.

In consequence of the inability of the Company in England to meet the amount of interest on the mortgage bonds, the Manager, Mr. Osburn, was also appointed Receiver in 1863, (and still holds this position,) on the part of the bondholders, and the line has since been worked for their benefit; but as the Company then owned so small a quantity of rolling stock and the line being left unfinished under the last contract, it became necessary to expend from year to year, in addition to the cost of maintenance, large sums out of the earnings in completing the earthworks, masonry and ballasting, for increasing the rolling stock and machinery, and for repairs to locomotives, &c., the balance of excess being held by the bond holders.

Since the opening of the main line, two branch lines have been opened—one from Saint Stephen, 19 miles in length, opened January, 1866, the other from Woodstock, 11 miles, opened in September, 1868. These branches were built by provincial companies facilitated by the Local Government Subsidy Act, passed 11th April, 1861, which granted a bonus of \$10,000 per mile, in aid of the construction of proposed railways therein mentioned.

**Permanent Way.**—Length of Line, 88 miles; Length of Branches, 38 miles; Length of sidings, 12 miles. Total length, 138 miles. Weight of Rail per yard, 56 lbs.; Gauge 5 feet 6 inches; Termini of Main Line, St. Andrews and Richmond; Termini of Branches, St. Stephen, Woodstock, N. B., and Houlton. The amount expended on construction up to 1869, \$2,500,630.

**OFFICERS.**—Henry Osburn, C. E., General Manager; J. P. Crangle, Superintendent; N. T. Greathead, Cashier; A. E. Julian, Ticket Agent.

**CHIEF OFFICE.**—St. Andrews, N. B.

#### WINDSOR AND ANNAPOLIS RAILWAY.

During the year 1864 the Nova Scotia Government propounded a new policy for the extension of this line from Windsor to Annapolis. The latter is a small town on the Bay of Fundy, which was once the capital of British North America, and was settled in 1605 by the French. The features of this policy may be stated thus.

1st. The right of way valued at £60,000 or £70,000 was granted by the Counties through which it passes to the Company, with the privilege of possession as required, regardless of indemnity. A special tax to be levied on the Counties for the payment of the same.

2nd. The free use of timber and stone on the Government lands.

3rd. The free use of the Government Railway and wharf at Halifax for the transport of all material, supplies, &c., the Company being only at the expense of handling.

4th. Rebate of all duties, imposts, &c., on material used in construction and for working.

5th. The sum of £32,000 in cash to make the construction of the bridge over the Avon. A bonus of £188,600 in 6 per cent bonds, payable as the work progresses. Those items and subventions amount to over £3,500 per mile as an actual gift and totally irrespective of the receipts or ownership of the railway which are for the sole benefit of the Company.

On the above basis a Company was formed and on the 25th October, 1865, a contract between the Chief Commissioner of Railways and Edward Harris and J. T. V. Smith, on behalf of Messrs. Knight & Co., of London, England, the work to be commenced by the first of May following, and the road to be completed and ready for traffic on the first May, 1868. This agreement was confirmed by George Knight & Co., but they failed to commence the work and the agreement was cancelled.

On the 22nd of November, 1866, Messrs. Tupper, Henry & Ritchie, then in England, having been authorized by an order in Council, and acting on behalf of the Chief Commissioner of Railways, entered into an agreement with Messrs. Punchard, Barry & Clarke, by which the latter were to construct the works which were to become their property, the work to be commenced not later than the 1st January, 1867, and to be fully completed on or before the first of Dec., 1869.

By agreement with the Government of Canada the Line from Windsor to Halifax 45 miles was leased on 1st. Jan. 1872.

This line passes through the Annapolis valley, which is one of the oldest settled and richest parts of the Province, connecting with the Intercolonial Railway at Windsor Junction 13 miles from Halifax, and at Annapolis with a line of steamers to St. John, New Brunswick, a distance of about 60 miles, making a total distance between Halifax and St. John of 190 miles.

The road was partially opened on the 18th August, 1868, and completed on the 18th of December of the same year. During the first six months the line was by agreement worked for the benefit of the contractors. The length of the main line is 84 miles, with 8 miles of sidings and of leased line 45 miles. The gauge is 5 feet 6 inches. The rails are fish-jointed, and between Windsor and Kentville they weigh 67 lbs per yard, and the remainder of the distance they are lighter, weighing only 50 lbs. per yard. On the Windsor Branch, 32 miles, the rails are double headed weighing 63 lbs to the yard supported at intervals of 2½ ft. on cast iron chairs spiked into ties 10 feet long, 10 inches wide, and 5 inches thick, the rails are secured to the chairs by wooden side keys. The rolling stock is substantially constructed and consists of eleven locomotives, fourteen, passenger and 140 other cars. The most important feature of the line is the iron bridge over the Avon at Windsor, where the tide rises over 40 feet. The bridge rests on stone piers. There are nine spans of lattice iron girders. The total

length is 1,130 feet. The total amount expended on construction account amounted to £542,332 sterling on the 30th June, 1870.

GENERAL MANAGER.—P. Innes, Kentville, Nova Scotia.

CHIEF OFFICE.—Kentville, N. S.

#### MIDLAND RAILWAY OF CANADA.

(FORMERLY PORT HOPE, LINDSAY AND BEAVERTON.)

This Company was originally chartered on the 26th December, 1846. On the 14th December, 1853, power was given to build a branch through the townships of Cavan, Emily, Manvers, Ops and Mariposa, and thence to some convenient point on the line of the Ontario, Simcoe and Huron Railway.—The Company were aided with large municipal subscriptions.

The Town of Port Hope gave,	
in all.....	\$630,000
Township of Hope.....	60,000
Township of Ops.....	80,000
Town of Peterborough.....	100,000

Total up to 1864..... \$920,000

Additional sums were subsequently granted.

The Line was formally opened to Beaverton in January, 1871.

By an Act of 24th Dec., 1869, the name of the Company was changed to "The Midland Railway of Canada." Authority was also given to build a branch line from some point in the township of Mara through the township of Rama to the river Severn. This branch was completed in 1873, connecting at Woodville with the Toronto and Nipissing, and at Orillia with the Northern Railway and its Muskoka Branch.

The line now runs from Port Hope, on Lake Ontario, to Orillia on Lake Simcoe, a distance of 87 miles, with a branch from Millbrook to Lakefield, of 22 miles, making the total length of line opened, 109 miles.

OFFICERS.—Adolph Hugel, President.

F. Whitehead, Secretary and Treasurer.

G. A. Stewart, Chief Engineer.

H. G. Taylor, Superintendent.

W. McKechnie, Gen. Freight and Ticket Agent.

General Offices at Port Hope, Ont.

#### COBOURG, PETERBOROUGH AND MARMORA RAILWAY.

This road from its very first inception has undergone a constant series of mishaps, disasters and changes. It was constructed under a charter obtained in the year 1852, authorizing the building of the same from Cobourg to Peterboro. The first sod was turned on the 9th February 1853 with a great parade, the citizens of Cobourg turning out *en masse*, and having a ball and torchlight procession in honor of the occasion.

Difficulties arose with the contractor, the late Samuel Zimmerman, and the cost of the road greatly exceeded the first estimates.

The Directors took possession of the road before it was completed and then went to work to finish it, but were met at all points with almost insurmountable difficulties from the very imperfect manner in which the road was constructed. A bridge of three miles in length across Rice Lake built on piles not sufficiently driven or even properly stayed, half way between the towns of Cobourg and Peterboro, was one of the difficulties in the way, but nevertheless the road was so far completed

as to be opened for traffic in the month of December 1854. The occasion was celebrated with much rejoicing by an excursion trip to Peterboro; but short was the gratification of the Directors, for the first winter's frost stopt all running of trains.

The expansion and contraction of the ice and consequent shoving was so great that it entirely destroyed the bridge, thereby stopping all running of trains for some considerable time. Indeed it was not till the following spring that the road was sufficiently put in a state of repair to recommence its business traffic. The road, only 27 miles in length, had by this time cost a sum of money falling not far short of \$1,000,000, namely £125,000 currency, borrowed from the Municipal Loan Fund, and £100,000 sterling of bonds issued, besides private stock to the amount of about £4,000. The road was then run by the Board of Directors until the year 1857, the whole line not realizing sufficient to pay working expenses, and the interest on the sterling bonds, in consequence of the constant repairs required on the bridge.

Application was again made to Parliament by the Bondholders for relief, in 1862, when an Act of amendment of the Charter was obtained. In the year 1865 it was again amended.

After the bridge had been twice built and carried away, and after the original company had struggled long against apparently insurmountable difficulties the Railway was finally sold to a Company for the lump sum of \$100,000. Out of this, unpaid liabilities for rights of way and certain privileged claims were paid off, an arrangement was made with the Bondholders for their payment in certain proportions, and all other and further claims and liabilities were wiped out. In 1869 an act was passed by the Ontario Legislature authorizing the amalgamation of the Cobourg and Peterborough Railway Company and the Marmora Iron Company.

For the first two years the operation of the mining Company met with but little success, owing to unexpected and unavoidable mishaps at their mines. The work was, however, prosecuted with commendable perseverance and there is now a good prospect that all difficulties will be overcome. A vein of ore has been struck of superior quality, said indeed, to be equal to the best Lake Superior ore; of this large quantities are now being turned out. This, with the very considerable lumber traffic derived from mills on the north shore of Rice Lake, gives the Railway as much as it can do; and it is hoped that the enterprise has entered at last upon a career of permanent prosperity. Rice Lake Bridge is being reconstructed in a very substantial manner under the management of the Company's Genl. Supt. and engineered by Walter Shanley, Esq., and will be open for traffic in 1874.

The line of railway now extends from Cobourg to Chemung Lake 37 miles, with two sidings from main line into Campbell's and Macdougall's steam saw mills, one mile each; a branch line, nine miles in length from the Narrows on the River Trent to Blairton, where are the Company's extensive and valuable Iron Ore Beds. Total, with other sidings, 50 miles.

The Company has other property consisting of twenty-three thousand acres of land in the townships of Belmont, Marmora, and Lake,

including the Iron Mines, the village of Blain-ton, containing Railway Depot, Engine House, and 100 tenements built by the Company for the comfortable accommodation of the Miners and Employees. Also part of the village of Marmora, with water power, saw and grist mills, and buildings, besides sheds, store houses, &c.

James R. Barber, Sup't., Cobourg, Ont.

#### SOUTH-EASTERN RAILWAY.

The South-Eastern Railway, was chartered in the year 1866, under the name of the "South-Eastern Counties Junction Railway Company."

The construction of this road was commenced at West Farnham, Prov. Quebec, in 1870, and completed and opened to Richford, Vermont, thirty-three miles, in Oct. 1871.

At West Farnham the road connects with the Stanstead, Shefford and Chambly Railway, distant fourteen miles from St. Johns, and thirty five miles from Montreal, connecting at St. Johns with the Grand Trunk Railway.

During the years 1872-3, the South-Eastern has been extended from Richford Vt. to Newport Vt., 32 miles, that portion of the road in the state of Vermont being build under the charter of the Missisquoi and Clyde Rivers R. R., which road had been leased to the South Eastern for 999 years.

At Newport the South-Eastern connects with the Connecticut and Passumpsic Rivers R. R., opening up a new and independant Boston and New-York line of Railway, between Montreal and those American cities.

It is claimed that the completion of the Portland and Ogdensburg R. R. between Portland and St. Johnsbury Vt. now nearly constructed will open up the shortest and easiest graded railway between Montreal and Portland, making the distance over 40 miles shorter than by any existing line. Also that the line, when opened *via* the Boston, Concord and Montreal from Wells River Vt. will be the shortest and easiest graded line between Montreal and Boston.

During the session of the Quebec Parliament of 1872-3, the name of this Railway was changed from South-Eastern Counties Junction Railway to South Eastern Railway, and the Richelieu, Drummond and Arthabaska Railway, from Sorel to Sutton Junction on the line of the South Eastern was consolidated and made a part of the South Eastern Railway.

This road was built and opened between Sorel and Drummondville some 47 miles with wooden rails in 1872, but is to be shortly laid with iron rails and extended from Drummondville to Sutton Junction, crossing the Grand Trunk Railway at Acton Vale, and the Stanstead, Shefford and Chambly at Waterloo.

The road from Waterloo to Sutton Junction is already graded, bridges built, and completed, ready for laying the iron rails, which is to be done in 1874.

That part of the road from Waterloo to Drummondville—27 miles—is surveyed and the grading is expected to be completed in 1874-75. This will make a branch line of 95 miles which, with the main line, makes a total of 160 miles—passing through and opening up one of the best agricultural, mineral and lumber sections of country in the Province of Quebec.

The South-Eastern has, during, the fall of

1873 negotiated with the Stanstead, Shefford and Chambly Railway for the use of the roadway between West Farnham and St. Johns.

Also with the Connecticut and Passumpsic for the use of the roadway between Newport Vt. and Stanstead P. Q., making the present termini of the South Eastern at Stanstead and St. Johns, P. Q.

This new and important Railway was built, by municipal aid from the municipalities, through which it passes and by private subscriptions, but its successful completion has been mainly dependent on the energy and private means of the contractor, the Hon. Asa Belknap Foster, Dominion Senator for the district of Bedford, who is the present manager.

Little has been said or written about this Railway, as the Company, did not, as the majority of railway Companies, have done, first issue bonds, and mortgage their road, to raise money to build it.

Up to this time, the road has never received any Government subsidy, although it is one of the most important Railways in the Province of Quebec and has been the means of opening up and improving in value the large section of country, through which it passes, carrying with its completion those stimulating and expanding influences upon the prosperity of the section which have invariably followed the construction of railways in other regions.

#### KINGSTON AND PEMBROKE RAILWAY.

This road is to run from the city of Kingston to the town of Pembroke on the Ottawa River in a northerly direction, passing through the rich mineral region of magnetic iron ore, lead, plumbago, and phosphates lying north of Kingston, and through the large lumber districts of the Madawaska, Bonnechere and Ottawa Rivers. The Company are aided by the following bounses.

Government of Ontario about.....	\$400,000
City of Kingston.....	300,000
County of Frontenac.....	150,000
County of Renfrew.....	100,000
Town of Pembroke.....	50,000

About..... \$1,000,000

The whole of the road is under contract to Geo. B. Phelps and Co. of Watertown, N. Y., for \$2,960,000, or at the rate of \$20,000 p. mile to be completed in 1876. The whole line has been surveyed and to the fall of 1873 about 40 miles had been graded, and a small portion of the iron laid.

HEAD OFFICE: KINGSTON, ONTARIO.

President, C. F. Gildersleeve, Esq.

Chief Eng., P. W. Nash.

Acting Sec'y. and Treasurer, Jas. McArthur.

#### THE NORTH SHORE RAILWAY.

This road is to extend from the city of Quebec to the city of Montreal, a distance of one hundred and fifty-eight miles, with a branch extending from the main line, at the city of Three Rivers, up the valley of the St Maurice River to the Grand Piles, a distance of about twenty-seven miles.

The main line passes through the old and densely populated country lying along the North Shore of the St. Lawrence River, and will undoubtedly give a new impetus to the agricultural, lumbering and manufacturing

industries of that hitherto neglected and comparatively secluded region.

It is to connect at Montreal with the Northern Colonization Railway, which is to extend up the valley of the Ottawa River to the Capital of the Dominion, and thence to a connection with Georgian Bay, and the Canadian Pacific Railway.

The North Shore Railway may therefore be regarded as the Eastern or terminal link in the great Northern Trunk Chain of Railways which are soon destined to connect the head of deep ocean navigation of the Atlantic, at Quebec, with the Great Western Lakes, and the Pacific Ocean.

The Provincial Government of Quebec has granted a subsidy to this road of two million acres of pine timbered lands, which are situated upon streams flowing directly into the Ottawa and St. Lawrence Rivers.—The city of Quebec has also subscribed one million dollars to the Capital Stock.

The work of construction and equipment was placed under contract in 1872, and is to be fully completed in 1875.

The Officers of the Company are as follows: Colonel William Rhodes, President.

A. H. Verret, Secretary.

Genl. Silas Seymour, Chief Engineer.

All of Quebec.

#### PORT WHITBY AND PORT PERRY RAILWAY.

This line runs from Port Whitby, on Lake Ontario, to Port Perry, on Lake Scugog, connecting the inland waters of the counties of Ontario, Victoria, and Peterboro', for the purposes of trade, with Lake Ontario. The canal lock at Lindsay being re-built, Lake Scugog, Mud Lake, Pigeon Lake and Chemung Lake, form a long line of water communication, on the borders of which a valuable and extensive lumber and milling trade is carried on. Formerly this region found an outlet at Port Hope, and lake cities further east. It is expected that this railway will control a considerable portion of this trade. The principal traffic consists of sawed lumber, square timber, cordwood, tan bark, shingles, grain and flour. The annual amount of this outward traffic has been estimated as follows:—30,000,000 feet sawn lumber, at \$1 per M.; 15,000 pieces of square timber, at \$1; 5,000 cords wood, at \$1; 2,000 cords tan bark, at \$1; 2,000,000 flour barrel staves, at 50c per M.; 3,000,000 shingles, at 50c. per M.; 300,000 bushels grain, at 3c.; 10,000 barrels flour, at 10c.; 12,000 passengers, at 60c.; besides inward traffic, mails and sundries.

The authorised capital is \$300,000, and the subscribed capital \$108,850.

This Railway was opened for business in the month of November 1871, and during the past two years has been doing a very satisfactory business. It is now purposed to extend the line as originally intended by its promoters to Georgian Bay, on Lake Huron. It is claimed that this route when completed will be the shortest by some twenty-five miles between the waters of Lakes Ontario and Huron. At the terminus on Lake Ontario is one of the finest Harbours on the North Shore, open the year round.

Jas. Holden, *Managing Director.*  
B. E. Kimball, *General Supt.*

## TORONTO, GRAY &amp; BRUCE RAILWAY.

Up to the time when this project was brought before the public, in 1867, the gauge of Canadian railways had uniformly been the standard or Provincial gauge of 5 ft. 6 in., except three lines the St. Lawrence & Ottawa, the Montreal & Champlain, and the St. Lawrence & Industry, all of which are of the 4 ft. 8½ in. gauge, being the same as that since adopted by the Great Western Railway. The idea of a railway with so narrow a gauge as 3 ft. 6 in. was an entirely new idea with nearly everyone in this country, and like most other changes which conflict with interest and prejudice, excited a good deal of hostile criticism and not a little ridicule. Notwithstanding the fact that the application to the Ontario Legislature for a charter at the first session of that body in 1867-68, was supported by the names and influence of many of the leading merchants of Toronto, it was only carried through by a bare majority and after a severe contest, first in the Railway Committee, and afterwards on the floor of the House. The objection against the narrowness of the gauge has been urged with greater persistency, if not with equal ability, in the municipalities from which aid was being solicited. The disadvantage resulting to the promoters from this widespread objection was probably more than compensated by the consideration of cheapness in favour of a 3 ft. 6 in. line.

The agitation of the project—as well as also the sister enterprise, the Toronto & Nipissing Railway—had an important influence in re-directing public attention in this country to the advantages of railways, after the long period of repose in which railway progress was allowed to lie since the calamitous period of 1856-57. These schemes being regarded as practicable means of tapping two most important districts of Ontario, and placing them in close connection with the chief city of the Province, were eagerly seconded by the citizens of Toronto. The warmth of their support is best indicated by the grant of a quarter of a million of dollars as a gift to the Company, and by the subscription of three hundred and twenty thousand dollars of stock.

By the charter, the Company is authorized to build a railway not less than 3 ft. 6 in. gauge (but of wider gauge if the directors at any time desire the change) from Toronto to Orangeville, thence to Mount Forest or Durham, thence to the border of the County of Bruce, and thence to Southampton, with a branch to Kincardine, on Lake Huron; also, a branch from Mount Forest or Durham or some point east thereof. The capital stock is \$300,000, with power to increase the same in the manner provided by the General Railway Act, to be divided into 30,000 shares of \$100 each. When \$300,000 of the capital was subscribed, and ten per cent. paid, the Company could be organized. The management of the Company's affairs is in the hands of nine directors, each of whom must hold at least ten shares in the stock of the Company. Power is also given to issue bonds, the amount of which must not exceed the paid-up capital of the Company and the municipal bonuses actually expended in surveys or works of construction.

The clause relating to the carriage of cordwood reads thus: (Clause 30.) "The said railway Company shall at all times receive and carry cordwood, or any wood for fuel, at a rate

not to exceed for dry wood 2½c. per mile per cord, from all stations exceeding fifty miles, and at a rate not exceeding 3c. per cord per mile from all stations under fifty miles, in full car loads; and for green wood at the rate of 2½c. per ton per mile." (Clause 31.) "The Company shall further at all times furnish every necessary accommodation for the free and unrestrained traffic in cordwood to as large an extent as in the case of other freight carried over the said railway."

Owing to the townships interested failing to grant the aid asked for the construction of the proposed branch from Mount Forest to Owen Sound, that part of the scheme was changed, and a branch from Orangeville direct to Owen Sound was decided on and was completed in 1873, the county of Grey voting a bonus of \$300,000 in aid of the same.

There is also a branch of the road now under construction through the county of Bruce commencing at Harriston and running thro' Wroxeter, Gorrie and Teeswater. The grading between Harriston and Wroxeter is now drawing near completion, and that between Wroxeter and Teeswater is progressing favorably. It is expected by the fall of '74 to have this part of the road completed for traffic purposes. The road will, when completed to Teeswater, be 192 miles in length.

The whole cost of the line, including rolling stock and equipment, is estimated at the low figure of \$16,000 per mile—a sum which it is believed will not be exceeded.

The issue of bonds is limited by the charter to the amount of paid-up stock and the bonuses actually expended in construction, but the directors do not anticipate a larger issue than at the rate of \$5,000 per mile.

By an arrangement with the Grand Trunk Railway, this Company have permission to use the road bed of that railway for a distance of 9 miles from the city of Toronto, the amount of compensation to the Grand Trunk being a certain sum for each passenger and for each car load of freight carried. By this means a considerable saving in cost of construction has been effected.

On the third October, 1869, the first sod was turned by Prince Arthur, and work was immediately thereafter commenced along the first section, to Arthur. A contract for the line from Orangeville to Mount Forest was awarded to Mr Frank Shanly for earthwork, fencing, building, all wooden bridges, furnishing and laying down ties, track-laying and ballasting. The contract for ballasting and track-laying from Weston to Orangeville was given to Messrs. Wardrop & Co.

By the 1st May, 1871, the track had been laid to Orangeville—50 miles—the grading and bridging were almost complete to Arthur village, a distance of 24 miles from Orangeville. There are ten stations between Toronto and Orangeville.

The steepest ascending grade going south is at the River Humber, where the ascent is at the rate of 88 feet per mile. Going north, a steeper grade is encountered at the Caledon mountains, where the ascent is 105 feet to the mile. The sharpest curve is at the Humber, where the radius of curvature is but 462 feet. Upon the whole length of this line there are only four places where anything approaching to heavy works are met with—1st, at the crossing of the River Humber, in the township of Vaughan; 2nd, in the ascent of the Caledon

mountain, extending over a distance of four miles; 3rd, at the crossing of the Grand River, in the Township of Amaranth, and 4th, across the Saugeen at Mt. Forest. The only bridges of any size are those over the River Humber, consisting of six spans of 50 feet each, and one span of 33 ft. 6 in., built upon stone abutments and piers; the River Credit bridge in Caledon, one span of 46 feet and 12 trestle-work spans of 16 feet each; the Grand River bridge, two spans of 63 feet each, and five spans of trestle work, 25 feet each; the Bagne creek trestle bridge, one span of 40 feet and ten spans of 16 feet each; and the Saugeen bridge, one span, 60 feet, and twelve spans 16 feet, 40 feet above the water. There are a few trestles, all but two of which are small in size, the exceptions being one of ten spans of 20 feet each over "Duncan's Ravine," and one of seven spans of 20 feet each over "Brown's Ravine."

The rails and rolling stock are all in proportion to the gauge of 3 ft. 6 in. The rails weigh 40 lbs. to the yard and are of iron of best English make. The locomotives range from 16 to 43 tons in weight and consist of three classes.

1st. 4 wheel, coupled, for Passenger Service.  
2nd. 6 wheel, coupled, for Freight Service.  
3rd. 12 wheel, coupled, (Fairlie), also for Freight Service.

Twelve of these Engines were built by the "Avoinside Engine Co.," Bristol, England and six at "Baldwin's Locomotive Works," Philadelphia. The Passenger Cars are 35 feet long, weigh about 2000 lbs. each, and will accommodate 40 Passengers.

The Freight rolling stock consists of five classes.

1st. Platform Cars, 30 feet long and 8 feet wide, placed on trucks, weighing about 9000 lbs. each. They will carry a load, of 10 tons.

2nd. Small Platform Cars, 18 feet long and 7 ft. 6 in. wide, carried on 4 wheels, weight about 7500 lbs. and load 5 to 6 tons.

3rd. Box Cars, 15 feet long, 8 feet wide, carried on 4 wheels, weight about 7800 lbs. and load 5 to 6 tons.

4th. Cattle Cars, 30 feet long and 8 feet wide, carried on trucks, weight about 10,000 lbs. and load 10 tons.

5th. Small Cattle Cars, 18 feet long and 8 feet wide, carried on 4 wheels, weight about 8,500 lbs. and load 6 tons.

Mail cases in the Freight rolling stock. The standard height of platform above rail is 2 ft. 7 in.

OFFICERS: John Gordon, *President*.  
W. Sutherland Taylor, *Secretary and Treas.*  
N. Weatherston, *Genl. Supt.*  
E. Wragge, *Chief Engineer*.  
W. H. Beatty, *Solicitor*.  
R. Jones, *Auditor*.

HEAD OFFICES, Toronto.

## TORONTO AND NIPISSING RAILWAY.

The object of this undertaking was chiefly to establish direct communication between the city of Toronto and the extensive agricultural and lumbering region to the east of Lake Simcoe and the Georgian Bay. It was warmly supported by the people of Toronto from its inception, for the reason chiefly that it must largely increase the trade of the district referred to, with the city of Toronto. And, on the other hand, since it gives the inhabitants of the district a choice of markets it was warmly supported by them, and received their

substantial aid in the shape of municipal bonuses.

The character of the road is similar to that of the Toronto, Grey and Bruce. The charter was obtained at the same session of the Ontario Legislature—the session of 1867 and 1868. The amount of subscribed capital which was obtained before the Company organized was \$200,000. In almost every other respect the provisions of this charter are the same as those of the Toronto, Grey and Bruce, the cordwood clause being precisely similar.

Bonuses were given by the municipalities named as follows:—

City of Toronto.....	\$150,000
Scarboro'.....	10,000
Markham.....	30,000
Uxbridge.....	50,000
Scott.....	10,000
Brook.....	50,000
Eldon.....	44,000
Bexley.....	15,000
Somerville.....	15,000
Laxton, Digby and Longford.....	12,500
<b>Total Municipal bonuses.....</b>	<b>\$386,500</b>
Government Bonus.....	104,860
Subscribed Stock paid.....	193,350
Debts. issued to 31st Dec. 1873....	673,000
<b>Total.....</b>	<b>\$1,357,710</b>

The route of the railway runs through a most favorable country. There are really no heavy works on the line; the rolling character of the country in the township of Uxbridge necessitated a good deal of excavation. The average number of yards of earthwork is 9,000 yards per mile. The only bridge of any size between Toronto and Uxbridge is that over the River Rouge, near Unionville, in the township of Markham, and which consists of three spans of 44 feet each, and four spans of 16 feet each. The whole structure is founded upon rock elm piles. The bridge over the north-west bay of Balsam Lake, near Cobocok, is the largest structure on the road; it has three spans of 106 feet each, and 5 of 32 feet, being a total length of 478 feet. The other bridges are, three small ones in the township of Scarborough, all over the Highland Creek or its branches, and two more over feeders of the River Rouge, in the township of Markham. There are three small bridges in the township of Brook, over the Beaver Creek; and, with the exception of a trestle bridge at Markham, seven spans of 20 feet each and a few short trestles of three spans of 16 feet each, here and there, this constitutes the whole of the bridge-work.

The line to Uxbridge, was formally opened for traffic in July 1871. The line to Cobocok a distance of 87 miles was opened in the autumn of 1872.

Revenue for the year ending	
30th June 1873.....	\$183,896.03
Expenditure.....	114,557.35
<b>Balance.....</b>	<b>\$69,338.48</b>
Pd. Int. on bonds...48,090.00	
Pd. on floating de-	
venture.....17,276.98	
To next acc't.....	3,971.50
	<b>69,338.48</b>

To Balance on hand from	
acc't. ending 30th June 1872	\$3758.78
To Balance acc't. ending 9th	
June 1873.....	3971.50
	<b>\$7730.28</b>

The gauge being 3 feet 6 inches, the rails are correspondingly light, being 40 lbs. to the yard.

**DIRECTORS**—(Elected Sept., 1873)—Wm. Gooderham, Jr., *Pres.*; A. T. Fulton, Joseph Gould, James E. Ellis, Hugh Macdonald, W. P. Dwight, Wm. Copland, W. S. Lee, Geo. Gooderham and Alderman Thomas Davies.

**OFFICERS**—William Gooderham, Jr., *President and Managing Director*; James Graham, *Secretary and Treasurer*; Edmund Wragge, *Chief Engineer*.

**CHIEF OFFICE**—Corner of Front and Bay streets, Toronto, Ontario. Freight Office, Foot of Berkeley St.

#### CANADA SOUTHERN RAILWAY.

This new and important railway was originally projected in 1868 by Milton Courtwright of Erie, Penn., and Wm. A. Thomson of Queens-town, Ont. The main road is located near Lake Erie in the ten southern counties of the western peninsula of Ontario, an exceedingly prosperous agricultural district. Its eastern terminus is at the International Bridge over Niagara River, connecting Fort Erie with Buffalo, and its western termini are at Amherstburg, on the Detroit River, and at Courtwright on the St. Clair River, the last point being reached by a branch line of 60 miles. The distance from Fort Erie to Amherstburg is 229 miles, and to Courtwright 185 miles.

**CONNECTIONS**.—At Detroit it connects with the Michigan Central and other railways which converge at that important railway centre, and at Toledo with the Lake Shore and Michigan Southern and the Toledo, Wabash and Western Railways. These connections are made through the Toledo, Canada Southern and Detroit Railway, a road identical in interest with the Canada Southern though built under independent charters in Michigan and Ohio. Another similarly affiliated road not yet completed called the Canada Southern and Chicago Railway is to extend directly to Chicago from the terminus of the Canada Southern on the Detroit River. It is now opened to Fayette, Ohio. When completed to Chicago, the entire distance to that City from Buffalo over this line will be 479 miles, which is 55 miles shorter than by any existing route. At Buffalo the road connects with the New York Central and the Erie Railways.

**PROSPECTIVE BUSINESS**.—The construction of so long a line, running parallel at a comparatively short distance from competing lines already in operation, might seem to be a rash and ill-advised undertaking, were not the fact taken into consideration that the existing roads, although taxed to their utmost capacity, are already unable to perform all the work which is required by the ever-increasing traffic and travel between the Western States and Atlantic ports. Chicago has become, and owing to its position as the radiant point of an enormous system of railways, is likely to continue, the principal centre where the produce of a very large part of the Western States

will converge in its way to a market. Accordingly the business of railways lying in the direct route between Chicago and the great Atlantic cities, will continue to increase with the growth of the country from year to year till it reaches a magnitude scarcely dreamed of at present. Rivalry or clashing of interests seems therefore unnecessary as there will doubtless be business enough for all the east and west roads and perhaps so much as to require all of them to largely extend their facilities by doubling or quadrupling their tracks etc. In the mean time those roads which have been best and most cheaply constructed will fare best in the estimation and patronage of the public.

**GRADES AND CURVES**.—Besides being, in its general location, the most direct of any of the lines between Buffalo and Chicago, the Canada Southern has the advantage of extremely easy grades, the steepest not exceeding 15 feet in a mile, or less than one foot in 350, while the alignment is equally favorable, curves being few and far between. Ninety-six per cent of the road is made up of straight lines and the curves that remain are of unusually large radius.

**TRANSFER AT DETROIT RIVER**.—Across the main channel of the Detroit River—which runs on the Canada side of Grosse Isle—the railway company has in use one of the largest transfer steamers in the world, holding twenty one cars at a time. The transfer distance is 3,100 feet, and the delay is not more than freight or passenger trains usually experience in getting in and out of cities of the third class. The transfer-landing in Canada is on a tow-head; from this tow-head to Grosse Isle proper, a substantial wooden bridge spans the stream, and a magnificent wood and iron bridge connects the island with the Michigan shore. After reaching the high land on the Michigan side, the line branches off to Detroit, to Fayette, O., and to Toledo.

**FINANCIAL**.—Much financiering ability has been displayed in raising the necessary funds for the construction of the road, as it had no land grant or other subsidy either from the government of Canada or of Ontario. Bonuses were voted to the enterprise as follows:—County Elgin, \$200,000; county Kent, \$80,000; St. Thomas, \$25,000; Amherstburg, \$15,000; Anderson, \$15,000; Townsend, \$30,000; Dereham, \$15,000; Norwich, \$15,000;—in all about \$400,000. Trustees of the municipal bonuses have been appointed as follows:—Hon. Wm. McDougall, A. McKellar, M. P. P., and Hon. H. Killaly. About \$6,000,000 were realized by the sale of bonds in the United States and in Europe. The road was completed in March 1873. Passenger trains commenced running between Buffalo, Detroit and Toledo on Dec. 1st. 1873. The completion of the Chicago and Canada Southern Railway was delayed by the great financial panic of 1873, but of its ultimate construction there seems to be little doubt.

**OFFICERS**.—J. S. Cable, *President*, New-York; Genl. J. S. Casement, *Genl. Manager*, Toledo, O.; Webster Snyder, *Genl. Super.*, St. Thomas, Ont.; Nicol Kingmill, *Secretary*, Toronto.

#### MONTREAL AND CHAMPLAIN RAILWAY.

On the 25th Feb., 1832, the Champlain and St. Lawrence Railway obtained their charter

The capital of the Company was £50,000, in shares of £50 each, with power to increase the shares to £65. The charter underwent several successive amendments. The road was constructed with wooden rails and thin flat bars of iron spiked upon them. It was in the first instance built from St. John's to Laprairie; this section was opened in July, 1836. Subsequently, in order to give a closer connection with the City of Montreal, the northern terminus was transferred from Laprairie to St. Lambert, immediately opposite Montreal. This change was accomplished in January, 1852. In August of the previous year, the line had been extended from St. John's to Rouse's Point, making a total distance from Montreal of 49 miles. The length of sidings, &c., is 5.66 miles, which gives a total mileage of track 54.66 miles.

This road is now leased and operated by the Grand Trunk Railway Company.

#### CARILLON AND GRENVILLE RAILWAY.

This Company obtained their charter on the 24th June, 1848. Their capital is £60,000, in shares of £25 each. The line was run from Carillon to Grenville, a distance of 12½ miles, and was opened for traffic during the month of October, 1854. This road is operated during the summer months only by the Ottawa River Navigation Co. in connection with the steamboats. The cost of road and equipment is \$110,000. The rolling stock consists of 2 locomotive engines, 6 passenger and baggage cars, 2 box and 4 platform cars.

CHIEF OFFICE AND ADDRESS—Grenville Post Office.

#### ST. LAWRENCE AND INDUSTRY RAILWAY.

On the 28th July, 1847, a charter was granted to a Company formed to construct a railway from Lanoraie, district of Montreal, to Industry village, a distance of 12 miles. This road was completed and opened for traffic in the month of May, 1850, and is operated during the summer months only. The cost of construction and rolling stock amounts to about \$56,000. The rolling stock consists of 3 locomotive engines, 2 passenger and baggage cars, and 9 other cars.

CHIEF OFFICE AND ADDRESS—Industry, Province of Quebec.

#### PROVINCE LINE RAILWAY.

On the 24th of June, 1848, a charter was granted to the Lake St. Louis and Province Line Railway Company, with a capital of £150,000, in shares of £50 each. The Company also obtained power to raise their capital to the extent of £200,000, if necessary.

This line was opened to Moers Junction, a distance of 32 miles, in August, 1852, and, with the *Montreal and Lachine Railway* formed the connection between Montreal and Plattsburg, on the west side of Lake Champlain, and by ferry with the *Rutland and Burlington Railway*. This line is operated by the Grand Trunk Railway Company. Gauge, 4 ft. 8½ in.

CHIEF OFFICE—Point St. Charles, Montreal.

#### CENTRAL VERMONT RAILROAD.—NORTHERN DIVISION.

**MONTREAL AND VERMONT JUNCTION.**—This line of railway extends from St. John's to St. Albans, a distance of 48 miles, and forms a connecting link between St. Albans and

Montreal. The gauge is 4 ft. 8½ inches. The road is operated by the Central Vermont Railroad Company.

**STANSTEAD SHEFFORD AND CHAMBLY RAILWAY.**—This line extends from St. John's to Waterloo, a distance of 42 miles. The first section was opened for traffic in January, 1859.

The cost of construction and equipment is over one million dollars. The road is now leased in perpetuity to the Vermont Central Railroad Company.

The two roads just described form the *Northern Division* of the CENTRAL VERMONT RAILROAD.

The general offices are at St. Albans.

OFFICERS, J. Gregory Smith, *President*; Worthington C. Smith, *Vice-President*; H. C. Lockwood, *Treasurer*; J. W. Hobart, *General Superintendent*; Lausing Millis, *General Traffic Superintendent*; S. W. Cummings, *Genl. Passenger Agent*; A. Arnold, *Supt. Central and Southern Divisions*; J. Schrier, *Supt. West. Div.*; Ogdensburg, N. Y.; Geo. L. Stone, *Supt. Northern and Eastern Divisions*; J. Burdett, *Supt. Rutland Div.*, Rutland, Vt.; J. M. Foss, *Supt. Motive Power and Machinery*.

#### THE LONDON, HURON AND BRUCE RAILWAY.

(In progress.)

This line is to be built from the city of London in a northerly direction, passing through and affording facilities to one of the finest agricultural districts of Ontario. It will run through the Townships of London, McGillivray, Stephen, Hay, Stanley, Hullett and Morris, touching the villages of Exeter, Brucefield, Clinton, Linderborough, Blyth and Belgrave, forming a junction at the village of Wingham with the *Wellington, Grey and Bruce Railway* extending to Kincardine on Lake Huron, thus making a direct route between Lake Huron and Lake Erie by way of the *London and Port Stanley Railway* over which line this company has running power.

It is expected that the road will be completed and in operation by the first of the year 1875. It will be built on the same gauge as the Great Western Railway of Canada and will form a very important adjunct to that line.

The following is a list of the Directors and officers of the Company.

DIRECTORS: John Bissell, Esq. of London, *President*; Hon. John Carling, Charles P. Smith, Esq., Alexander Johnston, Esq.; Wm. Glass, Esq., George Binell, Esq., Isaac Carling, Esq., of Exeter; Thomas Chamber, Esq., *Secretary-Treasurer*; Edward Wassell, Esq., *Chief Engineer*; James H. Flock, Esq., *Solicitor*.

#### MONTREAL, PORTLAND AND BOSTON RAILWAY.

This Railway for which the final arrangements have recently been made is intended to afford a new and direct line between Montreal, Portland, and Boston.

It is made up, in Canada, of the Montreal Chamblay and Sorel—chartered Dec. 1871, Chap. 29, Statute 1871, and completed between Montreal and Chamblay in September 1873,—and the extension of this line to the Vermont boundary will be effected by amalgamation with the *Missisquoi Junction Railroad* for which application is now before the Legislature of Quebec.

From Chamblay a very direct line has been surveyed and located, via Ste. Marie, West Farnham, Stanbridge and Frelighsburg, to the Province Line near East Franklin, Vt. The total distance of the main line by this route will be about fifty miles. Of this distance thirty miles are located in almost an air line and the grade is nearly level. From Ste. Marie a branch line has been surveyed almost due north to Sorel, a distance of forty one miles, over the level and beautiful valley of the Richelieu. The locations of these lines can hardly be surpassed in Canada in the favorable nature of the grades and curves as well as in the importance of region traversed.

CONNECTIONS.—At St. Lambert's the road makes immediate connections with the Grand Trunk Railway of Canada, leading westward to Sarnia, eastward to Sherbrooke and Quebec, and via the Interoceanic to Halifax and the Lower Provinces, and southward to St. John's and Rouse's Point. At West Farnham it will connect with the South-Eastern Railway, running east to Newport and Lake Memphremagog;—with the Stanstead, Shefford and Chamblay Road for St. John's and Waterloo, and with the proposed Philipsburg, Farnham and Yamaska Railway, running south to the waters of Missisquoi Bay, and northward along the east side of the Yamaska River to a point on the St. Lawrence opposite Three Rivers. At the Province Line it will connect with the Lamoille Valley Junction Railroad, which forms a part of the Vermont Division of the Portland and Ogdensburg Trunk Line. At Sorel, connections will be made with steamers running to various ports on the St. Lawrence between Montreal and Quebec; also with the North Shore Railway, now being constructed, which will give a direct line of rail to Quebec. The charter of this Road will also allow a connection with the proposed new-bridge across the St. Lawrence, whereby the Northern Colonization Railway will be reached, and communication made with the great system of Canadian Railways, now being constructed, extending westward to the Pacific Ocean.

PORTLAND AND OGDENSBURG RAILROAD.—As above stated connection will be made at the Province Line with the Portland and Ogdensburg Railroad, which is now being constructed, and designed to form, when completed, a short, independent, through line from the great lakes and the west to the seaboard at Portland and Boston. This line is composed of several Corporations each preserving their proprietary and chartered rights separate and distinct, but uniting their business interests and respective properties under one executive management and control, thus forming, for all the purposes of railroad construction and operation, one company and one continuous road, under the name of "The Portland and Ogdensburg Railroad Line." That portion of the line included within the boundaries of the States of Maine and New Hampshire, a distance of 105 miles, comprises what is known as the Eastern Division. Starting from the steamship docks at Portland, the road runs to Sebago Lake, and from thence, striking the valley of the Saco River, it passes through the famous Crawford's Notch of the White Mountains to the Connecticut River. Here commences the Vermont Division, which extends across the entire State to the waters of Lake Champlain and the Canada line. Touching at St. Johnsbury, the road runs through the Green Mountain Range



to the Valley of the Lamoille River, from which it diverges to the Missisquoi at Sheldon, which it follows to the Lake at Swanton, where the division terminates. At Cambridge the point where the line diverges from the Valley of the Lamoille, a road will run direct to Burlington, thus opening up a new route from Montreal and Northern Vermont to New York and the South, by existing lines of railroads and lake and river steamers. From Swanton the road is to be carried on by an independent route to Ogdensburg or some point on the St. Lawrence, where transshipment of cargoes can be made direct from vessels navigating the Lakes from the extreme western points. This portion of the line will be known as the Western Division.

From Sheldon on the Vermont division, a road will be built directly North to the Canada line at East Franklin, Vt., where it becomes continuous with the Montreal, Portland and Boston, on the Route we have before described, forming what will be known as the Montreal division of this trunk line. By the arrangement which has lately been effected, the Eastern Railroad, which now intersects the Portland and Ogdensburg at North Conway, N. H., becomes a party to the amalgamation of business interests, and establishes a route direct to Boston, a distance of 187 miles.

**PROGRESS OF THE WORK.**—The road from Montreal to Chambly is completed, and trains running regularly. The railway bridge across the Richelieu is nearly completed, and will be one of the most substantial structures of the kind in the country. It is the intention of the contractors to push forward the work in the spring rapidly, reaching West Farnham in July, and the Province Line as early in the autumn as possible. The Sorel branch will be built the following year. The remaining sections of the Vermont Division will also be finished during the next season, and connection made with the Montreal Division at the Province line. The only remaining portion unfinished is on the Eastern Division, through line White Mountains Notch. A large force is now employed, and it will also be finished next year, in time for the opening up of the whole line.

#### THE MASSAWIPPI VALLEY RAILWAY.

This railway has been leased to the Passumpsic Company for 999 years. It connects the Connecticut and Passumpsic River Railway with the Grand Trunk at Lennoxville, and is about 34 miles in length, including the spur of 2½ miles, running to Rock Island, Stamford. The line was opened on 1st July 1870. \$165,000 of stock was subscribed in Canada and paid in gold and an equal amount furnished by the Passumpsic Railway Company, making \$330,000 cash stock. The contractors took, in part payment, \$70,000 of stock, \$400,000 of bonds to be issued by the Massawippi Company, which the Passumpsic Company endorse and guarantee and provide for. The road and real estate from the line to Lennoxville is mortgaged for security of these bonds, and to aid in the redemption, a like amount of stock is issued. The Passumpsic Company undertakes to build, equip and run the Massawippi Valley road, and to lease the same, paying interest on the bonds, \$24,000 in gold, to the holders, in semi-annual payments. The Passumpsic Company also undertake to pay to the stockholders in the Massa-

wippi Railroad Company, from the earnings of both roads, equal dividends per share with that paid to the stockholders in the Passumpsic Railway Company. The total of the dividends appropriated to the Massawippi Railway Company stockholders not to be less than one-fifth of the whole sum divided to both Corporations. The gold value of the Passumpsic Railway is estimated at and put into the partnership, thus in effect formed, at \$3,200,000, and the Massawippi Valley Railway is put at \$800,000. Both roads will be operated by the Passumpsic corporation, in connection with the Massawippi corporation. The spur to Rock Island is built and worked in the same way as the main line. The contractors received \$330,000 cash and \$70,000 in stock and proceeds of the road, and \$400,000 in bonds. The \$165,000 contributed on this side is composed of subscriptions in Stanstead and vicinity, \$100,000; in Hatley debentures, \$15,000; and in Ascott debentures, \$40,000, with some subscriptions in the vicinity to pay for the right of way over and above what the \$15,000 in stock would meet, and for the preliminary expenses.

A third rail has been laid on the Grand Trunk from Lennoxville to Sherbrooke, which now forms the terminus of the line.

The gauge is 4 feet 8½ inches.

**OFFICERS** of the Connecticut and Passumpsic Rivers and Massawippi Valley Railways.

E. Raymond, *President*, Boston; Geo. Merrill, *Superintendent*; N. P. Lovering, *Treasurer*, Boston; N. P. Lovering, Jr., *General Ticket Agent*; H. P. Alden, *General Freight Agent*; H. Hastings, *Cashier*.

#### SAULT STE. MARIE RAILWAY.

A charter has been obtained granting the necessary powers to build a line of railway from the village of Sault Ste. Marie, in the district of Algoma, to connect with the projected railway in the Province of Ontario, at or near Lake Nipissing, and to extend a branch therefrom to connect with the Toronto, Simcoe and Muskoka Junction Railway at or near Bracebridge, in the County of Victoria. Power is also granted to bridge the River St. Mary, and there effect a junction with lines in the United States.

One of the chief objects of the promoters is to establish a connection between the railway system of Canada and the Northern Pacific, now under construction. It is believed that this connection will bring a large amount of through trade over the Northern and its Muskoka Branch to Toronto, where it can either be moved to New York by the Great Western or to Montreal by the Grand Trunk. It would, besides, give a winter and summer route, all rail, to the Red River Territory. In this way it would serve as a temporary substitute for a Canadian Pacific Line proper for the distance between Toronto and Manitoba. It would also afford an outlet for the product of the extensive mills along the north shore of the Georgian Bay, which are now entirely shut in during the winter. The promoters think that so important a link in our railway system should receive the maximum rate of subsidy from the Ontario Government provided by the Act of last session—\$4,000 per mile and a liberal land grant beside.

The distance from Ste. Marie to Bracebridge is 280 miles.

#### QUEBEC AND GOSFORD RAILWAY.

This is a wooden railway of 27 miles in length, from the city of Quebec to the village of Gosford. It was constructed by Mr. Hulbert, who has had experience as a contractor and operator of wooden railways in the United States. He commenced work on the line in September, 1869, and completed it in December, 1870, or a fortnight before the time required by his contract.

The operation of this road has not answered the expectation of its projectors and it will doubtless be eventually converted into an iron railway and extended to Lake St. John, surveys having been made at the expense of the Quebec government for that purpose.

#### CANADA CENTRAL RAILWAY.

This Company was chartered by Act of Parliament of Canada, assented to 18th May, 1861. The Act was an amendment of a previous Act, "To encourage the construction of a railway from Lake Huron to Quebec." The Company obtained power to construct a line of road from Lake Huron to the City of Ottawa, via Pembroke and Arnprior, and from Ottawa to Montreal. The North Shore, the Carillon and Grenville and Canada Central Railway Companies may amalgamate. These Companies may also share in the grant of land given for the above object in the manner prescribed by the Act. As soon as the railway is completed 20 miles, the Company may have a share in the land grant. On the 15th of August, 1866, the charter was amended, a divergence in the line being authorized between Ottawa and Pembroke, which permitted the Company to build their road at a distance from the Ottawa River not greater than 25 miles.

The line was built, to Carleton Place, a distance of 28 miles from Ottawa, and was formally opened for traffic on the 15th September, 1870.

In 1872 the Canada Central Railway leased that portion of the Brockville and Ottawa Railway between Carleton Place Junction and Sand Point for 999 years. During the same year Hon. Asa Belknap Foster, the present manager of the Canada Central, extended the road to Renfrew, the present termination.

The Company have received from the Government of Ontario in settlement of land claims a first mortgage on the Brockville and Ottawa Railway for \$556,000 being the amount held by the Government for money advanced the latter road.

A subsidy of \$2000 per mile has also been granted by the Ontario Government to the Canada Central, from Sand Point to Pembroke, and the Company intend to extend the road to the latter point in 1875 and 1876.

The charter of the road permits its extension to Lake Huron, and the intention is to construct it to connect with the Canada Pacific Railway at its proposed termination near Lake Nipissing.

**OFFICERS** of the Brockville and Ottawa and Canada Central Railways:

H. L. Redhead, *President*; A. B. Foster, *Managing Director*; A. B. Chaffee, *Sec. & Treasurer* C. C. Ry.; C. H. Redhead, *Sec. & Auditor* B. & O. Ry.; Auditor C. C. Ry.; Archer Baker, *Treasurer* B. & O. Ry. and *Accountant* B. & O. and C. C. Rys; T. A. McKinnon, *Local Super-*

intendent; H. A. Alden, *Mechanical Superintendent*.

General Offices of Brockville and Ottawa Railway, at Brockville, Ont., and of Canada Central at Ottawa, Ont.

#### CREDIT VALLEY RAILWAY.

The Credit Valley Railway is being built from the city of Toronto westward through the county of Peel to Streetsville, thence to Milton, Campbellville, Galt, Ayr, Woodstock and Ingersoll to St. Thomas, with a view to accommodate the extensive local business along its route and to secure a connection with the Canada Southern at St. Thomas. It will practically create a third great through line of railway from Toronto to Chicago and the West and thus divert a large amount of business from the route to New York by the Erie Canal, to the St. Lawrence. The maximum grade is 1 in 100.

A branch of the line is also under construction from Streetsville *via* the villages of Meadowdale and Churchville, the town of Brampton and the villages of Cheltenham, Cataract and Alton to Orangeville, a portion of the route being through one of the most romantic and beautiful valleys in Canada. The effect of the construction of this line will be to place twenty-seven water powers, and industrial establishments, including many villages, in a position to become manufacturing suburbs to the city of Toronto.

The financial basis has been secured for a short line from the Forks of the Credit through the county of Wellington, to connect with the Wellington, Grey and Bruce Railway at Fergus, terminating at Elora or Salem, making a tolerably straight through route (all 4 ft. 8½ in. gauge) from the City of Toronto, in connection with the Wellington, Grey and Bruce Railway, through the counties of Wellington, Huron, and Bruce.

This route will also afford a direct eastern outlet to a large portion of those counties by way of the city of Toronto and the St. Lawrence to the sea. It will also accommodate the busy manufacturing villages of Fergus, Elora and Salem and the villages of Douglas, Hillsbury, Erin and Bellefontaine. It will readily be seen that the enterprise is one of the first consequence to the prosperity of a large section of the Western Province.

The capital arranged for, in the shape of bounties and otherwise, amounts to about \$1,500,000, exclusive of bonds.

The officers of the Company are: G. Laidlaw, *President*; C. J. Campbell, *Vice-President*; John Macphab, Wm. Arthurs, John Gardner, James L. Morrison, Robert Hay, R. W. Elliot and A. J. S. Morrison, *Directors*; J. G. Conlin, *Sec. and Treasr.*; Jno C. Bailey, *Chief Engineer*; John McCalman, *Res't. Engineer*; Hon. P. M. Wells, *Solicitor*.

Head Office: Royal Canadian Bank Building, Toronto.

#### LEVIS AND KENNEBEC RAILWAY

This line, when completed, will extend from Levis in a southerly direction to the frontier of the State of Maine, a distance of about ninety miles. Here it will connect with a projected line extending to the Kennebec River above Bangor, meeting the *European and North American Railway* and connecting with the great railway system of the United States.

It will promote traffic between the Province of Quebec, the State of Maine and the Maritime Provinces.

It forms the shortest possible route from Quebec to the Atlantic sea-board at Wiscasset, the distance from Quebec being about 230 miles.

It will give railway communication to a large population, who are without such facilities, inhabiting some of the most fertile counties of the Province of Quebec; and will open up for settlement a large area of very eligible unoccupied Crown lands.

It will serve materially in aiding the settlements of the French Emigration Society, "La Société Franco-Canadienne," who are about to settle a large number of colonists on the upper Chaudiere valley by providing them with a means of communication with their nearest market.

This line is the shortest route to the State of Maine and the Provinces of Nova Scotia and New Brunswick, being 61 miles shorter to Portland than the Grand Trunk, 135 miles shorter to St. John and Fredericton, and 143 miles shorter to Halifax than the Intercolonial Railway.

The board of directors of the Company, with a view of pushing this important undertaking to a successful issue, have this fall sent a special agent (Mr. Charles A. Scott) to London to meet capitalists there, who had expressed a great interest in the enterprise. This agent, who has returned, reports that these capitalists assert that the local aid to the road is not sufficient, and that the Provincial subsidy is not in proportion to that given to wooden railways, costing much less than iron; but they are so impressed with the importance and promising future of the line, that, notwithstanding the present great depression in the money market, and particularly in railway shares, they will advance a sum equal to about \$11,000 per mile on the Bonds of the Company provided a sufficient amount be made up by the municipalities and the Government to complete the line.

They have accordingly memorialized the Honorable the Executive Council of the Province of Quebec, requesting them to grant a subsidy in proportion to that already given to wooden railways, say \$5,000 per mile, payable either in cash or in six per cent bonds of the Province, in the manner provided by the Railway Act.

Thirty miles of the line (Levis to Sainte Marie) have been graded, and seven miles of iron rails laid, one first-class locomotive has been obtained with the necessary rolling stock for construction purposes. The ties and timber for the thirty miles are delivered on the line. Large quantities of firewood, rails for fencing and telegraph poles, are under contract for delivery on the line this winter, and the construction of the Bridge and rolling stock will be immediately commenced.

The above statements are from a circular issued for the board of directors, Dec. 1873 by,

J. G. BLANCHET, *President*.

#### CANADIAN PACIFIC RAILWAY.

One of the stipulations in the arrangement made with British Columbia for the admission of that Province into the Dominion, requires that the Government of the Dominion shall

connect by a railway the seaboard of British Columbia with the railway system of Canada.

But little progress beyond making some of the preliminary surveys has been made in this gigantic undertaking. Mr. Sanford Fleming, C. E., has conducted these surveys in a very thorough and extensive manner at an expense of about a million and a half dollars. A great amount of geographical information has been obtained which will be very valuable for other than railroad purposes. Several different routes have been surveyed and are indicated upon the general map of the Dominion, page 106. Through the courtesy of Mr. Fleming we are enabled to give the accompanying map pp. 62, 63—presenting an outline of the explorations between Manitoba and the proposed eastern end of the line. It is especially valuable as being the first published map, showing important new discoveries in these regions. The length of the road, from its junction with proposed roads from Toronto and Ottawa, near Lake Nipissing, to the Pacific Ocean is about 2500 miles.

Stimulated by the liberal land grant, and subsidies offered by the late Dominion Government, Sir Hugh Allan, who expected the co-operation of other eminent Canadian, English and American capitalists, appeared to be in a fair way to close a contract looking to a speedy completion of the great work, but apprehensions arose that the control of the road might fall into other than Canadian hands and a parliamentary investigation was instituted. Charges of official irregularities were made and the political excitement accompanying the investigation resulted in the abandonment of the proposed contract by the capitalists interested and in the overthrow of the government then in power.

The bill presented by the present government was passed by the Dominion Parliament, in May 1874. The following summary is taken from the *Canadian Illustrated News* for May 16th 1874.

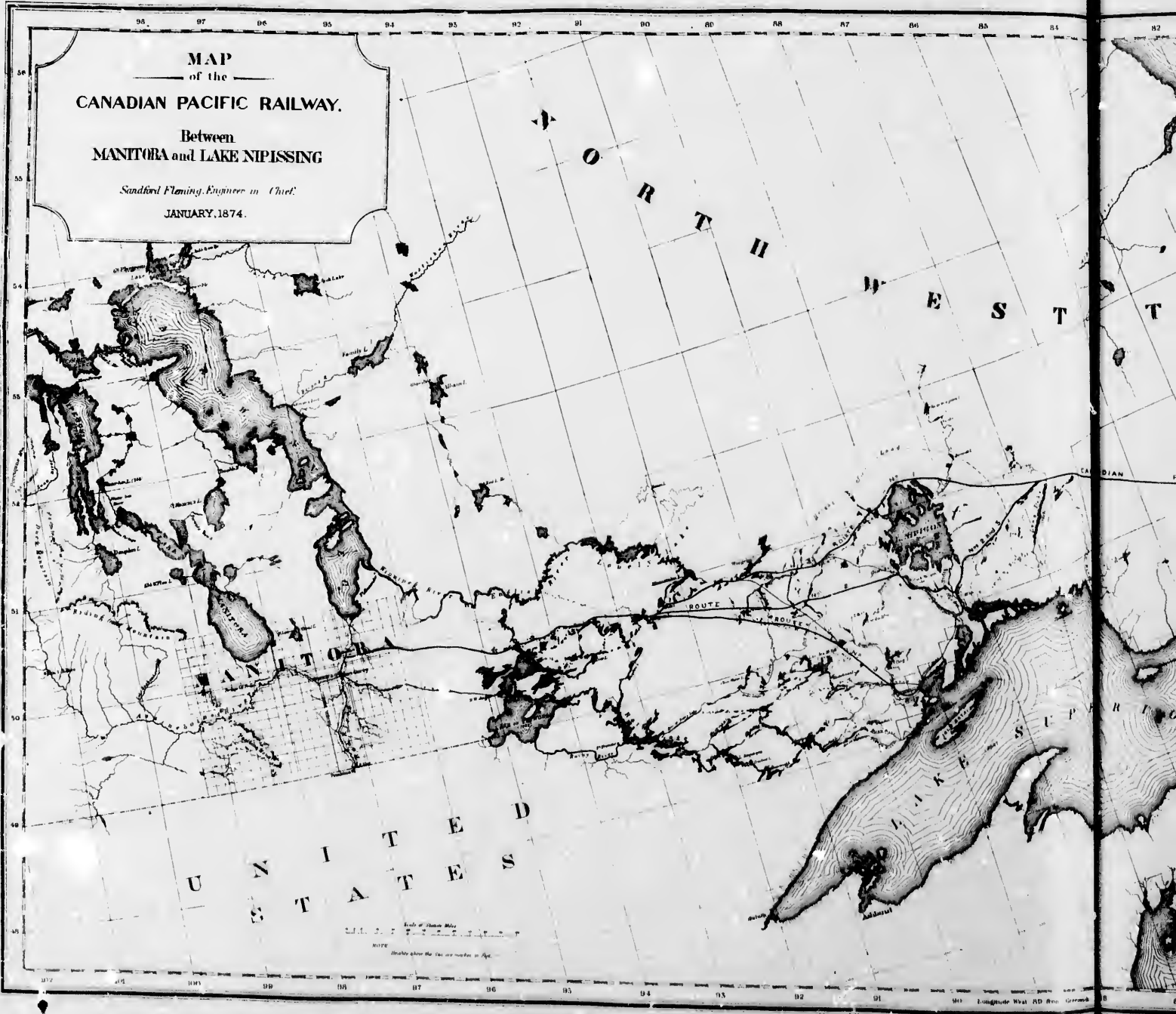
The Railway is to be divided into four sections. The first to begin at a point at or near and to the south of Lake Nipissing, and to extend towards the upper or western end of Lake Superior, to a point where it shall intersect the second section hereinafter mentioned. The second section to begin at some point on Lake Superior, connecting with the first section, and to extend to Red River, in the Province of Manitoba. The third section to extend from Red River, in the Province of Manitoba, to some point between Fort Edmonton and the foot of the Rocky Mountains; the fourth section to extend from the western terminus of the third section to some point in British Columbia on the Pacific Ocean.

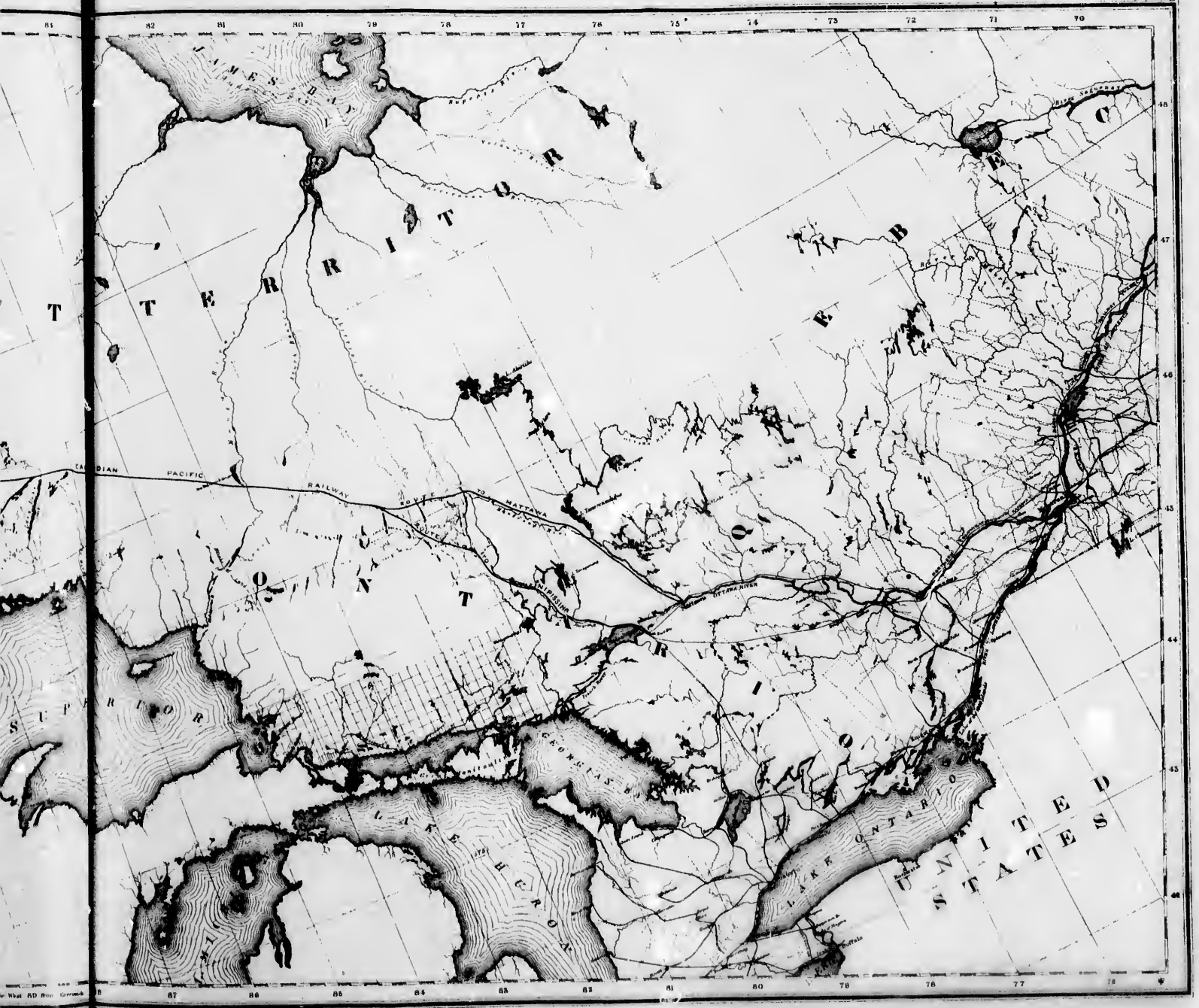
There are to be two branches, one from Lake Nipissing to the Georgian Bay; the other from Fort Garry to Pembina.

A line of telegraph is to be constructed along the whole extent of the railway and the branches in advance of the construction of the road, and as soon as the route has been determined upon.

The gauge of the railway is to be four feet eight and a half inches. The railway to be constructed under the superintendence of the Department of Public Works.

A guarantee of 4 per cent. interest per annum for 25 years to be given to the contractors on a sum to be stated in the contract for





each mile contracted for, and an extent of land not exceeding 20,000 acres for each mile of the section or sub-section contracted for shall be appropriated for the construction of the said railway in alternate sections of twenty square miles each, along the line of the said railway, or at a convenient distance therefrom.

Right of way through Government lands, and land of stations, &c., to be given to contractors.

All provisions of Railway Act of 1868 not inconsistent with present Act to apply.

No contract for any portion of the main line of the railway will be binding without first receiving the approval of Parliament.

In every contract there will be a clause reserving to the Government the right to assume possession of the whole or any section of the railway on payment of ten per cent. in addition to the original cost less the value of the land and money subsidies received.

If it is decided to construct the railway as a public work of the Dominion, the construction

will be by contracts first offered by public competition, and the regulations for subsequent management will be made by the Governor in Council.

The branches to be subject to the same condition as the main line.

Section ten provides that the Governor in Council may also grant such bonus or bonuses, subsidy or subsidies, to any company or companies already incorporated or to be incorporated, not exceeding \$20,000 per mile as will secure the construction of the branch lines extending from the eastern terminus of the said Canadian Pacific Railway, to connect with existing or proposed lines of railway, the granting of such bonuses or subsidies to be subject to such conditions for securing running powers and other rights over and with respect to the whole or any portion of the said branch railway to the owners or lessees of the main line of the said railway or of any section thereof, and to the owners or lessees of any other railway connecting with the said branch railway, as the Governor in Council may determine.

Section eleven provides that the Governor in Council may make arrangements with the company owning such Branch Railway for leasing to them any portion belonging to the Government. The leases, however, will not be allowed to exceed a term of ten years.

The Government has the right to determine when the work on any section shall be commenced, proceeded with and completed and may at any time suspend the progress of the work.

#### PORT DOVER AND LAKE HURON RAILWAY.

This road will extend from Port Dover on Lake Erie to some point not yet determined on Lake Huron, passing through Simcoe and Woodstock.

The part northwesterly of Woodstock has not yet been located and no information has been furnished as to the history and condition of the project. Some sixty miles of the road are said to be located.

Gilbert Moore, Norwich, *President*. A. D. Wright Woodstock, *Ch. Engineer*.

# MAIN LINES FROM CANADIAN CITIES

## TO PLACES IN THE UNITED STATES.

### EAST AND SOUTH GRAND TRUNK RAILWAY.

**MONTREAL AND QUEBEC TO PORTLAND, BOSTON, ETC.**—This great railway, as already described, has its eastern terminus at Portland from whence steamboats ply to various Atlantic ports. Connection is made directly with the *Boston and Maine Railroad* for Boston and for the cities and towns south and west of Boston, by the various lines diverging from the latter city.

**TO FARGO, HALIFAX, ETC.**—At DeWville Junction, in Maine, the Grand Trunk Railway connects with the *Maine Central Railroad*, extending to Bangor, from whence the *European and North American Railway* extends to St. John, N. B., where it connects with the *Intercolonial Railway* for eastern New Brunswick and Nova Scotia.

**TO THE MOUNTAINS AND LAKE REGIONS.**—During the summer months the *White Mountains* in N. H. and *Lake Memphremagog* in Lower Canada attract many pleasure travellers by the grandeur of the scenery and the salubrity of the climate. At Groveton Station, N. H., on the Grand Trunk Railway, connection is made with the *Boston, Concord and Montreal Railroad* which extends to Concord, N. H., with a branch called the *White Mountains Railroad* from Wing Road Station near Littleton to the Fabyan House, a little west of Mount Washington the highest summit of the White Mountains. A short carriage ride brings the traveller to the foot of Mount Washington where a steam railroad of unique description takes him in safety to the very summit of the mountain. *Lake Winnepesaukee*, a picturesque sheet of water and popular place of summer resort in southern New-Hampshire, is skirted for many miles by the *Boston, Concord and Montreal Railroad*. From Weir's Station a *Steamboat* crosses the finest portions of the lake.

**QUEBEC TO BOSTON.**—This line, *via* Grand Trunk and B. C. and M. to Concord and from thence *via* Lowell or Lawrence to Boston is a nearly direct Line.

**TO LAKE MEMPHREMAGOG, LAKE WINNEPESAUKEE, &c.** Another popular summer route from Montreal or Quebec is over the Grand Trunk to Sherbrooke, thence over the *Connecticut and Passumpsic Rivers and Massachusetts Valley Railroads* to Wells River Junction where connection is made with the *Boston, Concord and Montreal Railroad* for Concord, Lowell or Lawrence and Boston.

**FOR NEW YORK**, passengers continue down the Connecticut valley, through White River

Junction, Bellows Falls, Greenfield and Springfield, to Hartford, thence through New Haven to New York

### CENTRAL VERMONT RAILWAY.

The shortest and most direct routes from Montreal to Boston, Albany and New York and to other cities and towns in Vermont, eastern and southern New York, western and southern New Hampshire, Massachusetts, Rhode Island, Connecticut, New Jersey and the Southern States are over the Grand Trunk Railway to St. John's, P. Q., and thence over the Central Vermont and connecting roads to the different regions mentioned.

The Central Vermont Railroad Company has control by lease or contract, of the following lines of railroad, namely:

<i>Vermont Central, Windsor to Burlington</i> .....	119 miles
<i>Vermont and Canada, Burlington to Rouse's Point and Canada Line</i> .....	65 "
<i>Sullivan, Bellows Falls to Windsor</i> .....	20 "
<i>Vermont Valley, Brattleboro' to Bellows Falls</i> .....	24 "
<i>Rutland, Bellows Falls to Burlington</i> .....	120 "
<i>Ogdensburg and Lake Champlain, Rouse's Point to Ogdensburg</i> .....	118 "
<i>Montreal and Vt. Junction, St. Albans to Waterloo</i> .....	65 "
<i>New London Northern, Brattleboro, to New London</i> .....	120 "
<i>Harlem Extension, Rutland to Chatham Four Corners</i> .....	108 "
<i>Missisquoi Valley, St. Albans to Richford</i> .....	28 "
<i>Addison, Leicester Junc. to Ticonderoga</i> .....	16 "
<b>Total</b> .....	<b>813 miles</b>

It will be seen that the combination of roads thus controlled is a very important and extensive one, directly connecting as it does, Long Island Sound with the St. Lawrence and the great Lakes, besides forming important links in the railway connections between the largest cities of Canada and those of the United States. It now has an unbroken all rail connection to Chicago and the West for both passenger and freight. The Grand Trunk Railway having recently changed its gauge to correspond to the American system, the facilities now offered by this road in connection with the Grand Trunk for business between Boston and the New England places, and the west are as good as can be given by any other lines. Arrangements have recently been made to run through passenger trains between Bos-

ton and Chicago over these two roads and the Michigan Central without change of cars.

**MONTREAL TO BOSTON *via* LOWELL.**—A favorite route to Boston is over the Central Vermont from St. John to White River Junction on the Connecticut River, then over the *Northern, Concord*, and *Boston Lowell and Nashua Railroads*, passing through Montpelier, Concord, Manchester, Nashua and Lowell. In Boston, passengers are landed in the recently completed and magnificent passenger station of the *Boston, Lowell and Nashua Railroad*, the largest, best appointed and most expensive passenger station in Boston. Sleeping and draw-room cars accompany through trains.

Another route is by the above as far as Manchester, thence by *Manchester and Lawrence* and *Boston and Maine Railroads*, landing in the Boston and Maine Station in Boston, at the head of Washington St. Still another route is *via* Keene and Fitchburg over the *Cheshire and Fitchburg Railroads* from Bellows Falls.

**MONTREAL TO NEW YORK.**—The most direct routes are over the Central Vermont from St. John as far as Essex Junction near Burlington, Vt. From here one route passes through Rutland, Troy and Albany over the *Russelaer and Saratoga Railroad*, thence over the *Hudson River Railroad* to New York. Wagner Sleeping cars are attached to night trains on this route at St. Albans. The other route passes through Montpelier to White River Junction, thence down the Connecticut River to Springfield, thence over the *New York, New Haven and Hartford Railroad* to New York Pullman drawing room and sleeping cars run through to New York over this route.

**MONTREAL TO THE NORTHERN AND CENTRAL PARTS OF NEW YORK STATE.**—The most direct route for these regions is through St. John's and St. Albans, thence by the Ogdensburg and Lake Champlain division of the Central Vermont Railroad to Ogdensburg, or to Potsdam Junction where connection is made with the *Rome, Watertown and Ogdensburg Railroad* for Watertown, Syracuse and all points, south and west.

### SOUTH EASTERN, CONNECTICUT AND PASSUMPSIC RIVERS AND MASSAWIPPI VALLEY RAILWAYS.

The recent completion of the *South Eastern* and the *Massachusetts Valley Railways* opens up new and direct routes from MONTREAL and QUEBEC to BOSTON and NEW YORK, to LAKE MEMPHREMAGOG and the LAKE and MOUNTAIN REGION of NEW HAMPSHIRE.

From Montreal the route is over the *Grand Trunk* to St. John's, P. Q., thence over the *South Eastern Railway* to Newport on Lake Memphremagog, where connection is made with the *Connecticut and Passumpsic Rivers Railway* for the White and Franconia Mountains, Lake Winnepesaukee, Boston, New York and all points south, forming a very direct line.

From QUEBEC the *Grand Trunk* is traversed to Sherbrooke, thence the *Massawippi Valley* to Newport as above.

At Newport connection is made with the steamer *Lady of the Lake*, Capt. Geo. W. Fogg, which makes two trips daily during the summer months to Magog at the other extremity of the Lake, touching at Georgeville and Owl's Head. The sail is a very charming one, among scenery which is seldom surpassed for beauty and sublimity.

From Newport, the line to BOSTON is over the *Connecticut and Passumpsic Rivers Railroad* via White River Junction, passing through St. Johnsbury, thence over the *Northern, Concord and Boston, Lowell and Nashua Railroads* to the magnificent passenger Station of the Lowell road in Boston. Pullman sleeping and drawing room cars run on this line between Montreal and Boston.

The line to NEW YORK continues down the Connecticut River from White River Junction through Claremont, Bellows Fall, Brattleboro', Greenfield, Northampton, Springfield, Hartford, New Haven and New York as before described.

For the Mountain and Lake regions of New Hampshire, connection is made with the *Boston, Concord and Montreal Railroad* at Wells River Junction.

OFFICERS—SOUTH EASTERN RAILWAY: A. B. Foster, Manager; H. P. Allen, Sup't.; G. Leve, Gen. Pass. Agt.

CONNECTICUT AND PASSUMPSIC RIVERS AND MASSAWIPPI VALLEY RAILROADS: E. Raymond, Pres't.; Geo. Merrill, Sup't.

#### BOSTON, CONCORD AND MONTREAL RAILROAD.

This road extends from Concord, N. H., to Wells River Junction on the Passumpsic Railroad and from thence to Groveton on the *Grand Trunk Railway*. North of Wells River Junction it is called the *White Mountains Railroad*, including a branch from Wing Road station to Fabyan's near the foot of Mount Washington, the highest of the White Mountain peaks.

MONTREAL AND QUEBEC TO THE WHITE MOUNTAINS AND BOSTON.—The routes to Wells River Junction have already been described, via the *Grand Trunk Railway, South Eastern Railway* &c. From Wells River Junction this road continues to Concord, N. H., where it connects with the *Concord* and other roads to Boston. Through trains are run without change of cars between Montreal and Boston. Sleeping cars accompany night trains.

FROM THE LAKE AND MOUNTAIN REGIONS, TO NEW YORK AND BOSTON.—Pleasure travelers wishing to go from Lake Memphremagog, the White and Franconia Mountains or Lake Winnepesaukee to New York will find a direct and pleasant route via the *Boston, Concord and Montreal, the Concord, the Worcester and*

*Nashua*, and the *Norwich and Worcester Railroads* passing through Concord, Nashua, Worcester and Norwich and arriving at Allyn's Point in the evening in time to take the fine steamboats of the line to New York, arriving there early in the following morning.

For Boston the route from Concord is the same as before described.—See Central Vermont Railroad.

OFFICERS.—J. E. Lyon, Pres't.; J. A. Dodge, Sup't.

#### FROM THE MARITIME PROVINCES.

#### INTERCOLONIAL AND EUROPEAN AND NORTH AMERICAN RAILWAYS.

The *Intercolonial Railway* now, in operation between Halifax and St. John's connects at the latter city with the *European and North American Railway* which extends to Bangor, Me.

From Bangor the *Maine Central Railroad* extends to Portland, where Railways diverge in various directions. Two main lines extend from Portland to Boston, namely, the *Boston and Maine* and the *Eastern*. At Danville Junction connection is made with the *Grand Trunk Railway* which makes direct connections at Portland with the *Boston and Maine Railroad* for Boston, New York and the Southern states.

Another line called the *Shore Line Route* is about being opened from Bangor through Belfast, Rockland and Bath to connect with the *Boston and Maine* at Portland. The part from Danville Junction to Rockland is already in operation and the remaining portion has been placed upon a sure footing and is to be finished in a few months.

#### INES BETWEEN BOSTON AND NEW YORK.

As many of the most convenient routes from the Provinces of Nova Scotia, Prince Edward Island, New Brunswick and Quebec to places in the States pass through Boston and New York a brief description of the several lines between these two cities is given.

OLD COLONY AND NEWPORT LINE.—A favorite route is by the way of the *Old Colony and Newport Railroad* to Fall River or Newport and thence by the steamers of the *Narragansett Steamship Company* through Long Island Sound to New York. The boats of this line are said to be the largest, strongest and most magnificently fitted up of any afloat. They leave Fall River early in the evening and, touching at Newport, arrive in New York early the next morning. During the summer months, evenings in the boats are enlivened by first class concerts by line bands of music.

Os'ow Stearns, Pres't.; J. R. Kendrick, Sup't., Old Colony Railroad Station, Boston.

#### PROVIDENCE AND STONINGTON LINES.—

There are two routes passing through Providence and Stonington, one being partly by steamboat, and the other all rail. By the steamboat route, an old and favorite one, passengers take the cars at the Providence station, near the foot of the common in Boston, early in the evening (5.30 P. M.) pass through Providence and arrive at Stonington at 9 P. M., in time to get supper on the boats. Sailing through the sheltered waters of Long Island Sound, they arrive in New York early the next morning.

*Shore Line*.—The all rail route passes through New London and New Haven, landing passengers in the Grand Central Station in New York. This route skirts the shores of Long Island Sound, and it is claimed to be cooler and more free from dust in the summer, than more inland routes. Drawing room and sleeping cars accompany through trains.

A. A. Folsom, Sup't. *Boston and Providence Railroad*, Boston, Mass.; A. S. Matthews, Sup't. *Stonington and Providence R. R.*, Stonington, Conn.; E. M. Reed, Gen'l. Sup., *New York, New Haven and Hartford R. R.*, New Haven, Conn.; D. S. Babcock, Pres't. *Stonington Steamboat Co.* Pier 33 North River, New York.

#### NEW YORK AND NEW ENGLAND RAILROAD.

—A popular route between Boston and New York is over the above mentioned railroad, (formerly known as the Boston, Hartford and Erie). The passenger station of this railroad is at the foot of Summer Street, in a central and convenient part of the city. Leaving Boston at 6 P. M., the route is over the *Main Line* of the road as far as Putnam, Conn., passing through Blackstone, Mass.; then over the *Norwich and Worcester Division*, through Norwich, arriving at Allyn's Point on the Thames River about 10 P. M. Here passengers take the fine Steamboats of the line to New York, passing through the sheltered waters of Long Island Sound, avoiding all liability to sea-sickness, and arriving in Newport early the next morning.

*Air Line*.—An all rail line has lately been completed for through travel, taking this road to Willimantic thence by the *New Haven and Willimantic R. R.* to New Haven where connection is made with the *New York and New Haven Railroad*, landing passengers in the Grand Central Station in New York.

Wm. T. Hart, Pres't., New York and New England R. R. Boston, Mass.;

Charles P. Clarke, Gen'l. Manager, New York and New England R. R. Boston, Mass.;

P. St. M. Andrews, Sup't. Norwich and Worcester Div., Norwich, Conn.

#### WORCESTER AND SPRINGFIELD ROUTE.—

*All rail*.—This route is over the *Boston and Albany Rail Road* passing through Worcester to Springfield, thence by the *Connecticut River Rail Road* to Hartford, thence over the *New York, New Haven and Hartford Rail Road* to New York. Passengers are landed in the Grand Central Station. Two trains a day pass over this route. It has a double track the entire distance. Drawing room and sleeping cars accompany through trains.

#### FROM OTTAWA, PRESCOTT AND EASTERN ONTARIO

CENTRAL VERMONT RAILROAD  
Crossing the St. Lawrence on the ferry boat which connects the railways terminating at Prescott, on the Canada side with those terminating at Ogdensburg on the American side passengers go over the Ogdensburg and Lake Champlain Division of the Central Vermont road to St. Albans, thence to all points in New England as already described

## ROME, WATERTOWN AND OGDENSBURG RAILROAD.

From Ottawa the capital of the Dominion, from Eastern Ontario and from adjacent parts of the Province of Quebec, the *Rome, Watertown and Ogdensburg Rail Road* affords the quickest and most direct route to Troy, Albany, New York and all points East and South.

The main line of this road runs from *Rome to Ogdensburg*, (distance 142 miles) through Oneida, Oswego, Jefferson and St. Lawrence Counties. It has three branches, as follows: *Oswego to Richland*, (29 miles), *Watertown to Cape Vincent*, (25 miles), *DeKalb Junction to Potsdam Junction*, (25 miles).

Two express passenger trains leave Ogdensburg daily and two passenger trains leave Potsdam Junction and Cape Vincent daily, connecting at Richland for Oswego, at Rome with express trains of the New York Central and Hudson River Railroad for all points east and south, and at Sandy Creek Junction with *Syracuse Northern R. R.* for Syracuse, Rochester, Buffalo and all points west.

Three express passenger trains leave Rome daily, connecting at Richland for Oswego; at Watertown for Cape Vincent and Kingston; at DeKalb Junction for Canton, Potsdam, Potsdam Junction, and with the *Ogdensburg and Lake Champlain Railroad* for Malone, Plattsburg, Rouse's Point, and all points East; at Ogdensburg with Steamers plying on the great Lakes and the River St. Lawrence; at Prescott with *St. Lawrence and Ottawa Railway* for Ottawa, and the *Grand Trunk* for Toronto and Montreal.

Sleeping cars between Watertown and New York without change.

Drawing Room Cars for Albany and New York and also for Rochester and Niagara Falls leave Cape Vincent and Watertown every morning and returning, arrive every afternoon.

The steamer *Maudie*, Captain Coleman Hinckley, Master, runs between Kingston and Cape Vincent twice a day during the season of navigation, connecting with trains on the Rome Watertown and Ogdensburg railroad. She is steel plated and her model is remarkably fine.

OFFICERS.—Marcellus Massey, President, 52 Wall St. at New York, T. H. Tapp, Vice President, J. W. Moak, Gen'l. Superintendent; E. M. Moor, Gen'l. Freight Agent and Ass't. Sup't., J. A. Lawyer, Sec'y. and Treas'r. and H. J. Frary, Gen'l. Passenger Agt. — Gen'l. Offices at Watertown, N. Y.

## WEST AND SOUTH

## GRAND TRUNK RAILWAY.

For the whole of the Province of Quebec and nearly all of Ontario, the *Grand Trunk Railway* offers a direct and continuous route to the cities and towns of Michigan, Ohio, Indiana, Illinois, Wisconsin, Iowa, Minnesota, Nebraska, Kansas, Missouri, Kentucky and Tennessee, and to the Territories and Pacific States.

At Detroit connections are made with the *Michigan Central* and the *Lake Shore and Michigan Southern Railways* leading directly to Chicago and passing through the principal cities of Southern Michigan and Northern Indiana, one route of the latter railway passing through Toledo, Ohio

At Detroit, a complicated net work of railways, covering the entire lower peninsula of Michigan, converges, and the same is true at Toledo, for the States of Ohio and Indiana, and at Chicago for the States of Illinois, Wisconsin, Minnesota, Iowa and all the other States and Territories above mentioned.

THE BUFFALO AND LAKE HURON DIVISION of the *Grand Trunk* runs through the best portion of the western peninsula of Ontario, connecting, by the International Bridge, the great system of railways which converge at Buffalo, with the navigation of the great lakes at (Foderich on Lake Huron. Access is thereby given for the important section of country traversed, either to the north western States and Territories, or to New York, Boston, Philadelphia and all the eastern and southern cities and towns of the United States.

It will be seen, moreover, that not only is the *Grand Trunk Railway* a great avenue of communication between different parts of the Dominion, but it also connects widely separated portions of the United States, and since the gauge has been changed to conform to the general American system, a large portion of the passenger and freight business of the road is derived from business between Canada and the United States as well as between different parts of the States themselves.

## GREAT WESTERN RAILWAY.

The *Great Western* is still more an International line than the *Grand Trunk*, being a connecting link in the great thoroughfare between the eastern and western States. It traverses the western peninsula of Ontario, which has been well termed the "Garden of Canada," and lies in the direct route between some of the largest cities and most fertile, populous and wealthy sections of the United States.

From Toronto all points in the United States are reached by passing over the *Toronto Branch* to Hamilton, where it unites with the main line from Windsor to Suspension Bridge.

For NEW YORK and all points east and south connection is made at Suspension Bridge, and, also by the *New Air Line Division*, at Buffalo, over the International Bridge with the *New York Central and Hudson River Railroad* which passes through the most wealthy and populous portions of the State of New York to Troy, Albany and New York, taking on its way the important cities of Rochester, Syracuse, Rome, Utica and Schenectady, and landing passengers to New York in the magnificent Grand Central Station on Fourth Avenue.

For BOSTON, passengers continue on from Albany over the BOSTON AND ALBANY RAILROAD, passing through Pittsfield, Springfield, and Worcester, important cities of the thriving old commonwealth of Massachusetts. This, like the *New York Central*, is among the most substantially built and thoroughly equipped roads of the country, having a double track of steel rails the entire distance from Boston to Albany 200 miles.

Over these two roads, which occupy the first rank in the States as great thoroughfares between the east and west, trains run with almost perfect regularity. The time from Boston to Chicago, via the *Boston and Albany, New York Central, Great Western*

and *Michigan Central Railway* by through express trains is about thirty-four hours;—from New York about thirty-two hours. Drawing room and sleeping cars accompany all through trains.

For CHICAGO and all points west, close connections are made with the *Michigan Central Railroad*, the passenger cars being taken over the Detroit River on the immense ferry boats of the line. Drawing room and Sleeping cars go through without change. Here and at Sarina, connections are made with the net work of American railways extending over the western and southern States and to the Pacific States and Territories.

## CANADA SOUTHERN RAILWAY.

This new and important road promises to be a successful candidate, not only for the local business of the section which it traverses, but for the trade of western Canada with the States as well as for through business between the States themselves. It forms a part of the most direct route between Chicago and Buffalo as already stated in the description of the road p. 58. Connecting at Buffalo with the *New York Central and Erie Railways* convenient access is had to all the eastern and southern States. From its western connections at Detroit, Toledo and Chicago, all parts of the western States and Territories and the Pacific coast are reached. The *Toledo, Wabash and Western Railway* connecting at Toledo is an important feeder from points on the Mississippi River, etc.

The easy grades, steel rails and sumptuous cars of this road will doubtless cause it to become very popular.

For Wisconsin and Minnesota the St. Clair Branch connects with Michigan roads terminating at various ports on Lake Michigan from whence steamboats cross the lake to Milwaukee and other Wisconsin ports.

## NEW YORK CENTRAL AND HUDSON RIVER RAILWAY.

Going East, connection is made with the *New York Central and Hudson River Railroad* at two points, namely,—at Suspension Bridge, near Niagara Falls, and at the International Bridge at Buffalo.

This Railway is one of the most complete and substantially built in the United States.

It has a double track of steel rails, a solid road bed and is well entitled to the high popularity it has attained as part of a great thoroughfare between the East and the West. It passes through the most fertile, populous and wealthy part of the great State of New York, and has had much to do in the building up of the beautiful cities and villages which abound along its entire length, from which in turn it now derives a large revenue.

Its course from Buffalo and Suspension Bridge is, almost directly east to Albany, from whence it follows the Hudson River to New York City. It has the advantage of a direct line and an easy grade.

Wagner's drawing room and sleeping cars attend all express trains which are run through to New York City. Express trains also run to Boston, via *Boston and Albany Railroad* from Albany, without change. A sleeping car from



Watertown on the Rome, Watertown and Ogdensburg Railway is attached at Rome every evening, and a drawing room car from Cape Vincent and Watertown every morning, to an express train for New York. The traffic over this popular thoroughfare has steadily increased from the first and has now become so great that the company are compelled to build another double track at an expense of about twenty millions of dollars.

This work has been in course of construction during the past two years (1873-74) and when completed it will make up with the existing line the first *Four Track Railway* in the country. The two northerly tracks will be used for the freight trains, thus leaving the two southerly tracks for the exclusive use of the passenger trains.

A very ingenious and simple contrivance is in use on this road by which water is taken on to supply the engines of the fast trains while in full motion. It is a sort of *scoop* arrangement and consists of a trough of water between the rails into which an iron pipe shaped for the purpose is dropped. The force of the train drives the water into the tank, filling it in going about twelve hundred feet. Through trains are run from New York to Chicago in about thirty-four hours.

**OFFICERS.** This road is under the presidency of Cornelius Vanderbilt, who has been styled the *rail road king* of America. Wm. H. Vanderbilt is Vice President, J. M. Toucey, Supt. Hudson River Rail Road, J. Tillinghast, Supt. of New York Central Rail Road and C. H. Kendrick, Genl. Passenger Agent. The Grand Central passenger station recently completed on Fourth Avenue in New York City is one of the finest in the country, and is a noble specimen of architecture and engineering. When the improvements to the road now projected and in course of construction are completed the New York Central and Hudson River Railway will take the lead of the railways on

this continent if not in the world, in the magnitude of its business and completeness of its appointments, while the rate of passenger fare is believed to be the lowest in the world, namely: one penny (two cents) per mile.

#### ERIE RAILWAY.

Another important and popular route for New York and all points east and south is by the *Erie Railway* which connects with the *Great Western* at Suspension Bridge and with the *Grand Trunk*, *Great Western* and *Canada Southern* at Buffalo. This line is quite direct, forming the hypotenuse of a triangle of which the *New York Central and Hudson River* form the other two sides.

It traverses the southern border of New York State in the beautiful valleys of the Susquehanna and Delaware Rivers, passing through the cities of Hornellsville, Corning, Elmira, Oswego and Binghamton. Much of the scenery along the route is noted for its picturesque beauty, varying from the quiet pastoral landscape to scenes of wild sublimity.

New York passengers are landed at the ferry house of the Company on the Hudson River near the foot of Chambers St., or at Twenty-Third St., some distance above, as they may prefer. The lower ferry is conveniently situated for passengers going to Europe, or by either of the Long Island Sound routes to Boston, while the upper ferry is near the large up town hotels.

This road also connects at Buffalo with the *Grand Trunk* and *Canada Southern Railways* and through them, with the *Michigan Central* and *Lake Shore and Michigan Southern* for Chicago and the Pacific Coast.

At Waverly on the Erie line, connection is made with the *Lehigh Valley Railway* for Philadelphia and Southern Cities.

#### MICHIGAN CENTRAL RAILROAD.

Although this great railway does not pass through any portion of Canada it is so intimately connected with important Canadian lines as to deserve especial mention among American roads.

The following roads are owned or controlled by the *Michigan Central Railroad Company*.

<i>Main Line</i> .—Detroit to Chicago.....	284	miles.
<i>Jackson, Lansing and Saginaw Division</i> .—Jackson to Gaylord.....	236	* "
<i>Air Line Division</i> .—Jackson to Niles	103	"
<i>Grand River Valley Division</i> .—Jackson to Pentwater....	178	"
<i>Joliet Division</i> .—Lake to Joliet.....	45	"
<i>South Haven Division</i> .—Kalamazoo to South Haven.....	39	"
<i>South Bend Division</i> .—Niles to South Bend.....	11	"
Total.....	896	

It will be seen that this road and its branches have a general convergence at Detroit, bringing this city, as well as Jackson and Lansing, into railway communication with all parts of the State. As has already been shown, in mentioning the connections of the *Grand Trunk*, *Great Western* and *Canada Southern Railways*, it forms an important connecting link in the great railway thoroughfare from New York to Chicago and the Pacific coast, *via* Canada.

Its local connections are being continually increased by its energetic president, and the efficiency of the general and local superintendents is manifested in its remarkable freedom from accidents, in the punctuality with which the trains are run and in the general regard for the comfort and convenience of travellers.

**OFFICERS:** Jas. F. Joy, *Pres.*, Detroit, Mich.; H. E. Sargent, *Genl. Supt.*, Chicago, Ill.; C. H. Hurd, *Assist. Genl. Supt.*, Detroit, Mich.

\* This division will soon be completed to Cheboygan on the Straits and to Mackinaw City, 50 miles.

# CANADIAN STEAM NAVIGATION

BY

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## INTRODUCTION.

Among the many advantages belonging to the Dominion of Canada is its unmatched water limits. The eastern boundary of the vast domain looks out upon the restless waters of the Atlantic, and the western confines are laved by the more quiet but imperious waves of the Pacific; while extending inland from the former stretches for many a hundred miles, broad navigable rivers, lakes and bays. All these waters both salt and fresh are exceedingly rich in various kinds of fish, and what is more important for our purpose they form a highway along which may pass the elements of wealth to enrich our land—constituting arteries through which will flow the nutriment to secure the growth and development of a great nation. These natural channels of trade and commerce have already been used; and although the Dominion is yet in its infancy, it already ranks third in the list of maritime nations. Judging from the present, the future is full of promise to our land. So full that one would hesitate to fix a limit to its greatness. But let us glance at the extent of this wealth of waters.

## AREA OF CANADIAN WATERS.

It is computed by the Census Branch of the Department of Agriculture that the total acreage of the inland waters of Ontario amounts to 3,881,729 acres; those of Quebec, 3,728,176 acres; those of New Brunswick, 98,870 acres; and those of Nova Scotia 525,600 acres. These returns compute the lineal extent of sea coast, not calculating indentations of the land, at 1,164 statute miles for Quebec; at 545 statute miles for New Brunswick; and 1,170 statute miles for Nova Scotia; total 2,879 statute miles. Also "The extent of the marine league of maritime jurisdiction and the exclusive right to sea fishing grounds which follows it, covers (save what may be conceded by treaties) consequently an area of about 9,947 square statute miles or 25,761 square kilometres." The aggregate area of the Canadian portion of those large fresh water peas called Lake Ontario, Erie, Huron, and Superior, divided by the boundary line between Canada and the United States, and of that immense sheet of salt water surrounded by British territory forming the mouth of the River St. Lawrence and its Gulf, as also of the Baie des Chaleurs and the Bay of Fundy, is given in detail as follows:—

"The area of the Canadian part (Ontario) of the frontier waters of the St. Lawrence and its great Lakes may be estimated at 27,094 square statute miles, or 70,171 square kilometres.

"The area of the mouth of the St. Lawrence, from Point des Monts to Anticosti, is about

"equal to 9,201 square miles, or 23,830 square kilometres.

"The total area of the Gulf, washing the shores of the Provinces of Quebec, New Brunswick, Nova Scotia, Newfoundland, Prince Edward Island, and the small French colony of Miquelon, may be computed at 78,300 square miles, or 202,789 square kilometres.

"The area of the Baie des Chaleurs, between the Provinces of Quebec and New Brunswick, is equal to 1,923 square statute miles, or 4,980 kilometres.

"The area of the Bay of Fundy, between the Provinces of Nova Scotia and New Brunswick, is equal to 5,403 square miles, or 13,994 square kilometres."

## EARLY NAVIGATION.

These magnificent water ways were used by the aborigines long before the European had trod the soil of the New World. Along the shining rivers, over the bright waters of the lakes and bays their light bark canoes were wont to glide and dance as they sought the distant hunting grounds, or silently follow the war-path among hostile tribes. And after the discovery of Canada, when the daring sons of France had planted her standard on the banks of the St. Lawrence, the intrepid explorer penetrated the very heart of the continent by journeying along these natural roads. In this way the most important discoveries were made. Mission fields were opened, trading posts planted, and settlements effected. By these avenues the fur trade with the Indians was established, and for almost two centuries carried on. Also, these water channels often became the scene of warlike displays as England and France contended for supremacy among the Indian tribes. As colonization progressed the bark canoe no longer was the only water-vehicle employed; the French introduced the Batteau, the U. E. Loyalists the Schenectady, and the Americans the Durham boats. All of these were flat-bottomed and intended to stem the currents and rapids. Travelling by these boats was of the most tedious character, and distances now traversed in less than twenty hours, then took even weeks to accomplish.

The sailing vessels by which the first colonizers crossed the Atlantic were of small tonnage. These vessels ascended the rivers as far as navigation permitted. It is almost 200 years since the first sailing vessel cut the water of Ontario and the upper lakes. The voyaging fortunes of those who ventured to build these boats constitute a history full of interest. A hundred years later and but few sails yet whitened the inland lakes. These mostly belonged to the Royal Navy; but after the Revolutionary war they were em-

ployed to carry passengers up and down the lakes.

The first Canadian merchant vessel was built at the mouth of the Niagara river in 1792. She was named the *York*. Merchant vessels gradually increased in number during the first two decades of the present century. It is worthy of notice that Canada took the lead in building the early vessels upon the lakes.

## INTRODUCTION OF STEAM NAVIGATION.

But a new era in water navigation was to be inaugurated, and Canadian water was to be one of the first places in which a novel power was to be tested. Many great discoveries have seemingly been accidental; but the probabilities are that as the field of science is cultivated up to a certain point new ideas are the natural outcome of that cultivation.

An idea may be conceived and then long remain in a state of incubation before it grows and develops into a reality. The steam engine invented by Watt was the fruit of an idea conceived years ago by Solomon de Caus. So great and manifest a power could not long remain unemployed, and the application of steam power to move machinery and propel vessels was but the natural sequence.

The changes wrought by the use of steam in propelling vessels have already almost ceased to be marvellous; so soon do we become accustomed to everything which conduces to the advantages and comforts of civilized life. Yet only seventy years ago a steamboat was unknown. Today by means of steam navigation letters are conveyed across the Atlantic in little more than a week, and almost every day a fresh English mail is opened. While by means of the telegraph hourly communication may be held. But eighty years ago the mails from England were received in America only twice a year.

America enjoys the honour of having produced the first steamboat in the world, and Canada is entitled to the credit of building the second one. The first steamboat was constructed by Robert Fulton of New York, and launched upon the waters of the Hudson river in 1807. She was 150 tons burthen, and was named *Clermont*. The second steamer was built by John Molson and launched at Montreal the 3rd of November 1809. She was called *Accommodation*, and plied between Montreal and Quebec. Ten persons took passage the first trip, and 36 hours were occupied in the voyage. So great was the wonder that the whole city of Quebec turned out to see her enter the harbour. The fare was eight dollars down and nine up. It was at least ten years later before the first steamer ventured across the Atlantic. But it is stated by an American paper that the first steam-

ship which made the voyage under steam through-out across the Atlantic, was the *Royal William* in 1833. This same authority says the vessel was of 180 horse power, and 1000 tons burden, and was built at Three Rivers on the St. Lawrence.\*

#### THE FIRST STEAMER ON THE LAKES.

The first steamboat to run upon the Canadian Lakes was the *Frontenac*, built upon the shores of the Bay of Quinté, at Bath, eighteen miles from Kingston. The keel was laid in October, 1815, and the vessel was launched on the 7th September the following year. This enterprise was undertaken by a joint stock company consisting of representatives from Kingston, Prescott, York, Niagara and Queenston. In reply to an advertisement, two persons made tenders for the contract. Notwithstanding a bitter feeling still existing against the Americans arising out of the recent invasion of Canada, the contract was given to Harry Teabout, representative of a firm at Sackett's Harbour. The contract price of the wood-work was £7,000; the engine cost also £7,000. When completed, however, the total cost amounted to about £20,000. The length of the keel was 150 feet, of the deck 170 ft., the width 32 ft.; tonnage about 700; the two paddle wheels had about 40 ft. each. The machinery was imported from England. A writer of that day says of the *Frontenac* "that her proportions strike the eye very agreeably; and good judges have pronounced this to be the best piece of naval architecture of the kind in America." This event introduced a new era in the prosperity of the country, and created a great deal of interest among the settlers of Upper Canada. On the 7th of June, the *Frontenac* left Kingston on her first trip, commanded by Capt. James McKenzie, of the Royal Navy, who had assisted in fitting her up. She plied between the head of Lake Ontario and Prescott, and made the round trip once a week. Capt. McKenzie continued in command as long as she was seaworthy. This gentleman who has been called "the father of steam navigation in Upper Canada," afterward sailed the *Aleiope*. He died in 1830, and was very much esteemed. We are informed that the *Frontenac* at one time undertook to run to Montreal, but when near Alexander Bay she ran upon a shoal. This point is still known as "Frontenac Shoal."

About the same time the *Frontenac* was built, a small steamboat was launched at Sackett's Harbour. She was a slow vessel and plied between Queenston and Ogdensburgh, but did not prove very profitable.

#### BAY OF QUINTE STEAMERS.

Shortly after the *Frontenac* was completed a second steamboat was commenced at the same

\*A recent writer in the *New Dominion Monthly*, in an article on "Our Early Marine," which seems to have been taken almost entirely from Dr. Cunniff's "Settlement of Upper Canada," speaks of the *Royal William* as having been built at Three Rivers, without stating the authority whence above given. This article brought forth the following from one of our friends of "An Old Quebecer."

#### TO THE EDITOR OF THE GAZETTE.

SIR, The *Montreal Witness*, giving extracts from the *New Dominion Monthly*, states that in 1833, the *Royal William* (steamship) was built at Three Rivers on the *St. Lawrence*, and was intended to sail between a Nova Scotia port and Cowes, Isle of Wight. The above is not correct.

The steamship was built by J. S. Campbell, in Quebec, for a private company of subscribers, to run between Quebec and Halifax. She sailed on for two years, and as she did not pay, was sent to London as a steamship, and was the first that crossed as such. She was sold to the Portuguese Government, and used as a flag-ship for several years. In April, 1838, the first steamer arrived in New York from Great Britain.

AN OLD QUEBECER.

place. This was the *Queen Charlotte*, which became the pioneer steamer upon the Bay of Quinté. She was launched and commenced sailing in the early part of 1818. Her route was from the head of the Bay of Quinté to Prescott, making trips twice a week. For a few weeks *The Charlotte* was commanded by Capt. Richardson, an old naval veteran who lived at Pictou. He was succeeded by Capt. Mosier, who had for some years been a successful commander on the Lake. The fare from the head of the Bay to Prescott, meals included, was five dollars. During the two following seasons *The Charlotte* was in command of Capt. Dennis. The next year Capt. Gilderslieve took charge, and continued to sail her until she was laid aside from age, a period of nearly twenty-eight years. As may be supposed this steamboat was a great boon to the inhabitants of the Bay District. At first she was not remunerative to the stockholders, but under the management of Capt. Gilderslieve she became profitable.

The *Kingston*, which succeeded the *Queen Charlotte*, upon the Bay, was built by a joint stock company, we believe at Niagara. She was a fast boat and for a time had run between Toronto and Hamilton, under the command of Capt. Ives. On the Bay, the *Kingston* was at first commanded by John Grass, afterwards by Mr. Harrison.

The *Sir James Kemp* followed. She was the last steamboat built at Bath. Her route was from Belleville to Prescott; and rate of speed from 10 to 12 miles an hour. At this time Gilderslieve commenced to build at Kingston. As one of the oldest and most important ship-builders and owners in Upper Canada, Mr. Gilderslieve requires a brief notice. The son of a ship-builder on the Connecticut River, he came to Kingston while the *Frontenac* was in course of construction. He assisted to finish this vessel, and to build the *Queen Charlotte*. He superintended the building of the *Sir James Kemp*, and then commenced operations at Kingston. In the ship-yard established by him were built a good many vessels which performed good service on the lake, river and bay. Among these was the *Commodore Barry* which was then noted for having two engines, and which in its third year collided with the schooner *Kingston* at night, and immediately sank. Also the *Prince of Wales* in which was placed the engine which had belonged to the *Sir James Kemp*. The *New Era*, the *Bay of Quinté*, beside others were here constructed. Mr. Gilderslieve was a man of great enterprise, honest integrity; and he acquired a great deal of wealth. His death, which took place in 1851, was a cause of much regret among his many friends.

In 1821, the steamboat *Prince Edward* was built at Garden Island. She was intended for service on the Bay of Quinté. The *Brockville* was placed on the Bay in opposition to the *Prince of Wales*, at a later date. She was commanded at first by Chrysler, and afterwards by Bonter, and ran two seasons. The *Fashion*, Capt. Bonter, followed. The *St. Helen* was built by a Company, and for a number of years plied between the head of the Bay and Montreal, making the round trip once a week. She was sailed by Capt. Chrysler. The *St. Helen* became the property of Mr. McCaug. She was finally wrecked while on her way to Montreal in the Rapids. For a while the *Farmer*, Capt. Libbards, ran between Kingston and Pictou.

During the last ten years several small boats have plied between Belleville, Pictou and Napanee. Among these we find the *John Gurney*, Capt. Porte, the *Quail*, Capt. Morden.

A steamboat line between Belleville and Oswego has existed for several years, generally making the round trip twice a week. The *Kincardine*, Capt. G. M. Reid will make semi-weekly trips, leaving Belleville every Monday and Thursday, and calling at most of the intermediate ports.

The steamer *Rochester*, Capt. J. J. Campbell, leaves Belleville: Mondays, Wednesdays and Fridays, Belleville at 5 a. m.; Pictou at 8 a. m., arriving in Kingston about 12.15 p. m. Tuesdays, Thursdays and Saturdays, Belleville at 2.45 a. m.; Pictou at 6 a. m., arriving in Kingston about 10 a. m. Returning, leaves Kingston daily (Sundays excepted) at 3 p. m., arriving at Pictou about 7 p. m., and Belleville at 10.30 p. m.

We have obtained somewhat indefinite information regarding a small boat, built on the River, below, which was constructed like a basket. She plied for a time between Belleville and Prescott, and was ultimately wrecked in Burlington Bay.

#### LAKE ONTARIO STEAMERS.

We have already given an account of the first steamer, the *Frontenac*, which sailed the waters of Lake Ontario. This vessel was built at Bath, which at that time was one of the centres of civilization in Upper Canada. But as the country became settled, and extended westward, and York began to assume the importance of a Capital, other places were found more suitable for ship-building. Mr. Gilderslieve began to carry on his operations at Kingston. Prescott also presented a suitable place for the construction of boats, and Niagara shortly became the scene of activity from the presence of a ship-yard. At a few other points steamboats were also built from time to time.

At Prescott about 1822, a small steamboat was built by a joint stock company. She was commanded by Capt. McDonald.

The immediate successor of the *Frontenac* was the *Niagara*, built about 1820, sailed by Capt. Mosier. Her rate of speed was 1.000 eight to nine miles an hour. The *Queenston*, built by the Hon. John Hamilton, and commanded by Capt. Whitney, ran also about the same time between York and Prescott. One of the steamboats of that period was formed out of the schooner *Union*, at Brockville, and was for a time sailed by Capt. Mosier. Another steamboat at that time running between York and Prescott was the *Aleiope*. She was built shortly after the *Queenston* by Mr. Robert Hamilton. She had a high pressure engine with boilers on deck; commanded by Capt. Graham.

About the year 1830 the *Great Britain* was launched at Prescott, the Hon. John Hamilton being the owner, and was under the command of Capt. Whitney. Her route was between Toronto and Prescott. The *Canada* was built in 1831, and commanded by Capt. Richardson, afterward Master at Toronto. *William the Fourth*, owned by a joint stock company, was launched at Prescott, and also plied for some time between Toronto and Prescott with Capt. McDonald in charge. In 1833 the *Cobourg* was built at Cobourg by a joint stock company. Capt. McIntosh took command. This boat also for a time ran between Toronto and Prescott. Prior to the building of the *Canada* the engines had been made

at Montreal, but for the *Cobourg* the engine was manufactured at Toronto.

About 1835 the *St. George* was built at Kingston by a joint stock company, and was sailed by Capt. Elmsley between Toronto and Prescott.

The *Commodore Barry*, before referred to, was owned by a company, Mr. Gilderslieve being the principal stockholder. She likewise was placed on the route between Toronto and Prescott. She was wrecked by colliding with a schooner off Long Point. Mention is made of a steamboat built by Donald Bethune at an early date which ran for a time on the Bay of Quinté, and afterward between Toronto and Hamilton.

We have been unable to procure accurate information of all the steamers, the order of time at which they were built, and their routes of service, but the following statements furnished by Capt. Twohy, of Hamilton, is entirely reliable. He says:

In 1833, when I came to Canada, a steamer left Prescott every day for Toronto and Hamilton and Niagara. The names of the boats forming the line were the *Great Britain*, *William the Fourth*, *St. George*, *Cobourg*, *United Kingdom*, and *Commodore Barry*. The American steamer *United States* left Prescott every Sunday for the head of the lake. The Canadian steamers were ahead of the requirements of the country at that time. The traffic and travel were not sufficient to make steamboat enterprise remunerative. There had been the year previous, 1832, a large immigration which had no doubt stimulated steamboat building.

For a while the lake line of steamers connected at Prescott with what was termed the steam wheel vessel, the *Iroquois*, which descended the rapids. She was, however, found unsuitable for the purpose and soon laid aside.

The exigencies of those early times gave birth to several projects of more or less novelty. Different kinds of engines were manufactured, and steamboats were constructed after new designs with the view of navigating the rapids, securing greater speed, or of economizing. We learn that the *John By* had a paddle wheel placed across the stern. The first put in was too large and had to be removed. Her route was between Toronto and Hamilton, under the command of Capt. Kerr. Her existence was terminated by running ashore a short distance above the river Credit.

For many years the steamers on Lake Ontario passed down the St. Lawrence no further than Prescott. The rapids between this point and Montreal was a serious barrier to the progress of the country. As we have pointed out had the St. Lawrence been navigable from its mouth to the upper lakes, it is impossible to conjecture how much more rapidly the country would have become settled; and to what a position Canada would by this time have attained. It was a long time after steamers had been plying upon the lakes before an effort was made to navigate the river between Prescott and Montreal. The first person to act in the matter we believe was Capt. Whitney. He succeeded in forming a joint stock company in 1837 or '38 to construct a boat for the special purpose of navigating the rapids. She was built in the form of two barges, with beams across, the paddle wheel being placed in the middle. But for some reason the venture failed, and the boat did not run at all.

The first steamboat to run the rapids was the *Iroquois*, which was formed something like a scow. She went down as far as Dickinson's Landing.

We now approach the period between 1840 and 1850. The commencement of this decade was noted for somewhat extensive ship-building. About the year 1838 or '40 a steamer at first called the *Ontario* was built at Niagara. She was a fast boat and it is said made the quickest passage recorded, between Niagara and Toronto, being two hours from light-house to light-house. She was taken to Montreal, and her name changed to *Lord Sydenham*. She then plied between Montreal and Quebec.

The steamer *Traveller* built by the Hon. John Hamilton, ran between Toronto and Prescott. She was in charge of Capt. James Sutherland. This gentleman was among those killed at the terrible catastrophe of the Des Jardins Canal. The *Passport* was also built by the Hon. Mr. Hamilton, at Kingston. She was noted as an iron boat, the hull of which was built in Scotland. The *Maguet*, also an iron boat, and owned by the same parties, plied between Hamilton and Kingston. Capt. Sutherland, above mentioned, was part owner and for a time commanded her. She was afterward sailed by Capt. H. D. Twohy. We learn in connection with the facts we have gathered of the *Maguet*, that Capt. Sutherland proceeded to England and obtained from the British Government the sum of £5000. In consideration of this payment she was to be at the service of Government at any time when occasion might require and was built unusually strong, with extra heavy beams, &c. This was just after the rebellion of 1837-38.

In 1840, a company was formed at Niagara, called the "Niagara Harbour and Dock Company." Under them Mr. Heron, and Donald Bethune built a number of steamboats, which formed what was called the "Black Line." All of the vessels being painted black. They consisted of the *Sovereign*, the *Princess Royal*, the *Gore*, the *Experiment*, the *Niagara* and the *Chief Justice Robinson*. They formed a Royal Mail Line. Of these, the *Princess Royal* was commanded by Capt. Coleleuch. She was afterward purchased by Capt. Elmsley. The same parties also built the *City of Toronto* which was a few years ago converted into the steamer *Algoma* a well known and popular boat.

The *America* was launched about the year 1840, and was sailed by Capt. Gordon, running between Toronto and Rochester. The *Admiral*, built in 1842 was also for a time under the command of Capt. Gordon. Her route was between Hamilton, Toronto and Rochester. The *Eclipse*, the *Bowmanville* and the *Peerless* soon followed as Lake Ontario steamboats. In 1843 or 1844 the *Queen Victoria*, the *Canada*, and the *Transit* were built. The last mentioned being commanded by Capt. Richardson.

The steamer *Abwell* was launched at Hamilton, by Mr. Harrison who also commanded her for a time. Her route was between Hamilton and Kingston, until destroyed by fire at Hamilton. Her place was taken by the *Europa* with Mr. Harrison as commander. She was afterwards taken to Lower Canada for service on the St. Lawrence below Montreal.

Among the incidents in connection with early steam navigation we may mention that in 1838 the *Experiment*, a small boat owned by the Imperial Government, was on service at Prescott, when the United States steamer was seized by the men. She was commanded by John Fowl. When the United States steamer was engaged in

carrying re-inforcements to the Yankee invaders which were shut up in the windmill, the *Experiment* sent a shot from a six-pounder which took off the head of the Yankee wheelsman, and caused the filibustering vessel to beat a hasty retreat to Ogdensburg.

In 1848, the year of the Irish famine, the *City of Toronto*, *Princess Royal*, and the *Sovereign* carried, at the expense of the British Government, some 25,000 indigent immigrants.

We believe that several Canadian built steamers were, during the late civil war in the United States, taken to assist in forming the fleet of blockade vessels and others to run the blockade. At all events the *Arabian*, which was built at Niagara by Mr. Heron became a blockade runner and was finally lost off the coast of Florida.

As the trade of the country increased steam vessels were employed exclusively for forwarding purposes. About the year 1843 and shortly after a number of freight boats with side paddle wheels near the stern were placed on the lakes and rivers by a company of Forwarders. On account of their peculiar construction they were called the *polliwogs*. Among these were the *Rose*, *Shamrock*, *Thistle* and *Dart*.

It cannot be recored that the first steamboat proprietors on Lake Ontario and the St. Lawrence found their investments satisfactory, with the exception of Mr. Gilderslieve.

At the present time the "CANADIAN NAVIGATION COMPANY," has two lines daily, Royal Mail and Express lines of steamers, between Hamilton and Montreal, calling at Beauharnois, Cornwall, Prescott, Ogdensburg, Brockville, Alexandria Bay, Clayton, Gananoque, Kingston, Oswego, Charlotte, Cobourg, Port Hope, Darlington.

These magnificent lines are composed of the following first-class steamers, viz:

<i>Corsican</i> (composite)	- - - -	Capt. Sinclair
<i>Spartan</i>	" - - - -	" Dunlop
<i>Corinthian</i>	" - - - -	" Farrell
<i>Passport</i>	" - - - -	" Sherwood
<i>Athenian</i>	" - - - -	" Morley
<i>Maguet</i>	" - - - -	" Bailey
<i>Bohemian</i>	" - - - -	" McCoy
<i>Abyssinian</i>	" - - - -	" Estes
<i>Algerian</i> (new)	- - - -	" Kelley

The steamers leave the Canal Basin, Montreal, at 9 o'clock every morning (Sundays excepted), and Lachine on arrival of the train leaving the Boulevard Street Station at noon, for Hamilton and Intermediate Ports, making direct connections at Prescott and Brockville, with the railways for Ottawa City, Kemptonville, Perth, Arnprior, &c.; at Toronto and Hamilton with the various railways and steamboat routes for Collingwood, Sault Ste. Marie, Fort William; and Stratford, London, Chatham, Sarnia, Detroit, Chicago, Milwaukee, Galena, Green Bay, St. Paul, and all places West; and with the steamer *City of Toronto*, for Niagara, Lewiston, Niagara Falls, Buffalo, Cleveland, Toledo, Cincinnati, &c.

The Express Line leaves daily at 7 o'clock A. M. (Sundays excepted), and from Lachine on arrival of 9 o'clock A. M. train, direct for Ogdensburg, Alexandria Bay, Clayton, Oswego, and Rochester. Connecting with the New York Central Railway for Niagara Falls and Buffalo.

The steamers of this line are unequalled, and from the economy of their arrangements, present advantages to travellers which cannot be

surpassed. They pass through all the rapids of the St. Lawrence, and the beautiful scenery of the Lake of the Thousand Islands by daylight.

The steamer *Norseman*, Capt. Crawford, sails between Port Hope and Rochester. And the *City of Toronto*, commanded by Capt. James Dick, runs between Toronto, Niagara and Lewiston. A steamer also plies between Toronto and Port Dalhousie every week.

The Merchants' Lake and River Steamship Line is prepared for the season with a fleet of twenty-five first-class passenger and freight steamers, and will run them during the season of 1874 between Montreal and Chicago and all intermediate ports. The names of the vessels that will call at ports on Lake Ontario and St. Lawrence are the *America*, *Canada*, *Catania*, *Celtic*, *Dominion*, *Dromedary*, *East*, *Lake Michigan*, *Osprey*, *Persia* and *York*. Those composing the line that will run between Montreal and Chicago will be the *Argyle*, *Asia*, *Columbia*, *California*, *City of St. Catharines*, *Prussia*, *Scotia*, *Lake Erie*, *Lake Ontario*, *Lincoln*, *Ocean*, *Clinton*, *Europe* and *Sovereign*. This array of vessels is so large that a daily line has been organized, and vessels will thus call each day at each port on the route, and as they are fitted up with every comfort and convenience for passengers, they cannot but become highly popular with travellers and tourists. Besides, this is the largest Canadian Through Line ever formed from Montreal, and running in connection with the Allan, Liverpool and Glasgow Lines, Dominion Line and Tempzey's London Line of Ocean Steamships; also forming close connection with the other lines of steamships and first-class iron clipper sailing ships. The names of the agents are James Norris, Sylvester Neelon, Capt. P. Larkin, St. Catharines; J. D. Mackay, J. B. Fairgreave, Hamilton, and G. E. Jaques & Co., Montreal and Toronto, and it is promised that all freight will have quick despatch by this line.

#### STEAM NAVIGATION OF LAKE ERIE AND THE UPPER LAKES.

In the chain of rivers and lakes which stretch from the Atlantic away to the North-West, Lake Erie is irregularly linked. Its geographical position was such that it never formed during the French reign in Canada, and subsequently in the settlement of the country, to any extent a water way for travel or commerce. Lying along the southern boundary of the peninsula of Upper Canada, it could not form a highway to the same extent as the other lakes. The early navigators to the North-West found a more direct way by passing up the Ottawa, crossing to Lake Nipissing, and thence down the French River to the Georgian Bay, and occasionally by going up the Bay of Quinte, the River Trent; and sometime by way of the River Don to Lake Simcoe. In the settlement of Upper Canada almost every part of the Province could be conveniently reached without approaching Lake Erie. But although this situated out of the direct way, Lake Erie would doubtless have been to a greater extent a route of travel, had it not been for the barrier to navigation in the existence of the Niagara Falls. This wonder of the world, although forming a charming feature on the face of the continent has always greatly retarded navigation upon the Upper Lakes. The construction of the Welland canal has to some extent overcome the difficulty, but by no means entirely.

It was many years after the *Frontenac* first sailed on Ontario, before any steamer was launched on Lake Erie. And the requirements of the country did not, then, demand vessels of so large a tonnage. We believe it was in the early part of the fourth decade, when the first small steamers were placed on the upper waters of the Niagara and Lake Erie. Mr. Robert Hamilton was the pioneer in this field. Among the first steamboats to run on Lake Erie were the *Chippewa*, the *Emerald*, which plied between Chipewa and Buffalo, the *Kent*, which was lost in 1845 by sinking, the *Ploughboy*, owned by a Company in Chatham, and the *Clifton*.

But if navigation on the Canada side of Lake Erie was always limited, such was not always the case on the other side. There was a period when an immense stream of travel flowed up and down by American steamers.

Prior to the completion of the railways along the south shore of Lake Erie, and the Great Western of Canada, American steamboat navigation on this lake was comparatively extensive. From Buffalo four lines took their departure,—to Cleveland, Toledo, Sandusky, and Detroit. This was the great thoroughfare between New York and all the Eastern States, and the West, then just beginning to be opened up. A stream of travellers nightly, from the cars all hot and dusty, poured down into one of the splendid steamers waiting to receive them. This pleasant change made this route very popular. As many as 1,500 passengers have been seen on one steamer. These were palmy days for the proprietors. But the railways utterly destroyed them.

Although at the present time navigation on this lake is limited, the hope may be entertained that in the not very far off future, the enlargement of the canals on the St. Lawrence, and of Niagara, will open the way for the development of steam marine in Canada, far beyond the present most sanguine expectations. By this means the wealth of the Great West on the one hand, and of Europe on the other would ceaselessly flow by our door; and at the same time commerce and intercourse between the Maritime Provinces, and Western Canada would be immeasurably increased.

#### LAKE HURON STEAMERS.

The circumstances we have mentioned which affected navigation on Lake Erie, to some extent operated in connection with Lake Huron. At least, the southern portion of this lake was only to a limited extent a highway for travel and trade. The traffic upon this part of the lake has been confined principally to such as arose from direct intercourse between Canada and the United States. But the more northern parts of Lake Huron, especially the Georgian Bay, have been from time immemorial the way of travel, by the Indians, the French explorers, the North-West traders, the settlers; and also for modern commerce.

The pioneer vessels on Lake Huron have been unfortunate, both sailing and steam vessels.

The *Griffon* which was launched on the Niagara above the Falls, nearly two hundred years ago by La Salle, being the first sailing vessel on the Upper Lakes, was, on her return from Lake Michigan, lost on the waters of Lake Huron. And about the middle of the present century a pioneer steamer met with a similar fate. The "Montreal Mining Company" which had commenced operations at the Bruce Mines near the upper end of Lake Huron, had a steamer built at

Montreal which was named the *Bruce Mines*. She was employed in carrying supplies to the mines, and the copper ore down to Quebec. Capt. Fraser who was for a time in command, informs us that the ore was discharged directly from the "Bruce Mines" on board one of the Allan steamers for conveyance to England. But this steamer had a short existence. In the fall of 1854, when making her last trip from Montreal, where she had received a full load of machinery for use at the mines, and stores, having reached Lake Huron, she encountered unusually rough weather, and when off Cape Hurd she foundered. In consequence of the pumps breaking down it was impossible to keep her afloat, and she sank some seven miles from land. The crew with the few passengers were saved by boats, excepting one person who would not obey orders, and so lost his life.

#### THE GEORGIAN BAY STEAMERS.

The Georgian Bay which is a part of Lake Huron, is noted for being the point of departure for the Upper Lakes. The Indians, as we have seen, the French, and the traders to the North-West were accustomed to portage from Lake Ontario by one of several routes, and pursue their long journeys to the great Lone North Land. And in recent days the same portaging is done by means of railways. Ever since the construction of the Northern railway, a stream of travel has, during every summer, steadily flowed from Toronto by this highway. By this road we have seen travellers passing to the Western States, surveyors proceeding to open the vast country beyond, miners to develop the untold riches of Superior, pioneer settlers to reclaim the wilderness, traders, pleasure, and health seekers; and, on two occasions the eyes of Canada have with much solicitude witnessed the departure of Canadian troops to vindicate Britain's honor, and put down red-handed rebellion. The Georgian Bay is moreover a place of interest because of the picturesque beauty by which its shores are characterized. And the historical reminiscences are not without great attraction. Among the many islands and islets which stud the bay is one named Christian Island. This name is significant as indicating the fact that Christianity was here, long years ago, preached to the aborigines. In fact here was one of the earliest if not the very earliest mission field in all America. The earnest Recollets, and the Jesuit Missionaries for many a year sought in this region to win the Indians to Christianity. A French fort was also planted on this bay at an early period in the history of America.

The first steamboat for passengers, at least, to run on the Georgian Bay was the *Gore*, which had been built on Lake Ontario, and had for some time plied between Toronto and the opposite shore. In 1846, she was purchased by Charles Thompson and Capt. Laughton, and taken by Capt. James Dick, to the Georgian Bay where she was employed in sailing between Sturgeon Bay, at the foot of the Georgian Bay, carrying passengers and freight. At that time the freight was taken by stages and teams from Toronto to Holland Landing, and thence conveyed by the steamboat *Beaver* through Lake Simcoe, to Orillia, and then carried to Sturgeon Bay, and received by the steamer *Gore*. The following year, 1847, the *Gore* was commanded by Capt. F. C. M. Fraser when she made regularly two trips a month to Sault Ste. Marie, touching at

Penetanguishene, Owen Sound, Manitowanning, the Government Station on Manitoulin Island, and St. Joseph's Island. Two intermediate trips were made between Sturgeon Bay and Owen Sound. In 1848, Capt. Peek sailed the *Gore* on the same routes. The following years she was commanded by Fagin; and in addition to the points mentioned, she stopped also at the Bruce Mines, at this time in operation. Capt. McGregor sailed her in 1850. It was either this year or the following, 1852, that the *Kaboolah* was wrecked in the Georgian Bay with Capt. McGregor on board.

Steamboat communication was thus continued on the Georgian Bay, until 1855, when the Northern Railway being completed to Collingwood, the Company chartered some American steamers to run between Collingwood and Chicago. They arranged to have a tri-weekly line between Collingwood and the American port in Lake Michigan, and a weekly to Green Bay. They were fine excellent steamers. This arrangement continued until 1858. In 1862, six large propellers were placed on the route by the Company.

The Company also owned steamers on Lake Simcoe in 1856.

At first the traffic and travel was to a great extent, from Collingwood to Chicago, and other American ports in the West; but of late years the line of travel has been gradually increasing to the Canadian side, especially to Fort William. The passage of the Canadian troops under Colonel Wolseley, demonstrated the possibility of making a highway to the Great North-West. The construction of the Dawson Road has to a great extent prepared the way for travel. And the several steamers which have been placed upon the chain of lakes on the way to Fort Garry have also contributed to the great end—a highway of our own to the magnificent domain, awaiting the settler in the far North-West. Every year the line of steamers upon this route is becoming more popular, and the proprietors and the officers spare no pains to secure the comfort of the traveller. The following, taken from the yearly advertisement of the Company, shows how completely the requirements of the day are met on this portion of the route, a route extending from Toronto to Fort Garry. The service consists of the First-class upper-cabin side-wheel steamers *Chicora*, *Frances Smith*, *Cumberland*, *Algoma*, having splendid drawing room cabins. They leave Collingwood every Tuesday and Friday, on arrival of steamboat express train; calling at Owen Sound, Bruce Mines, Sault Ste. Marie, Michipicoten, Neepigon, Silver Islet, Prince Arthur's Landing and Duluth. They connect at Thunder Bay with Dawson's Transportation Line for Fort Garry, and at Duluth with the Northern Pacific Railway for Moorehead, and Kittson's Red River Line for Fort Garry and Red River Country.

This route embraces the most enjoyable and picturesque summer tour, by making the circuit of Lake Superior with the sheltered and beautiful waters of the inside channels of Lake Huron and Georgian Bay; and thence by three hours rail with magnificent parlour cars to Toronto, connecting with the Royal Mail Daily Line of Steamers on Lake Ontario, and the Grand Trunk Railway.

Cheap excursions will be made during the summer season, in the months of June, July, August and September, affording ample opportunity for visiting the Great Mineral Region of Lake

Superior and the Fishing Ground of Lake Neepigon.

The Government have wisely made provisions by which the emigrants to Manitoba may proceed to Winnipeg at reduced rates by the Dawson route. For all interested in this matter we insert also the following notice.

Emigrants and all others intending to go to the Red River Country, will find that for speed and economy, the Collingwood and Lake Superior Route, via Northern Railway, from Toronto, is the best.

The particulars of the route are as follows: From Toronto to Collingwood via Northern Railway, 95 miles. Collingwood to Fort William, 650 miles. Fort William to Fort Garry, via Dawson's Route, 437 miles. Fort William to Duluth, 202 miles. Duluth to Moorehead, by Northern Pacific Railway, 250 miles. Moorehead to Fort Garry, by one of Kittson's Line of Steamers, on Red River, 300 miles.

Fare.—From Toronto to Fort Garry, first class via Duluth, \$42.50; second class, \$24.00; second class, by Dawson's Route via Fort William, \$15. Meals to second class passengers on steamer, 35 cents. Children between the ages of 4 and 12, half fare. 150 pounds of baggage free.

Particulars of Dawson's Route from Fort William to Fort Garry: Thunder Bay to Shebandowan, 46 miles; Shebandowan to Rainy Lake, 171 miles; Rainy Lake to Lake of the Woods, 120 miles; N.W. Angle to Fort Garry, 100 miles, by Government Steamer to Fort Frances; Fort Frances to Fort Garry by wagon road.

Good sheds are provided by the Government at the different stopping places along the route, and provisions supplied at a cost charge.

"BEATTY'S SARNIA, LAKE HURON, AND SUPERIOR LINE," was established in 1871. As the name indicates, the steamers sail from Sarnia to Thunder Bay. The proprietors are J. & H. Beatty & Co., of Thorold. The line is composed of the following new, first-class upper-cabin, commodious, full powered, fast steamers *Manitoba*, *Ontario* and *Quebec*, which will run in connection with the Grand Trunk and Great Western Railways, on and after the opening of the Sault Ste. Marie Canal, from Sarnia to Lake Superior. They leave Sarnia every Tuesday and Friday, for Bruce Mines, Sault Ste. Marie, Michipicoten, Silver Islet, Prince Arthur's Landing, Fort William, and Duluth, calling at Goderich, Kincardine, Southampton, Killarney, Little Current, La Cloche, and Spanish River.

The same firm has a steamer, the *Wabamun*, running between Collingwood and Parry Sound, in the Georgian Bay.

#### LAKE SIMCOE AND THE MUSKOKA LAKES.

The only steamboat to ply upon the waters of Lake Simcoe and Couchiching prior to 1850 was the *Beaver*. At this date the *Morning* was built by a Company to run in opposition. Thomas Thompson was the principal owner, Capt. Bell was commander, and she made trips principally for passengers between Bell Ewart and Orillia, calling at Beavertown and Atherly. She was purchased by the N. R. Company in 1854 or 55. The company in 1855 built the *J. C. Morrison* which took the same route. At first she was commanded by a Mr. Fellows; but not giving satisfaction, Capt. F. C. M. Fraser was requested to take charge. He continued in command until the latter part of 1856. Finally she was destroyed

by fire at Barrie, in 1857. Her place was taken by the *Morning*, now owned by Capt. May. She continued to run until about 1862 when the new steamer *Emily May* succeeded her. The *Morning* was afterward converted into a three masted schooner, and still exists. The *Ira Burton* was built at Barrie by Burton Brothers, to run between Barrie and Washago at the foot of Lake Couchiching, touching at different points on the route. She is now getting old. In 1872 the *Emily May* was bought by the Northern Railway.

The settlement of the FREE GRANT LANDS in Muskoka during the last few years has led to more extensive travel upon these waters. Until the present season travellers to that district had to take steamer from Bell Ewart or Barrie to Washago. From Washago to Gravenhurst on Lake Muskoka, a distance of 14 miles, stages convey the passengers over a good road. Passengers, leaving Toronto by the morning train, arrive at Washago and thence proceed per steamers *Nipissing* and *Wenonah* to points on Lakes Muskoka, Rosseau and Joseph the same day.

Fares from Toronto as follows: Washago, \$3.00; Rosseau \$4.00; Bracebridge \$3.50; Joseph \$4.25.

Excursion tickets, good for ten days are issued from Toronto to Bracebridge and beyond, during the months of June, July, August and September, at greatly reduced rates.

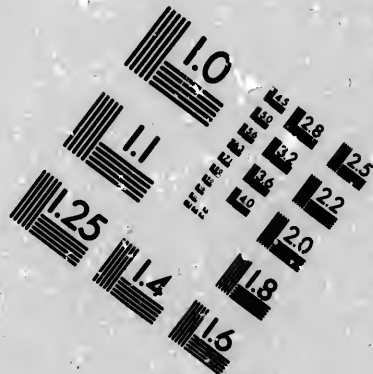
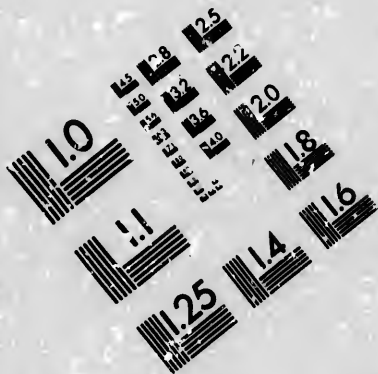
Free grants of land to actual settlers are given away to all comers over eighteen years of age. A family of several persons can secure a large block of land gratis, and heads of families get two hundred acres as a free grant.

Locatees, in addition to obtaining the free grant of one hundred acres, will be allowed to purchase an additional one hundred acres at fifty cents an acre cash.

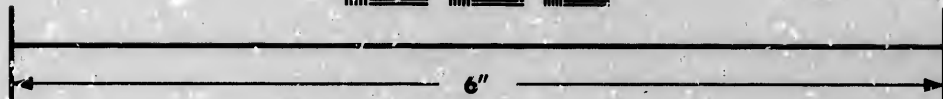
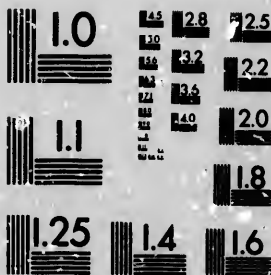
This system of granting land to settlers free of cost in what is known as the Muskoka District led to the settlement of land not otherwise particularly attractive, and it opened to the eyes of the public the picturesque lakes named *Muskoka*, *Rosseau*, and *Joseph*, as well as *Parry Sound* on the Georgian Bay. Being convenient to the capital of Ontario, these charming lakes soon became the resort of many tourists and persons desirous of speedily and without much expense, obtaining the relaxation arising from delightful though uncultivated scenery, and the purest of air, with choice fishing and game.

About the year 1865-66, Mr. A. P. Cockburn, M. P., launched on the Muskoka Lake, a small steamer called the *Wenonah*. She was built near Gravenhurst. Finding that this small boat did not fully meet the wants of the public, Mr. Cockburn proceeded to construct a larger one. The *Wenonah* did good service to the settlers, and afforded tourists excellent opportunity to see the beauties of the island-studded lakes. The new steamer *Nipissing*, was launched in the season of 1871. Her keel was 115 feet; length of deck 123 feet; breadth 31 feet; tonnage 150. She has continued to ply upon these inland waters, at first on Lake Muskoka, and afterward also on Lakes Rosseau and Joseph; the waters of these lakes having been united by short canals cut through the rocky barriers which separated the three lakes. The steamboat trip up the Muskoka river to Bracebridge is one of no ordinary attraction. The pioneer steamer on Lake Rosseau was the *Wabamink*. The distance from Gravenhurst to the head of Lake Joseph is 43 miles.





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THE UPPER WATERS OF THE RIVER TRENT,  
LAKE SCUGOG, & C.

To the north of the town of Peterborough is a chain of lakes most of which are navigable by steamboats of small tonnage. From Bridge-North to Port Perry there are a number of these small boats plying with more or less regularity, and touching at Indian Village, Bobcaygeon, and Lindsay. They also run to Buckhorn, Fenelon Falls, and Omece.

The pioneer steamboat, built many years ago, was the *Ogemah*, Capt. Wallis.

On Rice Lake a number of small steamers are engaged in carrying ore from the village of Hastings to Harwood where it is transferred to the cars and taken to Cobourg. The first boat on this sheet of water was the *Whistling*, owned by Mr. H. Calcutt. It ran up the Otonabee to Peterborough. A more commodious vessel has recently been constructed.

OTTAWA RIVER STEAMERS.

The Ottawa River is so named because the Ottawa Indians who had their home in the west were wont to pass by this river to Montreal for the purpose of trade. We have before adverted to the historic fact that the natives and the voyagers for many years navigated the various rivers, notwithstanding rapids and falls, and by portaging, made their way thousands of miles into the interior of the country. It is now 260 years since Champlain, the first European to do so, passed up the Ottawa to explore the country, guided by Indians. He crossed by the Matawan River and Trout Lakes, to Lake Nipissing, and thence down the French River to Georgian Bay. Turning his face eastward, he coasted the bay, and by portages reached the head waters of the river Trent. Descending the Trent, he passed through the beautiful Bay of Quinté and thus discovered Lake Ontario.

The rapids and falls in the course of the Ottawa have precluded the possibility of continuous navigation; but upon the several lakes, and navigable portions, steamers have been plying for many years. And the construction of canals has provided water ways by which steamboats can pass.

We may divide the river into two portions, one of which lies between Montreal and Ottawa City; the other portion is the Upper Ottawa.

The "OTTAWA RIVER NAVIGATION COMPANY'S" Royal Mail Line of Steamers, between Montreal and Ottawa, consists of the new iron steamers

*Peerless* - - - - Capt. A. Bowie.  
*Prince of Wales* - - Capt. Wm. Shepherd.  
*Queen Victoria*, - - Capt. P. Y. Macdonnel.  
*Princess*, - - - - Capt. P. McGowan.

They commence to run about 1st June—

*Upwards*.—Passengers leave by the 7 a.m. and 5 p.m. trains by Lachine by Railway, and connect with the steamers *Prince of Wales* and *Princess* for Ottawa and intermediate landings.

*Downwards*.—Passengers leave Ottawa at 7 a.m. and 5 p.m. by steamers *Peerless* and *Queen Victoria*, for Montreal and intermediate landings. Passengers leaving Ottawa by the evening steamer will descend the Lachine Rapids. The comfort and economy of this line are unsurpassed, whilst the route is one of the most picturesque in Canada. Tourists will find this a delightful trip.

Connections made at Ottawa with steamers of Upper Ottawa.

The following extracts from the Tourists' Guide are interesting and appropriate:—

The best route from Montreal to Ottawa, the Capital of the Dominion, is to take the train to Lachine, which leaves the Beauaventure Street Depot every morning (Sundays excepted) at seven o'clock, and there step on board the steamer *Prince of Wales*, (Capt. H. W. Shepherd) and sail up the river. By this last route we have a better opportunity of seeing the beautiful scenery of the St. Lawrence and Ottawa rivers, as they first meet.

Away we go, stemming the current, until in due time, we reach St. Anne's where are a succession of rapids which we avoid by going through a lock. More islets are here, round which the Ottawa bubbles and struggles in its course, while the pretty village of St. Anne's reposes in quiet beauty upon the bank. This village is considered the starting point for the Ottawa River, by all orthodox voyagers, as the last church on the island of Montreal is situated here, and is, moreover, dedicated to their tutelary saint, from whom also the village takes its name. Emerging from the canal, again we enter the Ottawa, having left the St. Lawrence far astern, and after sailing about two miles, we find the shores recede on either hand, to about eight miles wide, and this recession continues for a distance of ten miles, for we are in the Lake of the Two Mountains, so called from two mountains on the north side rising four to five hundred feet from the water. The river divides here into four branches, that which we have just come up, another which diverges towards the north-east, and forms the western boundary of the Island of Montreal, the third called the Dutchman's Canal, and the fourth passing Vaudeuil around the Isle Perrot.

At the head of the Lake of the Two Mountains the banks contract, so that the river is not more than half a mile in width, and it continues thus narrow, for about a mile, when there is again an expansion, for the length of nine miles, forming the Upper Lake of the Two Mountains.

The river again contracts to the breadth of half a mile, and continues, sometimes broader, sometimes as narrow, until we reach Carillon. Great improvements have been made at this place by the Railway Company, by building new wharves and station houses, and here again the navigation is impeded by rapids. A railroad has been formed between the two stretches of navigable water, and by it we arrive at Grenville, whence we proceed by the steamer *Queen Victoria* (Captain Bowie,) to Ottawa, which we reach at about six o'clock p.m.

Here we are at Grenville on board the steamer, and traversing the waters of the Grand River, as the Ottawa is called; five miles from Grenville we stop at L'Orignal, where a stage awaits passengers going to the celebrated Caledonia Springs, a distance of some 9 miles, through a very interesting country, giving some very picturesque views. The springs are much frequented by invalids during the summer months, for the sake of the mineral waters.

As we hurry on with the restless speed of steam, we have abundant opportunities of examining the picturesque banks of the river on both sides, until we come close up to the city.

And now we reach Ottawa City, picturesquely built upon three separate bluffs or ledges form-

ing the river bank of the south side. Right before us is an imposing scene, second only to Niagara in grandeur and magnificence. The Chaudière Falls are immediately above the city, and there, with thundering cadence, the waters precipitate themselves down the precipice of forty feet in height, and gathering into a basin, boil and seethe, and hiss, and whirl around in mad excitement, while the spray arises and the sunbeams gleaming upon it form an almost perpetual rainbow. A fine bridge spans the river just below the Falls, from which a magnificent view of them is obtained. Beside the Grand Fall there is also little Chaudière on the northern side, and here a curious phenomenon presents itself. The great portion of the waters which precipitate down the latter, find their way underground, where none can trace their course.

From Ottawa, many very pleasant excursions can be made into the country, both by stages and steamboats, running to different parts, so that every facility is afforded for enjoying to the utmost extent the romantic scenes which abound on every side.

Looking at the Ottawa altogether, it is perhaps one of the finest and most picturesque of all the rivers of Canada; and when we consider that it drains a country of about 80,000 superficial miles, we cannot but think that many more years will not pass over, without a vast change for the better in the land. Clearances effected, and comfortable farms and dwellings erected on a soil abundantly fertile, with still a background of unlimited forest for the successful prosecution of the lumber trade; when we look at all these facts, the conclusion to which we must inevitably come is, that PROSPERITY is written in legible characters upon the broad expanse of country stretching around us. The establishment of the seat of Government at Ottawa also tends to open up the country, and the increase will be great.

UPPER OTTAWA.

The "Union Forwarding and Railway Company" was incorporated in 1859, and in a few years arrangements had been made to develop the Upper Ottawa as a place to afford pleasure to the tourist and health to the public generally. Hotel accommodation at the various points of interest was quickly secured.

The following synopsis of the trip from Ottawa is taken from the Travellers' Guide:

Omnibusses leave Ottawa City Hotel every morning during the week for Aylmer, distant 8 miles, over a splendid macadamized road, to meet the steamers of this Company, one of which leaves Aylmer daily at 8.30 a.m.

These steamers are all first-class passenger steamers, replete with every modern convenience for safety and comfort, and commanded by attentive and experienced officers.

*Ann Sisson* - - - - Capt. Findlay  
*Oregon* - - - - - " Cowley.  
*Alliance* - - - - - " Murphy,  
*Jason Gould* " " Bolton.  
*Pontiac* - - - - - " Blondin,  
*Emerald* - - - - - " Couvrette,  
*Pembroke* - - - - - " Duggan,  
*Snow Bird* - - - - - " Beattie.

Immediately after leaving Aylmer, breakfast is served. The principal points touched at on the river are March, Kelley's, Hadham's Onslow,

Fitzroy, Pontiac, Union Village, Arnprior, Sand Point, Bonnechere Point, Farrell's, Gould's Landing, Portage-du-Fort, Cobden, Pembroke, Petawawa, Fort William, Point Alexander, Moor's Landing and Des Joachim Rapids.

At Pontiac, passengers leave the steamer, and take the cars of the Union Railway which is constructed to overcome the "Chats Rapids" obstructions. This Railway is almost entirely built of trestle work, in some places of great height, and is of itself quite worth a visit. The cars are drawn by horses, and occupy about twenty minutes in reaching Union Village, where the powerful steamer *Alliance* will be found waiting. In half an hour the picturesque Village of Arnprior is reached. Picturesque Villages are now on what is called the "Chats Lake," which is 25 miles long, averaging 2½ miles across. The "Chenaux" Rapids are situated about two miles above Farrell's Landing. This rapid is caused by the sudden contracting of the channel. The current is very swift, and it is with difficulty the boat forces her way up. The scenery above this point is most varied and picturesque, reminding the tourist of the Thousand Islands of the St. Lawrence.

At Gould's wharf, passengers going through to the Des Joachim leave the steamer *Alliance*, and are driven in omnibuses to Cobden, where the steamer *Fison Gould* is in readiness. The steamer passes through "Muskkrat" Lake and "Mud" Lake. The navigation here is most interesting. For miles the whole country seems afloat, and the channel is frequently completely closed with floating islands of weeds and rushes, which the steamer is specially designed to overcome. The channel for about 14 miles is extremely tortuous, and not more than 100 feet in general width.

Pembroke is reached at 9.30 p. m., where passengers remain until next morning. The Hotels here are good, and can accommodate a large number. Pembroke is the largest place on the Ottawa above the Capital, and is a great rendezvous and point of departure for raftsmen, and their supplies connected with the extensive lumbering operations of the river above.

The steamers leave Pembroke daily at 7 o'clock a. m., returning same day, leaving Des Joachim at 1 p. m.—passengers arriving at Ottawa next afternoon at 5.30 p. m.—the round trip thus occupying three days.

The scenery above Pembroke is unequalled. Huge frowning rocks rise perpendicularly from 800 to 1,000 feet high for several miles, whilst the river at their base is of great depth. This portion of the Ottawa is known as "Deep River." The "Narrows" are worthy of a visit. The steamer passes through them amidst clusters of the most beautiful islands, where there is excellent fishing.

The "Calumet" Falls, near Portage-du-Fort, are well worth visiting, and if timber is passing, a view of the "slides" may be had, which is most exciting. A day can be well spent at Portage-du-Fort and vicinity.

To induce excursion parties to visit the Upper Ottawa, the Company has reduced the fares as low as possible, as under:—

Aylmer to Chats Rapids and back,	\$2.50
" Portage-du-Fort "	5.00
" Pembroke "	9.00
" Des Joachim "	12.00

Meals included. Children under 12 years of age, half price.

#### RIDEAU CANAL.

The great barrier to navigation in the mighty water way between the Atlantic and Lake Erie in the existence of the Niagara Falls and the many sunken rocks in the St. Lawrence, has been already referred to; also those in the Ottawa river.

By the construction of the St. Lawrence and Welland Canals these obstacles have been to some extent avoided. In addition to these canals there is one other deserving of notice. We refer to the Rideau Canal, which is a magnificent military highway of water, formed in part by a chain of lakes and streams, and, in part, by cuts through rock. Extending from Kingston in a north-eastern direction, it unites the waters of Lake Ontario with those of the Ottawa. The project was conceived shortly after the close of the war of 1812, it is said, by the Duke of Wellington. The object was to provide an inland channel capable of navigation by which could be safely conveyed from the Lower Province to the Upper, such military supplies as might be required. At the same time a road would be opened for commercial purposes during times of peace, the rapids of the St. Lawrence being avoided by this somewhat circuitous route. This stupendous work was constructed by the Imperial Government, at a cost of upwards £1,000,000 sterling. It is 135 miles in length, having 46 locks of grand proportion. In later days not only the construction of the St. Lawrence canals, but the Grand Trunk and Ottawa railways has placed the Rideau Canal in a position far less important than it at first held. Still, however, steamers of a certain tonnage continue to ply upon that route to the great advantage of the inhabitants.

#### ST. LAWRENCE.

Sea-going steamers ascend the St. Lawrence as far as Montreal; but Quebec is the port at which passengers embark and disembark. A wonderful change has taken place upon the shores of the St. Lawrence since Cartier and Champlain first ventured along from point to point, and with excited wondering eyes gazed on the grand rugged hills and the interminable forests of beautiful green. Time has woven a checkered history which clothes the past of New France. But apart from the historic interest appertaining to the St. Lawrence, the same beauty exists which extracted from the first voyagers the expression, which gave *Quebec* its name, and *Montreal* its royal appellation.

The trip by water between Montreal and Quebec is a popular one. The Richelieu Company's Royal Mail line of steamers plying between these two places is worthy of the commendation bestowed upon it by an appreciative public. The steamer *Quebec*, under Capt. J. B. Labelle, and the *Montreal*, commanded by Capt. Robert Nelson, are among the best appointed inland steamers in the world. The *Quebec* has the best accommodation for 400 first-class passengers, and the *Montreal* for 350. One of these steamers leaves Montreal at 7 p. m., calling at Sorel, Three Rivers and Batiscan. The state rooms, and the tables set on these steamers are among the luxuries of the day; and thousands of tourists avail themselves of this line during the summer months. The arrangements of this line are most complete.

The Richelieu Company was organized in 1845, and has now a paid up capital of \$750,000. Beside the *Quebec* and *Montreal*, the following steamers belong to the Company, viz: *Canada*, *Trois-*

*Rivières*, *Berthier*, *Chambly*, *Terrebonne*, *Mouche-à-Feu*, *Sorel*, *Rivière-du-Loup*, *L'Assomption*, *Maskinongé*.

The steamer *Trois-Rivières*, Capt. Jos. Duval, leaves for Three Rivers, every Tuesday and Friday, at 9 a. m., calling at Sorel, Maskinongé, Yamachiche, Rivière-du-Loup, Port St. Francis and Champlain, connecting at Sorel, with steamer *Mouche-à-Feu* for St. David, Yamaska, St. Aimé, and St. Thomas de Pierreville.

Steamer *Berthier*, Capt. L. H. Roi, leaves for Berthier every Tuesday, Thursday and Saturday, at 3 p. m., calling at Repentigny, St. Sulpice, Lavaltrie, Lanoraie, connecting here with railroad to Joliette.

Steamer *Chambly*, Capt. L. Lamoureux, leaves for Chambly, every Tuesday and Friday, at 3 p. m., calling at Verchères, Contrecoeur, Sorel, St. Ours, St. Antoine, St. Hilaire, Belœil and St. Mathias.

Steamer *Terrebonne*, Capt. E. Malhot, leaves for Terrebonne and L'Assomption, every day, Sundays excepted, at 4 p. m., calling at Boucherville, Varennes, Bout-de-l'Isle and Lachenaie.

#### THE LOWER ST. LAWRENCE.

The Gulf of St. Lawrence, and the river as far as Quebec has now become one of the principal highways for trans-atlantic vessels. In addition to the numerous steamers bound to or from the other side of the Atlantic, we have steamers coasting to the Maritime Provinces. Since Confederation the intercourse between old Canada and the lower provinces has very much increased. Trade is rapidly on the increase, while tourists seeking health and pleasure, find in the cool sea breeze and water the essentials for complete enjoyment and recuperation of strength. As a watering place the Lower St. Lawrence cannot be surpassed.

The steamers plying here belong to the Quebec and Gulf Ports Steamship Company. This Royal Mail Line of Steamers ply between Montreal, Quebec, Father Point, Gaspé, Percé, Paspébiac, Dalhousie, Chatham, Newcastle, Shediac, Charlottetown, P. E. I., and Pictou; and by Railway and Steamboat connections to St. John, N. B., Halifax, N. S., Portland and Boston.

The line is composed of the following first-class powerful steamers, which are intended to run as stated in the Time-Tables:

The iron and steel-built paddle steamer *Secret*, (New.) Capt. Davidson.

The iron and steel-built paddle steamer *Miramichi*, Capt. Baquet.

The iron and steel-built screw steamer *Georgia*, Capt. McKenzie.

The iron and steel-built screw steamer *Alhambra*, Capt. Angrove.

The iron and steel-built screw steamer *Flamborough*, Capt. Telfer.

The iron and steel-built screw steamer *Hadji*, Capt. McKichan.

The wooden steamer *Pictou*, Capt. Jack.

The officers and employes are experienced, and are polite and obliging. The table is good, and nothing is wanting to promote the comfort of passengers. The scenery along the River and Gulf of St. Lawrence is grand and beautiful and the air is cool and invigorating, even in the warmest months. Persons wishing to spend the summer at the seaside cannot fail to find places to their taste at some of the ports at which the steamers touch. The sportsman and angler will find this route unrivalled. The rivers, bays, and

inlets along the river and coast swarm with salmon, trout and other fish. The immense fleet of vessels visiting the ports of Quebec and Montreal, from the stately and magnificent Atlantic steamers to the small fishing craft, pass up and down in view of the traveller.

The rates of fare, are low — not more than would be charged at first-class hotels for the time occupied by the trip. Passengers know exactly what they have to pay: there are no extra charges. Railway connections are made from Halifax to Pictou, Charlottetown, Shediac, Father Point, Quebec and Montreal. Also from St. John, N. B., to Shediac, Father Point, Quebec, and Montreal.

A new steamer about completed will form a weekly line with the *Georgia* from Montreal.

#### NOVA SCOTIA STEAMERS.

The number of coasting steamers in Nova Scotia is not very large. One makes a weekly trip to the towns east of Halifax; others ply between New Glasgow and Pictou, and another on the Bras d'Or Lake in Cape Breton. Steamers also run between Halifax and Portland, in connection with the Grand Trunk Railway, Halifax and Boston and Pictou, the Straits of Canso, Port Hood, C. B., Charlottetown, P. E. I., Shediac, N. B., and Quebec, and between Annapolis and St. John, N. B. What Nova Scotia lacks in railways or steamers, however, she possesses in good roads and the best of stage accommodation. The traveller need therefore experience no delay or difficulty in arriving at any place he may desire.

There is a steamer, weekly, from Halifax westward to Lunenburg 70, Liverpool 106, Shelburne 146, Yarmouth 202 miles.

Steamers ply between Halifax and Dartmouth, Pictou and New Glasgow, Port Mulgrave and Hawkesbury, and on the Bras d'Or Lake, in Cape Breton. Also, between Halifax and Boston, Halifax, the Straits of Canso, Pictou and Charlottetown, Pictou and Port Hood, C. B., Annapolis, Digby and St. John, Yarmouth, St. John and Boston, and Halifax and Portland, in connection with the Grand Trunk Railway.

#### NEW BRUNSWICK STEAMERS.

Although this Province is entitled to the honour of being among the first in the field of railway enterprise, steamboat facilities are not yet very great. However they are on the increase.

New Brunswick has a number of navigable streams, chief among which is the noble river St. John, which takes its source in the State of Maine, 450 miles from the sea. The City of Fredericton is situated on the banks of this river, 84 miles from its mouth, and between it and St. John large steamers ply daily during season of navigation. Above Fredericton, small steamers can proceed, at high water, to Woodstock, Tobique and Grand Falls, a distance of 220 miles, and even 40 miles further up to the Madawaska. Steamers also run on Grand Lake and Salmon River, 95 miles from the City, and 45 miles from the river St. John; upon the Washademoak 29 miles; and up the Kennebecassis 25 miles. Vessels of large tonnage can proceed a good distance up the Miramichi, the Restigouche, and the Richibucto, and smaller vessels up the Oromocto, Petitcodiac, Memramcook, Cocagne, Buctouche and other rivers. Steamers and large vessels also run up the St. Croix, a distance of thirty miles from Eastport to Calais and St. Stephens, touching at St. Andrews.

It is to be observed that a large majority of the places in the Province of New Brunswick are chiefly known as "Settlements."

The Union and Express daily line of steamers run from St. John westward to Brundage's Point 10 miles, Holder's 17, John Orr's 16, Long Reach 23, Oak Point 24, Sterrett's 26, Tennant's Cove 31, Wickham 33, Thompson's 22, Thomas Golding's 35, Cambridge 36, Cameron's 37, Gagetown 47, Jenseg 49, Upper Gagetown 55, Tilley's 63, Sheffield 65½, Upper Sheffield 67, Maugeville 71, Oromocto 73, Glasier's 79, Fredericton 84. They connect with steamers to the Upper St. John, at Fredericton.

A steamer plies semi-weekly from St. John westward to Grand Lake, Newcastle Creek, Newcastle Bridge, Coal Mines, and Brigg's Corn (Salmon river) 95 miles.

The International line of steamers sail from St. John, tri-weekly in summer, semi-weekly spring and fall, and weekly in winter, to Eastport, Portland and Boston, connecting at Eastport with ferry for Campobello, Grand Manan, Indian Island and Deer Island, and with Frontier steamers for St. Andrews, St. Stephen and Calais, Me., and at Portland with Grand Trunk Railway for all parts of Canada.

The steamer *City of St. John*, tri-weekly, to L'Étang, Mascarene, St. George, St. Andrews and St. Stephen, and weekly to Deer Island, Campobello and Grand Manan.

The north shore line of steamers, run from Point du Chêne, weekly, to Richibucte, Chatham, Newcastle, Shippigan, Caraquette, Bathurst, St. Peter's Village, Dalhousie and Campbellton 320 miles.

The Quebec and Gulf ports steamers, from Point du Chêne, sail weekly, to Pictou, 120 miles, Chatham, Newcastle, Dalhousie, Carleton, Paspébiac, Percé, Gaspé, Metis, Father Point and Quebec, 908 miles by way of Baie des Chaleurs, or 612 miles direct. Connects with steamers at Point du Chêne.

Steamers leave St. John four times a week for Digby and Annapolis, connecting at the latter place with the Windsor and Annapolis railway, and weekly for Yarmouth, N. S., and Boston, Mass.

The Anchor Line of Steamships make periodical trips between St. John, Glasgow and Liverpool.

The Prince Edward Island Navigation Company's steamers sail regularly between Point du Chêne and Charlottetown.

#### NEWFOUNDLAND STEAMERS.

Although this island has hitherto refrained from casting its lot with the Confederation we give the following information which was prepared for the Dominion and Provincial Directories by P. A. Crosby.

#### ROUTES IN THE PROVINCE OF NEWFOUNDLAND.

There are no railways in this Province, and no regular means of communication to the large majority of places. Two steamers make fortnightly trips—southward to Channel 300 miles, touching at Ferryland, Trepassey, Burin, Harbor Briton, Rose Blanche, Burgeo, and La Poile, and northward to Tilt Cove 230 miles, touching at Trinity, Catalina, Greenspond, Fogo, and Twillingate; and another runs tri-weekly between Portugal Cove, Brigus, Harbor Grace and Carbonear, and

weekly between Portugal Cove and Bay Roberts. All other places have to be reached by stage, private vehicle, or boat—chiefly the latter. There is only one daily stage route in the Province, and that between St. John's and Portugal Cove. The few others are tri-weekly, weekly, fortnightly and monthly. Regular communication is had between St. John's and Halifax once a fortnight by mail steamship, and with Montreal and Liverpool four times a year by the Allan line of steamers.

#### PRINCE EDWARD ISLAND STEAMERS.

The youngest member of the Confederation naturally being an island, possesses a fair number of steamers.

The following was also prepared for Lovell's Directory by Mr. Crosby:

#### ROUTES IN THE PROVINCE OF PRINCE EDWARD ISLAND.

The general mode of travelling in the Province is by stage or private vehicle. During season of navigation steamers run between the capital (Charlottetown) Georgetown, Summerside, Victoria, Orwell Cove, Port Selkirk, Fort Augustus and Mount Stewart. The three first named places and Alberton, Port Hill and Souris, are the only ones of importance on the Island; all the others are but small villages and settlements. Mail coaches leave daily for Summerside, calling at Milton, Greenville, Hazel Grove, Gretna Green, Springfield, Summerfield, Kensington, New Annapolis, Traveller's Rest and St. Eleanor's; and semi-weekly for Georgetown, calling at Southport, Pownal, Mill View, Vernon River and Wellington; also for Souris, calling at French Fort, Scotch Fort, Glenroy, Morrell, St. Peter's, Five Houses and Rollo Bay; and for Centreville, calling at Cornwall, Strathgartney, Bonshaw, De Sable, Hampton, Crapaud, Tryon and Seartown. Stages also run twice a week between Summerside and Alberton, passing through St. Eleanor's, Miscouche, Port Hill and Pilgrim's Rest. This comprises the principal stage routes on the Island; bye-roads branch off these to other settlements, but with them there is no communication except by private conveyance and such accommodation as can be afforded by the Mail carriers.

Steamers run regularly between Charlottetown, Summerside, Shediac, N. B., (connecting with European and North American Railway to and from St. John), Pictou, N. S., (connecting with Nova Scotia Railway to and from Halifax), Port Mulgrave, N. S., and Port Hood, C. B. Weekly communication is had with Quebec and Montreal by the Gulf Ports steamers, and with Pictou, Port Hawkesbury, Halifax and Boston by the Oriental steamers.

A steam ferry runs between Charlottetown and Southport; and sail boat ferries over the Cardigan, Foxley and Grand Rivers. Small boats sail between Annandale and Morris Point, and Georgetown and St. Andrew's Point, and there is a fortnightly packet between Alberton and Charlottetown, touching at Shediac. In winter, communication is had between the Island and New Brunswick by way of Cape Traverse and Cape Tormentine, a distance of eleven miles across the straits of Northumberland. A submarine cable crosses here and gives the most important places on the Island telegraphic connection with all parts of the Dominion of Canada, the United States, Newfoundland and Europe.

Though there are no Railways in the Province, — which is only 130 miles in length and 34 miles in its greatest breadth — the traveller will find it possessed of good roads and excellent stages.

GOVERNMENT SUBSIDIES TO STEAMERS.

In a few cases where the Post Office grant, and the traffic were not sufficient to support steam communication between certain places, where it was desirable the trade should be encouraged and developed, Government assistance was afforded. "The Quebec and Gulf Ports Steamship Company," received \$750 for each round trip, from Quebec to Pictou, Nova Scotia, and both touching at Father Point, Gaspé, Percé, Miramichi, and Shediac. Occasionally one of the boats run up the Bay Chaleurs to Dallousie. For this "side service" a small sum, from \$50 to \$100 was given by Government.

The steamer *Secret*, a fast iron boat usually performed this service. This Company's iron-screw vessel *Gaspé*, was not quite so fast. The *City of Quebec* which was sunk by the Steamship *Germany* belonged to this Company. She was fitted up in a superior manner. After her loss the Company purchased another iron-screw steamer named the *Georgia*. She was employed chiefly running between Montreal and Pictou and Charlottetown, P. E. Island.

The total amount given by Government to this Company for 1870 was \$23,850, including the Post Office grant, \$8,850.

The amount paid the previous year 1869, was \$21,900. The amount for 1868, was \$16,500.

Before Confederation, the Government of Nova Scotia, granted to the Prince Edward Island Steam Navigation Company, for running their steamers between Charlottetown and Pictou, twice a week carrying mails and passengers, \$1,600. After Confederation the Canadian Government continued the payment according to contract. During 1869, this Company extended the route of their steamers to Port Hawksbury in the Straits of Canso; and Parliament voted for this service \$1,400. The total amount received by this Company for 1870, was \$2,956. The amount thus received in 1869, was \$1,600 as before.

The same Company received from Government, through New Brunswick \$1,500. This was for services performed by their Steamers in running between P. E. Island, and Shediac, N. B., from 1st July, 1867 to close of 1868.

STEAMBOAT LEGISLATION—DEPARTMENT OF MARINE AND FISHERIES.

The importance of the Fisheries and Marine interests of the Dominion was recognised at the time of Confederation by the creation of a Department to be superintended by a member of the Dominion Government. This department was called into existence on the 1st July, 1867, the date of Confederation. Among the matters mentioned in the Act organizing this department are the steamers and vessels belonging to the Government, except gunboats or other vessels of war. Under the provisions of this act a Board of Steamboat Inspection was called into existence. Prior to July, 1868, under the Canadian Steamboat Inspection Act of old Canada, the passenger, freight, and tug steamers of Ontario and Quebec were examined by Inspectors of Steamboats. These inspectors formed a Board, and met at different places. In New Brunswick, steamers were examined by a Government Inspector of

Steamboats. In May, 1868, a Dominion Act was passed, under which Inspectors were appointed for the different districts mentioned. They formed a Board of Steamboat Inspection. There were six Inspectors, one for each of the following Divisions, West Ontario and Huron, East Ontario, Montreal, Sorel, Quebec, and Nova Scotia, and New Brunswick. The Act required that the chairman should furnish to the Minister of Marine and Fisheries, a report of the proceedings of the Board, once a year, also a return of all steamboats inspected.

All steamboats registered in Canada must be inspected every year, if running. They also examine the applicants for engineer's certificates. The small fees charged for the inspection are sufficient to cover all the expenses connected with the Board of Inspectors. The number of inspectors has hitherto been six; but the increase of labour to the chairman renders it necessary to appoint another.

STEAMBOAT INSPECTION.

In the spring of 1868, the old Board of Steamboat Inspectors met at Windsor, Hamilton, St. Catharines, Toronto, Kingston, Ottawa, Montreal, and Quebec. The new Act came into force on the 22nd of May, and the chairman of the Board, Samuel Risley, called the Inspectors together at Montreal on the 1st of July. In the Fall of 1868 the Board met in the following places: St. John, N. B., Halifax, Pictou, Quebec, Montreal, Kingston, Windsor, Hamilton, St. Catharines, and Toronto. 340 certificates were issued at these sittings, 98 of which were for examinations, and 242 for renewals.

1869—The Board of Steamboat Inspection granted in the year 1869, 516 Engineer certificates. Of these, 376 were renewals, and 140 after examination. Five rejected.

The return of vessels inspected in the several divisions, exhibited a total of 401 steam vessels, having a registered tonnage of 42,562 tons

Passenger Steamers	-	173
Freight	-	47
Tug	-	181

Of these 253 were paddle steamers, 46 proplellers, and 102 screw tugs.

1870—According to the Report of the Minister of Marine and Fisheries, there was in 1870, 404 steamers owned in the Dominion, busily employed during the season of navigation, extending over a period of seven months, and some of them are employed on the seaboard nearly the whole year. "This extensive fleet of steamers, comprising some large and powerful passenger boats, frequently carrying hundreds of passengers each trip, and running at a speed sometimes exceeding 14 miles an hour, performed the various and respective services in which they were engaged throughout the Dominion during the year 1870, without any explosion of boiler or serious accidents resulting in loss of life.

The remarkably small number of casualties, in 1870, drew from the Minister of Marine and Fisheries, the following tribute,

"I avail myself of this opportunity of stating that there is no branch of the Public Service with the administration of which this Department is charged, which is a subject of more anxiety to me, than the Inspection of Steamboats in the Dominion, numbering as they do 438 vessels, scattered all along an immense extent of territory, and carrying during the season of navigation

great numbers of passengers, foreign as well as Canadian, on our seacoasts, our rivers and lakes, and it is a matter of great satisfaction for me to know that with such an immense passenger traffic as is carried on the St. Lawrence and the other extensive waters of Canada, no accident occurred during last year involving loss of life to any of the large crowds of passengers who travelled on our Canadian boats, through any defect in the steamers, their boilers or machinery, and I think it bears high testimony not only to the efficiency and safety of our Canadian steamers, but also to the carefulness, patience and vigour of our steamboat inspectors, who I believe have well and faithfully performed their very onerous and responsible duties, and so far as I can learn, to the general satisfaction of the owners of the boats. The reputation of our passenger steamers on the lakes and rivers of Canada, for speed, comfort and safety stands high both at home and abroad, and it has been the means of drawing large numbers of our neighbours from the adjoining States to our waters for the purpose of enjoying the splendid scenery and cool invigorating breezes which are to be found on our lakes and rivers during the summer months."

1871—The total number of steamboats inspected during 1871, was 438.

The total number in 1870 was . . . . . 403  
and in 1869 . . . . . 401

Of those inspected in 1871, 157 were passenger steamers, 87 freight, 194 tugs.

The Board granted 625 engineer's certificates; 165 were after examinations, 460 were renewals.

British Columbia does not yet come under the operations of the Board of Inspectors. But there are several steamers running there one of which is a Government vessel. A mail line is supported by Government between San Francisco and British Columbia.

1872—PORT OF MONTREAL. Comparative statement, showing the date of the opening and closing of navigation, arrival of the first vessel from sea, and the departure of last vessel for sea, tonnage, &c., &c., of sea-going vessels for past six years.

Year	Opening of navigation.	Close of navigation.	First vessel from sea.	Last vessel for sea.	Number of vessels.	Tonnage.	Greatest Number in port at one time.
1867	April 22	Dec. 6	May 4	Nov. 29	494	199,058 59	Oct. 24
1868	" 17	" 9	" 4	" 27	478	198,750 51	June 21
1869	" 25	" 6	April 30	" 21	557	256,863 01	Nov. 4
1870	" 18	" 15	" 22	" 27	690	316,718 62	Jan. 20
1871	" 8	" 1	" 22	" 30	684	351,721 89	Oct. 27
1872	May 1	" 8	May 5	" 28	727	398,866 81	Oct. 30

Classification and tonnage of sea-going vessels that have been in the harbour for the past six years.

Year	Tonnage.	Year	Tonnage.
1867	199,058 59	1868	198,750 51
104 Steamships	87,100	105 Steamships	101,566
53 Ships	47,163	41 Ships	36,693
81 Barques	36,983	75 Barques	31,874
18 Brig.	3,577	21 Brig.	4,870
61 Brigantines	6,273	49 Brigantines	7,897
140 Schooners	11,478	187 Schooners	15,971
404	196,063	478	198,750
1869	256,863 01	1870	316,718 62
117 Steamships	117,065	144 Steamships	133,012
60 Ships	64,484	78 Ships	73,175
103 Barques	65,710	107 Barques	78,707
18 Brig.	4,735	16 Brig.	4,183
61 Brigantines	9,281	62 Brigantines	10,551
284 Schooners	17,128	228 Schooners	19,423
557	256,863	680	316,718
1871	351,721 89	1872	398,866 81
143 Steamships	146,927	216 Steamships	217,711
69 Ships	62,942	67 Ships	63,577
120 Barques	62,983	102 Barques	87,169
26 Brig.	6,330	30 Brig.	6,221
47 Brigantines	7,839	58 Brigantines	11,804
189 Schooners	15,351	175 Schooners	16,324
664	351,721	727	398,866

Comparative statement showing the number and tonnage of river craft, including steamers, schooners, barges, batteaux, &c., that have been in the harbour during past six years.

	No. of vessels.	Tonnage.	Greatest number in port at one time.
1867	5,248	744,477	24—October 31.
1868	5,822	716,927	297—June 23.
1869	5,800	721,321	259—November 5.
1870	6,345	819,478	253—October 6.
1871	6,878	824,787	281— " 6.
1872	7,150	856,782	300— " 21.

1873—During the year 1873, 21 steamers were laid up, broken up, lost or taken out of service, and of the 554 steamers in the Dominion at the close of the year, 85 had been added during the year.

The loss of life by steamboats was greater during the past year than during any previous year since 1857, when the law for their inspection went into operation. Chief and most important in this respect was the loss by fire of the steamer *Bavarian*, which occurred on Lake Ontario on the evening of the 5th November, by which twenty lives were lost of the forty all told on board. Six were passengers, three of who were ladies. Two of the passengers only were saved, a man and a boy.

The immediate cause of this accident arose from the improper stowage of high wicks near the engine and boilers on the main deck. Owing to the inhuman conduct of the pilot, Napoleon Defour, who, with eight others, made off from the steamer in a life boat capable of carrying at least twenty-five persons, many were lost who might have been saved.

This terrible event has naturally raised the question in the minds of the public whether adequate provision usually exists in connection with steamers on our lakes to secure the safety of the passengers in the event of fire. Nothing more horrible can be imagined than a ship on fire with small boats sufficient to carry only one-fourth, or one-third of the passengers, and the life preservers deficient in number and quality. The question is, whether the proprietors cannot furnish to each steamer ample provision to meet any emergency. If the present rates of fare will not permit them to do so it becomes a matter for consideration with those who desire to travel by steamer whether they prefer to run the risk of a terrible death in order to economise money. A few actions for damages might settle the whole matter.

The following supplementary table from the official returns brings the list of steamers up to the end of the past year.

THE FLEET OF STEAMERS IN THE DOMINION.

STEAM VESSELS INSPECTED FOR THE YEAR ENDING 31ST DECEMBER, 1873.

ONTARIO, HURON, AND SUPERIOR DIVISION.		
Name of Vessel.	Registered tonnage.	Description.
International	742	Grand Trunk car ferry, Sarnia.
Ottawa	872	Passenger steamer, Lake Superior.
Princess of Wales	85	Island ferry, Toronto.
City of Chatham	297	Freight propeller.
Enterprise	491	Welland Railway, passenger, and freight propeller.
City of Montreal	220	Passenger and freight propeller.
Wales	99	Georgian Bay, barge tug.
Fred. Hotchkiss	13	do do
Mary Ann	53	do do
Geo. Watson	28	do do
Transit	63	Wellington Bay, pleasure steamer.
Argyle	82	Barge tug, St. Clair Flats.

Name of Vessel.	Registered tonnage.	Description.
Sovereign	381	Passenger and freight propeller.
Scotin	311	Harbour tug.
Sam. Perry	43	do do
Young John	259	Passenger and freight propeller.
Alma Munro	137	Island ferry, Toronto.
Bonquet	345	Freight propeller.
Georgian	21	Harbour tug.
Ontario	11	Dredge tug, Toronto Harbour.
Kitty Hoyt	do	do do
Little Eva	823	Lake Superior, passenger steamer.
Algonia	47	Georgian Bay, tug.
Minnie Hall	80	Lake Erie, lumber tug.
N. P. Sprague	353	Lake Superior, passenger steamer.
Frauel Smith	107	Georgian Bay, do
Wauham	236	Lake Superior, do
Mantoba (of Chatham)	22	Steam ferry, Sarnia.
Alex. Jones	46	Freight barge, Lake St. Clair.
Herald	51	Steam ferry, Sarnia.
Sea Gull	712	Great Western Railway car ferry, Windsor.
West Western	31	Passenger and freight steamer, Rice Lake.
Whistle Wing	67	Passenger and freight steamer, Rice Lake.
Isaac Bull	40	Passenger and freight steamer, Rice Lake.
Forest City	151	Great Western Railway car ferry, Sarnia.
Saginaw	591	Carrie Southern Railway, car ferry.
Transfer	18	Freight barge, Lindsay.
Lady Ida	12	Freight and passenger steamer, St. Clair River.
E. L. Holdart	31	Freight and passenger steamer, St. Clair River.
Champion	41	Freight and passenger steamer, Rice Lake.
Clyde	223	Georgian Bay, freight propeller.
M. A. Robertson	36	Collingwood tug.
Jemine	29	Harbour tug.
Albert Wright	34	Passenger steamer, Lindsay and Port Hope.
Anglo Saxon	75	Passenger steamer, Lindsay and the back lakes.
Ogemba	57	Passenger steamer, Lindsay and Port Hope.
Novelty	40	Timber tug, Lindsay.
Boanger	73	Passenger and freight, Lindsay.
Champion	31	Timber tug, Lindsay.
Mary Kilen	19	Passenger and freight, Lindsay.
Ontario	95	do do
Commodore	53	do do
Vanderbilt	19	Timber tug, Lindsay.
Samson	31	Screw passenger steamer, Georgian Bay.
O'Konra	217	Passenger and freight propeller.
Persin	139	Coasting steamer, Lake Superior.
Jessie Oliver	13	do do
Watchman	11	do do
M. J. Mills	15	Exploring tug, Silver Lake.
Silver Spray	100	Passenger tug, Silver Lake.
Helen Grace	55	do do
Modoc	26	Lumber tug, Collin's Inlet.
Victoria	89	Wood barge, St. Clair river.

WEST ONTARIO DIVISION.

Norseman	74	Side-wheel passenger and freight, Port Hope, and Rochester, U. S.
Lothair	218	Screw, freight, lumber, Lake Ontario.
City of Dresden	65	do passenger and freight, Dresden and Detroit.
P. E. McKerral	77	Screw, freight, Georgian Bay.
W. S. Ireland	62	do do Detroit River and Lake Huron.
City of Sandusky	104	Side-wheel, passengers, Port Stanley and Cleveland.
Alexander	77	Passenger, freight, Detroit and St. Clair Rivers.
Transit	327	Screw, passengers and car ferry, Detroit and Windsor.
Beaver	17	Screw tug, Dresden and Detroit.
Minnie Horton	15	do do Detroit River and Lake Erie.
Thomas	21	Screw, freight, Detroit River.
City of London	307	Screw, passengers and freight, Montreal and Chicago.
Coral	58	Screw, freight and tug, Dresden and Detroit.
Bob Hackett	52	Screw, passengers and freight, Windsor and Leamington.
Thomas Welsh	57	Screw, freight and tug, Detroit and St. Clair Rivers.
Dominion	117	Side-wheel, passengers and freight, Chatham and Detroit.
W. T. Robt.	111	Screw tug, Lake Ontario.
City of Toronto	251	Side-wheel, passengers, Toronto, Niagara and Lewiston, U. S.
Canada	267	Screw, passengers and freight, Montreal and Chicago.
Indian	102	Screw, freight, Hamilton and Montreal.
Lake Ontario	376	Screw, passengers and freight, Montreal and Chicago.
Dromedary	173	Screw, freight, Montreal and Chicago.
Osprey	103	Side-wheel, passengers and freight, Hamilton and Quebec.
Lincoln	335	Screw, freight, Montreal and Chicago.
America	392	do passengers and freight, St. Catharines and Montreal.
Europe	397	Screw, passengers and freight, Montreal and Chicago.
Dominion (of St. Catharines)	243	Screw, freight, Montreal and Chicago.
Oceana	257	do passengers and freight, Montreal and Chicago.
Mary A. Laughlin, ex-Steamer Nelson	12	Screw tug, Port Colborne Harbor.
Wm. A. Heath	43	do do do
Clara M. Carter	24	do do do
C. F. Windworth	11	do do do
R. W. Standish	470	Screw, freight, Chicago and Montreal.
Moniee Battle	11	do tug, dredge tender, Thames River.
John S. Noyes	22	Screw tug, Thames River, and Lake St. Clair.

Name of Vessel.	Registered tonnage.	Description.
Union	999	Side-wheel, passenger-ferry, Railway, Windsor and Detroit.
Aha E. Allen	68	Screw, freight, Detroit and St. Clair Rivers.
Beaver (of Ambersburgh)	39	Screw, freight and tug, Sydenham and St. Clair Rivers.
J. Holt	45	Screw, passengers and freight, Dresden and Sarnia.
Messenger	12	Screw tug, Sydenham River and St. Clair.
River King	45	Side-wheel, passengers and freight, Chatham and Wallaceburg.
Hero	19	Screw tug, Sydenham and St. Clair Rivers.
Thames	30	Screw tug, Sydenham and St. Clair Rivers.
Mantoba (of Chatham)	69	Screw tug and barge, Sydenham and St. Clair Rivers.
Reindeer	23	Screw tug and barge, Sydenham and St. Clair Rivers.
J. C. Clark	88	Screw, passengers and freight, Wallaceburg and Sarnia.
E. Windsor	37	Screw barge, Sydenham and St. Clair Rivers.
Isaac May	490	Screw barge, Wauwashe and Cleveland.
Maid of Midland	12	Screw, passengers, Penetanguishene and Coldwater.
Bella Taylor	17	Screw tug, Georgian Bay.
Lilly Kerr	26	do do do
Lake Erie	267	Screw, passengers and freight, Chicago and Quebec.
Calabria	288	Screw, freight, Hamilton and Montreal.
John S. Clark	13	Screw tug, Toronto Harbour.
Columbia	214	do freight, Montreal and Chicago.
Jessie Griffin	27	do tug, Welland Canal.
Prussia	351	do passengers and freight, Montreal and Chicago.
Agnes McMahon	45	do tug, Port Colborne Harbour.
Muggle	21	do do do
Wm. How	11	Screw tug, Welland Canal.
Magle R. Mitchell	11	do do do
Magle R. King	21	do do do
Minerva	19	do do do
Ada Carter	15	do do do
Argyle	249	Screw, passengers and freight, Montreal and Chicago.
Georgiana	46	Side-wheel, freight, Thosder Bay.
Jessie	91	Screw tug, Lake Erie.
Bessie	110	do do do
Armenia	211	do do do
St. Clair	15	do do do
J. K. Crow	77	do do do
Wm. Hall	31	Screw, tug and freight, Rondeau and Pelee Island.
Vanderbilt	80	Screw barge, Georgian Bay and Lake Erie.
California	211	Screw, freight, Montreal and Chicago.
Collin Munro	20	Screw tug, Port Stanley Harbour.
Prince Alfred	10	do do do
Victoria of Bell	39	Screw tug, Lake Simcoe.
Isabella	41	do do do
Stuene	29	do do do
Carriella	19	Screw, passengers and freight, Lake Couchiching.
Ida Burton	23	Side-wheel, passengers and freight, Lake Couchiching.
Emily May	141	Side-wheel, passenger and freight, Lake Simcoe and Couchiching.
Emily Dunham	32	Side-wheel, freight, Well Ewart and Honch's Point.
Advance	26	Screw tug, Lake Simcoe.
G. B. Hathaway	8	do do do
Dean	7	do passengers and mail, Lake Simcoe.
Nipissing	52	Side-wheel, passenger and freight, Lake Muskoka.
Silver Spray	112	Side-wheel, passengers and freight, Toronto and Port Colborne.
Teemseh	113	Screw, freight, Port Colborne and Chicago.
Wm. Seymour	10	Screw, passengers and freight, Sarnia and Southampton.
Samuel L. Norrop	22	Screw tug, Goodrich Harbour.
Susan C. Doty	17	do do do
East	219	Screw, passengers and freight, Port Colborne and Chicago.
Asia	267	Screw, passengers and freight, Montreal and Chicago.
Cumberland	228	Side-wheel, passengers and freight, Collingwood and Port William.
Colonel Strickland	11	Side-wheel, passengers and freight, Lakes Stoney and Clear.
Enterprise (of Lindsay)	47	Screw, freight, Port Perry and Fenelon Falls.
Niagara	6	Screw tug, Cobourg Harbor.
Emma Munson	13	do do do and Lake Ontario.
Lizze	18	Screw tug, Port Colborne Harbour.
Olivin Hinton	35	do do do
Hector	43	do do do
J. N. O.	7	do do do
Florance	73	Screw, passenger ferry, Sarnia, and Port Huron.
Wemah	62	Side-wheel, "as on stocks; not inspected."
T. R. Secor	14	Screw tug, bridge tender.
H. H. McWhison	26	do do do
Perry	39	do do do
Acadia	217	Screw, passengers and freight, Montreal and Chicago.
Phil Bennett	7	Screw tug; now at Owen Sound.
Minnie Walker	19	do dredge tug, Southampton.
Alma Corell	40	do do do
Onyga	83	Screw barge, Detroit River.

EAST ONTARIO DIVISION.

Hiram A. Calvin	188	Side-wheel tug on Lake Ontario and River St. Lawrence.
Wellington	321	Side-wheel tug on Lake Ontario and River St. Lawrence.



THREE RIVERS DIVISION.

Name of Vessel.	Registered tonnage.	Description.
Fire Fly.....	46	Paddle, passengers, St. Francis and Sorel.
Montreal.....	079	Screw, freight, Quebec and Montreal.
Delisle.....	17	Screw tug, Montreal Harbour.
Casior.....	58	Paddle tug, St. Francis and Chambly.
Sorel.....	103	Paddle, passengers, Hertier & Sorel.
William.....	76	do do Quebec and Montreal.
Chambly.....	284	do do Montreal and Quebec.
Montreal.....	153	do do Hertier & Montreal.
Berthier.....	127	do do and tug, Quebec and Montreal.
Berthier.....	29	Paddle tug, Three Rivers & Chambly.
Carlson.....	111	Paddle tug, Ottawa and Chambly.
Victoria.....	53	do do Montreal and Chambly.
New York.....	53	Paddle, passengers, Montreal and Terophon.
Terophon.....	24	Paddle tug, Montreal and Quebec.
Boston.....	172	Stern-wheel, passengers, L'Assomption and Montreal.
L'Assomption.....	21	Paddle tug, Rivière du Loup and Burlington.
Rochel.....	109	Paddle tug, and passenger, Montreal and Quebec.
Ignatius Tyler.....	10	Stern-wheel tug, Rivière du Loup and Sorel.
Meteor.....	44	Paddle tug, Montreal and Whitehall.
Blsmark.....	527	Paddle, passengers, Montreal and Quebec.
John.....	29	Paddle tug, Sorel and Chambly.
Quebec.....	43	do do Laehine and Ottawa.
Montreal.....	225	Paddle, passengers, Three Rivers and Montreal.
Lincold.....	80	Paddle tug, Montreal and Chambly.
Tras Rivieres.....	503	Paddle, passengers, Montreal and Quebec.
L'Assomption.....	64	Paddle, passengers, Lights and floes.
Richelieu.....	22	Paddle tug, Montreal and Quebec.
Mary.....	31	Screw tug, Ottawa and Grenville.
Louis Tourville.....	26	Stern-wheel, passengers, Pierreville and Chambly.
Abeakie.....	32	Screw tug, Montreal and Whitehall.
L. A. Senecal.....	21	Stern-wheel tug, Ottawa and Three Rivers.
Lucinda.....	15	do do Three Rivers & Chambly.
Manxman.....	104	Paddle tug, Montreal and Quebec.
Marie.....	47	do do Chambly.
Beaver.....	134	Paddle, passengers, Three Rivers and Ste. Genevieve.
Vermont.....	65	Paddle tug, Three Rivers & St. Maurice.
Dixie.....	7	do do do do
Laval.....	7	do do do do
Artair.....	.....	Paddle; did not run.
Monsele.....	.....	Paddle tug, Niolet River.
St. Paul.....	.....	Stern-wheel tug, Rivière du Loup and Sorel.
Dora.....	.....	Paddle, passengers, Rivière du Loup and Sorel.
King Bird.....	.....	Screw, passengers, St. Hyacinthe and Sorel.
Rivière du Loup.....	.....	Paddle, passengers, Maskinongé and Sorel.
Pie Nic.....	.....	Stern-wheel; did not run.
Maskinongé.....	.....	.....
Malford.....	.....	.....

NOVA SCOTIA AND NEW BRUNSWICK DIVISION.

Goliath.....	40	Screw tug, Halifax Harbour, N. S.
Linda.....	390	Screw passenger steamer between Yarmouth, St. John and Boston.
Glepy.....	25	Screw tug, Yarmouth Harbour, N. S.
M. A. Starr.....	168	Screw passenger steamer running coastwise, N. S.
David Weston.....	552	Paddle passenger steamer on the River St. John.
Rothsay.....	627	Paddle passenger steamer on the River St. John.
Hiram Perry.....	39	Screw tug in St. John Harbour.
Norman.....	12	do do do do
General.....	25	Paddle tug boat in St. John Harbour.
Sanbury.....	598	do do do do
Ada G.....	39	do do do do
Liequin.....	32	do do do do
Speck.....	7	Screw tug boat, St. John River.
Tiger.....	19	Paddle do do do
Heronex.....	14	do do do do
Scud.....	285	Paddle passenger steamer in the Bay of Fundy, N. B.
Dot.....	9	Screw tug boat, St. John River.
Antelope.....	77	Paddle do do do
Olive.....	257	Paddle passenger steamer on the River St. John.
City of Fredericton.....	190	Stern-wheel passenger steamer on the Upper St. John River.
St. Patrick.....	13	Screw tug boat, St. John Harbour.
St. John.....	12	do do do do
Utopia.....	17	Screw ferry boat, St. George, N. B.
Rotheysy Castle.....	81	Paddle passenger steamer coastwise, north shore of N. B.
City of St. John.....	518	Paddle passenger steamer, coastwise, in the Bay of Fundy.
Victor.....	21	Screw tug, St. John Harbour.
Captain.....	8	do do do do
Star.....	128	Paddle passenger steamer on the Washademoak Lake, N. B.
Impress.....	600	Paddle passenger steamer in the Bay of Fundy.
Geo. D. Hunter.....	13	Screw tug boat, Bay of Fundy.
Neptune.....	10	do do do do
Fred. Leavelle.....	14	Screw ferry boat, Annapolis, N. S.
Andover.....	139	Stern-wheel passenger steamer, Upper St. John River.
Enterprise.....	20	Paddle ferry boat, Woodstock, N. B.
Western Extension.....	106	do do St. John Harbour.
Nantibus.....	23	Screw tug boat, Bay of Fundy.
G. W. Johnson.....	25	do do Yarmouth, N. S.
Towser.....	21	Paddle ferry boat, Chatham, N. B.
New Era.....	43	do do Newcastle, N. B.
Newcastle.....	20	do do do do
Blair.....	15	Screw tug boat, do do

Name of Vessel.	Registered tonnage.	Description.
Relief.....	50	Screw tug boat, Chatham, N. B.
Ladle.....	12	do do do do
Telegraph.....	59	Paddle ferry boat, Indiantown, N. B.
Frank.....	28	do do Sumnerville, P. E. I.
Princess of Wales.....	630	Paddle passenger steamer between Prince Edward Island, Nova Scotia and New Brunswick.
St. Lawrence.....	675	Paddle passenger steamer between Prince Edward Island, Nova Scotia and New Brunswick.
Heather Bell.....	95	Paddle passenger steamer between Prince Edward Island, Nova Scotia and New Brunswick.
Eliu.....	31	Paddle ferry boat, Charlottetown, P. E. I.
Maid of the Mist.....	116	Paddle passenger steamer, Charlottetown, P. E. I.
Maydower.....	136	Paddle ferry boat, Pictou Harbour, N. S.
Tiger.....	28	Screw tug boat, Pictou Harbour, N. S.
Fast Riding.....	85	Paddle passenger steamer, Pictou, to New Glasgow.
Lion.....	10	Screw tug boat, Wallace River, N. S.
Dragon.....	136	Screw tug boat, Pictou Harbour, N. S.
Lady Head.....	.....	Steamer owned by the Dominion Government.
Enterprise.....	72	Paddle ferry boat, Millidgeville, N. B.
Alida.....	29	Screw tug boat, St. John Harbour, N. B.
Gladiator.....	4	Screw tug boat, Richibucto Harbour, N. S.
Fawn.....	67	Paddle passenger steamer, St. John River, N. B.
Onanogony.....	86	Paddle ferry boat, St. John Harbour.
Highlander.....	181	Stern-wheel passenger steamer on the Upper River St. John.
Ida Whittier.....	207	Stern-wheel passenger steamer on the Upper River St. John.
Richmond.....	41	Side-wheel ferry boat on Lennox Passes, C. B.
Marysville.....	25	Paddle ferry boat, Fredericton, N. B.
New Dominion.....	10	do do do do
Prty-Second.....	43	do do do do
Enterprise.....	150	do do Halifax, N. S.
McMao.....	108	do do do do
Chibucto.....	126	do do do do
Sir C. Ogle.....	60	Screw tug boat, Halifax Harbour, N. S.
A. C. Whitney.....	.....	.....
Lady of the Lake.....	32	Paddle ferry steamer, Sydney Harbour, N. S.
Neptune.....	98	Paddle passenger steamer, Bras d'Or Lake, N. S.
D. G. Ingraham.....	81	Screw tug boat, Cow Bay, N. S.
L. Boyer.....	56	do do Port Caldonia, C. B.
E. M. Cates.....	42	do do Little Glace Bay, C. B.
Unicorn.....	20	do do Sydney Harbour, C. B.
Dolphin.....	.....	do do Linga, C. B.
Albert.....	87	Screw tug and light steamer on the Bay of Fundy.
Fred. Clinch.....	13	Screw tug boat, Musquash River, N. B.
J. C. Vall.....	11	Paddle ferry boat, Guntola Point, N. B.
Bismarck.....	19	Paddle tug boat, Fredericton, N. B.
La Havre.....	32	Screw tug boat, Bridgewater, N. S.
Daisy.....	39	do do Liverpool, N. S.
Bessie B.....	8	do do St. John, N. B.
Ohlond.....	175	Screw freight boat, St. John and Boston.

GOVERNMENT STEAMERS.

We have no definite information of the number and character of the steamers in use by the various Provinces prior to Confederation; but the steamers owned by the Dominion in 1868, were the *Napoleon III*, *Lady Head*, *Advance*, *Richelieu* and *Druid*. The first four were stationed on the St. Lawrence, the last at Halifax. The *Advance* was shortly thereafter sold, being unfit for service. The others were efficient strong vessels, and employed on Trinity House Service. They supplied the light-houses, laid down buoys, towed wrecked or disabled vessels, and rendered assistance to shipping coming up the St. Lawrence when necessary, also assisted to remove obstructions in the river, &c.

In 1870, three steamers were employed by Government, the *Napoleon III*, *Lady Head*, and *Druid*. The *Napoleon III* was a powerful iron screw vessel, 300 horse power, built in Glasgow, in 1856. A serviceable steamer, but rolled a good deal. The *Lady Head* was also an iron screw vessel; built at Glasgow, in 1857; 150 horse power. The *Druid* was an iron side-wheel steamer, built likewise at Glasgow, in 1856. She had two steeple engines, and 170 horse power. Drew but little water, and was a powerful tow boat, well suited for river service.

In 1871, the same steamers were on duty; in

addition to which, the *Richelieu*, a paddle-wheel boat in the service of the Trinity House, Montreal, and a small steam yacht in the service of the River Police at Quebec, were under the management of the Government.

In 1872, the Government vessels were the *Napoleon III*, *Lady Head*, *Druid*, *Dolphin*, *Richelieu* and *Sir James Douglas*, British Columbia. The last mentioned came into the hands of the Government when British Columbia became part of the Dominion the year previous. She was built of wood, in Victoria Harbour, in 1864; she was a small vessel, built for dredging the Victoria Harbour. Has no sleeping accommodation; but can seat about twenty passengers.

The Dominion steamers are every year becoming more useful. The building of so many new light-houses, with those already erected in the river and Gulf of St. Lawrence, Straits of Belle Isle, and the coasts of Newfoundland and Labrador, upon points of the most dangerous character, where no sailing vessel should venture, in fact the light-houses being put there to warn them away, none but powerful steamers, commanded by prudent and experienced masters, and manned by good crews, should undertake the duties. The supplies at Anticosti and other points are landed in ship boats, manned by six men, and rowed from one to three miles from where the steamer is obliged to lay to, requiring from six to ten trips, frequently through very rough seas; twelve to fourteen strong men, with two good boats, are needed for the purpose. It has sometimes happened that a sudden storm has sprung up, with a strong wind blowing on the land, and so rapidly increasing in strength as to prevent the boats from returning to the steamer, and she has been compelled to run far out to sea to get away from the treacherous neighbourhood, some days elapsing before she could take off the men. Before a sailing vessel could get her men on board, and sails and anchors up, she would be driven among the breakers. Besides being well employed on the above important duties, the steamers are also frequently engaged in rendering assistance to vessels in distress in the Gulf, and are depended upon to a great extent in such emergencies for the saving of life and property. A fair charge is made for the time occupied in such service, and the amounts so accruing are deposited to the credit of the Receiver General as revenue, enough being collected to go a considerable way towards paying for fuel, &c., annually consumed.

ATLANTIC STEAMERS.

The development of steam navigation upon the ocean during the last fifty years is one of the wonders of this century. It is a pleasing reflection that Canada, notwithstanding her infancy among the nations, has taken no unimportant part in creating the vast steamship marine which now exists in the world. Before speaking about the Allan Company which will naturally present itself to the mind as first as a Canadian line, we wish to refer to another name, which should by no means be ignored in this connection.

THE CUNARD LINE.—The Cunard steamers are known on almost every sea, and wherever known, enjoy the reputation of being unsurpassed, and almost unequalled for safety, management, and appointments in every way. We have generally regarded the Atlantic Cunard Steamers as Anglo-American, inasmuch as they



sail from Boston; but it must not be forgotten that these steamers stop at Halifax, and that it is really from this port that they start to cross the Atlantic. But we claim Cunard and glory in the success of his vast enterprise for another reason. The Cunard family are not only British subjects, but they belong to the noble class of Britons who laid the foundation of British Canada. They belong to the band of U. E. Loyalists who instead of rebelling remained firm adherents of the throne of England.

Robert Cunard, of Pennsylvania, was attainted of treason by the successful rebels, and lost his estate by confiscation. He became a refugee in New Brunswick, where he died in 1818. His son Abraham, settled in Halifax, became a merchant, and died in that city. It was his sons who founded the Royal Mail Steamship Line.

#### CANADIAN TRANSATLANTIC STEAM NAVIGATION.

The eastern coast of Canada is much nearer the British Isles than any other part of America. Consequently the ocean ferry between Europe and America is more quickly crossed here than anywhere else. Other things being equal the shortest sea route must eventually become the most popular. And when it is fully established, as it can and will be, that the voyage from Quebec is as safe as any other; and that the service is in every way as comfortable as by any other line, the demands of the public will require, instead of a weekly, almost a daily line. We speak, of course, of the time when the country shall become more densely populated and wealthy.

The MONTREAL OCEAN STEAMSHIP COMPANY, or ALLAN LINE, already so well and favorably known to Canadians, has an interesting history. To place a sketch before our readers, we cannot do better than quote from J. C. Morgan's "Celebrated Canadians."

Sir Hugh Allan, the founder of the Company, was born at Saltcoats, Scotland, on the 29th Sept. 1810. He is the second son of the late Captain Alexander Allan, who was long and favorably known as a highly popular and successful shipmaster, trading between the Clyde and Montreal. During the thirty years he was engaged in that business, the different ships he commanded were much sought after by passengers; and many persons still living throughout the Province retain to this day pleasant reminiscences of the voyages which they made across the Atlantic under his watchful care. Brought up almost on the verge of the ocean, and his father and two of his brothers being seafaring men, Hugh, at an early age manifested a strong attachment to all kinds of nautical craft, and attained a considerable degree of knowledge in matters connected with them. Constantly in and about boats and ships, living almost on the water, and in the company of sailors, it was to be expected that his predilections would run in that way, and his subsequent career has been, doubtless to a large extent, influenced by his early associations.

In the year 1824, his family removed their residence to Greenock, and, in the following spring (1825) Hugh, being then fourteen years of age, was entered as a clerk, with the highly respectable firm of Allan Kerr & Co., then an extensive and influential shipping agency in Greenock. There he acquired some knowledge of the management of ships, and the method of keeping their

accounts, and developed a strong liking for that kind of business. After he had been there about a year, his father, who was a farseeing man, and had ulterior views for him, proposed that he should go out to Canada; and, this being in accordance with his own wishes, he at once agreed to the proposal. He sailed from Greenock, for Montreal, on the 12th April, 1826, in the brig *Favorite*, of which his father was then commander, and his eldest brother, second officer. After an agreeable passage, diversified by the usual incidents of fogs, icebergs, and occasional strong breezes of wind, incidents always regarded as important, on first crossing the sea, the *Favorite* arrived at Quebec on the 15th May. She was towed from thence, by the steamboat *Hercules*, then the only tow boat on the river; and after various delays, reached the foot of the current St. Mary. There was a strong breeze of wind down the river, and the steamer was unable to take the ship up the current.

A bawser was therefore passed ashore, and attached to about a dozen pairs of oxen, (then kept for the purpose) by whose assistance the *Hercules* and the *Favorite* surmounted the current; and the subject of this sketch landed at Montreal, for the first time, on Sunday morning, the 21st May, 1826. At that time there were no wharves built, and the vessels lay as near to the shelving beach as they could conveniently get, using long gangways, rigged on spars, as a means of communication with the shore. After looking about him for a few days, he obtained a situation as a clerk, with the firm of William Kerr & Co., then engaged in the dry goods trade in St. Paul street. There he remained a little more than three years, and obtained some acquaintance with goods, besides a general knowledge of mercantile business and book-keeping. The winters were chiefly spent in the country, north of Montreal, in the neighbourhood of Ste. Rose and Ste. Thérèse, where he acquired a knowledge of the French language, and during these years, all his spare time was occupied in improving himself in various branches of learning and knowledge.

Mr. Allan revisited his father's house in 1830, and remained with the family during the winter. In April, 1831, he sailed for Canada in the ship *Canada*, and arrived in Montreal, on the 1st of May. Soon afterwards he obtained a situation in the house of James Miller & Co., then engaged in building and sailing ships, and as commission merchants. This was congenial employment for him, and he devoted his whole energies to the business. He remained a clerk there until the end of the year 1835, when he was admitted a partner with Mr. Miller and Mr. Edmonstone and Mr. Allan commenced a new partnership. That connection still exists, though other changes have taken place in the partnership since then.

In the year 1841, they were employed by the then Governor General the late Lord Sydenham, to build a steam frigate, which bore his name. They also built in that year, a small screw steamer for the Government, called the *Union*, being one of the earliest attempts at that description of vessel in the Province. Next year, besides two sailing ships, they built a tow boat for the river, called the *Alliance*, and several barges to lighten ships up and down the river. The *Alliance* was one of the best and most powerful tug boats that has ever been on the St. Lawrence.

They soon after discontinued ship-building;

and for some years contented themselves with the management of their ships, and such other business as was entrusted to them; till about the year 1851, when the successful establishment of screw-steamers on the Atlantic elicited proposals for a line to the River St. Lawrence. Mr. Allan took up the matter with much interest, and entered into correspondence with various parties on the subject, which resulted in his making an offer to a leading member of the Government, then in office in this province, to establish such a line. The government, however, preferred giving the contract to parties in Great Britain; because no doubt, they were supposed to be better able to carry it out. It was consequently given to Messrs. McKean, McLarty & Co., of Glasgow. After a trial of about a year and a half, these parties failed to give satisfaction; and the Government again threw the contract open to competition.

Mr. Allan once more took up the matter warmly; and through the influence of the Hon. John Ross, the Hon. G. E. Cartier, the Hon. L. T. Drummond, and others, a contract was given to him. He had already, with his brothers and business connections, built the Steamships *Canadian* and *Indian*, which were then profitably employed in the service of the home government in the Black Sea, during the Crimean War; and he proceeded at once to England, and contracted for two others, the *North American* and *Anglo-Saxon*. With these four steamships the line was commenced in the spring of the year 1856. The service was fortnightly to and from the St. Lawrence, during open navigation; and monthly to and from Portland, during winter. The performances of the steamers were exceedingly satisfactory; and, though not at first attended with much profit, the line was successfully conducted.

In the year 1857, the public began to ask for more frequent communication, and soon after, the question was taken up by the Government. It was ultimately determined that the service should be increased to a weekly steamer from each side during the whole year; and, after some negotiation, the Government arranged with Mr. Allan for the establishment of the increased service. He lost no time in proceeding to England, and contracted for the building of four additional steamers of enlarged size, and on the 1st May 1859, the weekly service was commenced, and has ever since been continued.

There are few public enterprises of any kind in this Province, in which Mr. Allan has not been engaged, either as a director or a shareholder. He has shown himself to be one of our most enterprising and public spirited men, and a credit and honour to the country in which his conceptions have been chiefly carried out.

A third mail service has recently been established by an arrangement between the Messrs. Allan and the Dominion Government. During nine months of the year the Halifax mail boats are to undertake to call at St. John's (Newfoundland) going and returning. During the other three months of the year, when the ice makes the navigation between these places difficult and tedious, a wooden steamer, the *Newfoundland*, of 900 tons, specially constructed for the purpose, will conduct the service.

The vast increase in the Canadian trade, and the great development of emigration to Canada, compelled Messrs. Allan, in the year 1859, to add four steamers to their line, making a fleet

of eighteen steamships, with which the weekly mail service was conducted. From that period up to the present time, successive additions have been made in the following order:—The *St. Patrick*, *St. Andrew*, *St. David*, *Corinthian*, *Manitoban*, *Caspian*, *Moravian*, *Hibernian*, *Peruvian*, *Nestorian*, *Austrian*, *Prussian*, *Scandinavian*, *Sarmatian*, *Polynesian*, and *Circassian*. The *Polynesian*, the largest vessel at present in the fleet, was dispatched on its first voyage in October of last year, and made the extraordinary passage of seven days, eighteen hours and fifty-five minutes between Quebec and Londonderry. The *Circassian*, the latest addition to the Allan fleet, sailed on its first voyage on the 24th April. The Allan steamers, it should be noticed, are built with an exclusive regard to the elements of strength and solidity, but that these are not inconsistent with extreme beauty of form will be admitted by any one who has examined the lines of the *Circassian*. The steamers are not classed at Lloyd's, nor with the Liverpool Underwriters, the owners having their own standards of strength, &c., which, however, are much in excess of the requirements of Lloyd's.

The following is a complete list of the fleet of steamers at present belonging to the Montreal Ocean Steamship Company:

"ALLAN" LINE OF STEAMERS.

Steamer.	Gross Tonnage.	Net Tonnage.	Horse Power.	Cabin Accom.
Sardinian.....	4,200	2,300	675	120
Polynesian.....	3,684	2,021	675	120
Sarmatian.....	3,911	2,173	650	100
Circassian.....	3,200	1,815	550	100
Scandinavian.....	2,540	1,811	500	150
Prussian.....	2,734	1,770	500	90
Austrian.....	2,438	1,650	450	115
Nestorian.....	2,460	1,677	455	115
Moravian.....	2,481	1,671	400	80
Peruvian.....	2,320	1,570	400	100
Hibernian.....	2,752	1,726	400	80
Nova Scotian.....	2,050	1,850	400	80
Caspian.....	2,728	1,788	400	80
Manitoban.....	2,395	1,543	300	25
Canadian.....	2,401	1,631	290	25
North American.....	1,673	1,138	250	75
Corinthian.....	1,517	919	170	40
St. David.....	2,350	1,500	275	30
St. Andrew.....	2,300	1,700	275	30
St. Patrick.....	1,210	891	120	20
Acadian.....	931	606	100	—
Newfoundland.....	900	550	100	40
Rockl.....	350	175	100	—
Meteor.....	250	150	75	—
Mersey.....	227	51	20	—
	55,583	34,499	3,520	1,585

With reference to some of these steamers, viz., the *St. Andrew*, the *St. Patrick*, the *St. David*, the *Corinthian*, and the *Manitoban*, it should be stated that they are engaged in what is now a weekly, but which, up to 1870, was only a fortnightly service between Glasgow and Montreal, for the conveyance of passengers and goods. In addition to this trade, the Allan Company, when it was requested by the Dominion Government to undertake the fortnightly mail service to Halifax, established connections with the Southern Ports of Baltimore and Norfolk, which passengers to the Western States frequently choose as their route by way of the Baltimore and Ohio Railroad, and the newly constructed Chesapeake and Ohio Railroad, which comes down to Norfolk. The people of Norfolk, Virginia, warmly welcomed the establishment of the service in 1871, as an event in their history, and are doing everything they can to encourage the trade, which is growing in a very satisfactory manner, both there and at Baltimore.

The sailing fleet which now numbers thirteen vessels, of a total net tonnage of 13,780 tons, at one time comprised twenty-five vessels. The ships at present in use are fine iron vessels, some of them, such as the *Gleniffer*, possessing great sailing powers. They are for the most part, engaged in trading between Liverpool, Quebec and Montreal, and Glasgow, Quebec and Montreal. When Canadian freight is not to be had, some of the vessels are despatched to Calcutta, Bombay, and other ports. Up to about ten years ago, two voyages out and home in the season, which was held to last about eight months, was considered fair work for one of these sailing vessels; but those now engaged in the trade make regularly three voyages. The *Gleniffer*, in the year 1871, made four voyages to Quebec and back during the eight months of the St. Lawrence open navigation. In addition to this, the *Gleniffer* made one voyage to New York within the twelve months, and had one month to be in port before the next opening of the St. Lawrence navigation. Her shortest passage was made in fifteen days from Quebec to Greenock.

The high price of coal in England has neces-

sarily turned the attention of the steamship owners to the methods of obtaining that article of necessity from other quarters. It was a matter of course that the attention of Sir Hugh Allan should not overlook the coal resources of the Dominion. Some time since, property was acquired at Acadia, near Pictou, on the northern coast of Nova Scotia, which was known to contain coal. The Acadian Coal Company was formed by Sir Hugh Allan, and now the Allan Company, maintain a steamer of 931 tons, called the *Acadian*, which is solely engaged in conveying the coal from this district to the various depots of the Company at Quebec and Portland.

These are the merest outlines of the inception and progress of this great Company, which has done so much to build up and consolidate the Dominion; to encourage, foster, and stimulate its trade; and to furnish it with strong arms, hard sense, and indomitable energy.

OTHER OCEAN LINES.—The success which has attended the Allan Line, the steady growth of the country, and the increasing flow of emigration to Canada naturally lead to the formation of other Lines of Steamships for the same route.

DOMINION LINE.—This line has steamers running regularly between Liverpool and Quebec, in summer, and Portland in winter. They call at Belfast. The following first-class steamships are among those in this service:

*Dominion*, *Mississippi*, *Memphis*, *Vicksburg*, *Ontario*, *Texas*, *Missouri*, and *St. Louis*.

General Agents in Canada are David Torrance & Co., Montreal.

TEMPERLEY LINE.—Running between London, Quebec and Montreal, calling at Plymouth. The following first-class iron steamers have been upon this route: The *Scotland*, *Thames*, *Severn*, *Hector*, *Medway*, *Delta*, *Nyanza*, *Tagus*, *Niger*.

These steamers sail once each week during summer navigation, carrying both passengers and freight. Rates of passage: Quebec to London, cabin, \$60.00. Agent at Montreal, David Shaw.

# SKETCH OF THE GEOLOGY OF NOVA SCOTIA.

BY HUGH FLETCHER,

OF THE GEOLOGICAL SURVEY OF CANADA.

The geological formations hitherto recognized in Nova Scotia are given, in descending order, in the following table :

1. Recent,	}	..... Post Cainozoic.
2. Post glacial,		
3. Glacial,	}	..... Triassic.
4. New red sandstone.....		
5. Coal measures,	}	..... Carboniferous.
6. Millstone grit,		
7. Lower carboniferous,	}	..... Devonian.
8. Oriskany.....		
9. Lower Helderberg.....	}	..... Upper Silurian.
10. Niagara,		
11. Clinton,	}	..... Middle Silurian.
12. Medina and Oneida,		
13. Quebec,	}	..... Lower Silurian.
14. Potsdam or auriferous,		
15. Laurentian.		

It should be remarked, however, that some doubt exists among geologists as to the precise age of the lower members of the series, so that the grouping must be regarded as only provisional.

**LAURENTIAN FORMATION.**—To this formation are referred the gray, reddish and cream-colored gneissic, syenitic and porphyritic rocks, alternating with bands of mica schist, and frequently traversed by veins of quartz and calc-spar, which underlie unconformably the gold-bearing strata. They cover, although the limits are ill defined, considerable areas in every part of the province, and form the axes of many of the principal ranges of hills. Extending from the Tusket Islands in Yarmouth county to the vicinity of Windsor, in a band of variable breadth, the gneissoid rocks connect there by a spur with the great exposures of the Halifax peninsula, whence they are met with at intervals as far as Cape Canso. A belt fifteen miles wide stretches from this band at Lake Rossignol northward to the valley of the Annapolis River, with a prolongation, five miles in breadth, which has been traced from the head-waters of the Nictaux River, along the south shore of Lake Gaspereau, towards Minas Basin. The Cobequid Hills, which attain at some points an elevation of 1,200 feet, consist of a central axis of Laurentian rocks, which extend from Cape Chignecto to the head of River John, in Pictou county. At the source of the Stewiacke River in Colchester county, they are again seen, continue at intervals to Cape George in Antigonish county, and appear on an extension of the same line at Cape Mabou, Margaree Forks, and Red Cape. In the hills around Lochaber Lake, Antigonish county, and at Cape Porcupine on the Strait of Canso, strata of this age are well developed. The numerous indentations of the Bras d'Or Lake owe their contour generally to the ridges of Laurentian rocks which fringe its margin, and have resisted denuding agencies better than the softer intervening strata. These are found running parallel to, and not far from the coast between St. Peter's and East Bay, between the Strait of Barra and Long Island, between Cape Dauphin and Point Bevis, at St. Patrick Channel, Whykokomagh, and

West Bay. Laurentian rocks are also known to exist at the sources of the Rivers Denys and Inhabitants; near Lake Ainslie; between St. Anne Bay and Smoky Cape, and at Aspy Bay.

Few minerals of economic value are found within the region occupied by these rocks. The Shelburne granite, a gray, fine-grained variety, is largely used as a building and ornamental stone. Syenite and porphyry, which take a fine polish, occur in the Cobequid Mountains and other localities. Large and beautiful crystals of smoky quartz are associated with gneissoid rocks at Paradise, in Annapolis county, and in many localities small garnets are met with.

**LOWER SILURIAN FORMATION.**—Two subdivisions, are included in this formation: the Potsdam or auriferous series, and the Quebec series.

**Potsdam or auriferous series.**—This group includes the metamorphic rocks which occupy almost the whole Atlantic seaboard from the western extremity of Nova Scotia to Cape Canso, with a breadth of forty miles in the western, and of seven miles in the eastern part. A considerable portion of Northern Cape Breton is probably occupied by rocks of this series. Corrugated black slates are found north of Cheticamp; the sand of most of the streams there contains gold; and gold has been found in quartz veins at Middle River.

The topography of the Atlantic coast metamorphic region is very striking. The whole coast is dotted with innumerable islands. Long narrow bays penetrate deeply into the land, constituting, in many cases, excellent land-locked harbors, of which that of Halifax is the best. At the head of each of these indentations a river discharges, connected with a chain of small lakes, formed in inequalities of the surface, which extend far inland, and swarm with fish. The coast is generally low, the hills seldom exceeding 400 feet in height. The soil is sterile, supporting a stunted vegetation, with forests of spruce and birch.

The total area occupied by the auriferous rocks is estimated at 3,000 square miles, and their vertical thickness at 12,000 feet. The upper 4,000 feet consist of micaceous schists and corrugated black slates, with auriferous quartz veins, apparently of little value. Beneath these slates lie conformably the productive auriferous strata—dark gray or greenish, thick-bedded quartzite, breaking into rhomboidal masses, interstratified with dark blue slates, and more rarely chloritic, hornblende and magnesian rocks. These are tilted up along several east and west anticlinal axes, which are crossed by subordinate north and south lines of elevation. At the junction of these two series of folds the gold mines are situated.

The gold-bearing veins are of two kinds: (1)

Veins crossing the stratification at various angles; (2) Veins conformable to the stratification. The former are composed of opaque white quartz, and contain little gold except near their junction with the stratified veins. These latter vary in thickness from a mere streak of quartz to eight or ten feet; the largest veins being seldom the most productive. The quartz presents two varieties, being either white and crystalline, with the gold usually in large particles; or bluish-black, laminated in planes parallel to the bedding, of an oily lustre, with the gold finely disseminated and sometimes invisible. The veins are usually inclined at a high angle to the horizon. At Waverley, eleven miles from Halifax, a remarkable horizontal deposit of corrugated quartz occurs, about nine inches in thickness, which is known as barrel quartz, from its resemblance to a number of small casks laid side by side. In this the quartz is laminated parallel to the folds; the surface is covered with a thick coating of iron oxide, through which numerous particles of gold are distributed.

The gold is associated in the veins with mispickel, sulphides of iron, lead, copper, zinc, antimony, bismuth and molybdenum; also with calcite, dolomite, ankerite, baryte and small traces of native silver and copper. Mispickel or arsenical pyrites is seldom absent, being found in the veins, and also, in the form of crystals or crystalline concretions, in the wall rock.

The average yield of gold is about 15 dwt. 16 gr. per ton of quartz. It is generally very pure, being on the average twenty-two carats fine, and is valued at \$19.50 per ounce. The largest nugget yet found was obtained at Tangier, and weighed twenty-seven ounces. Since the discovery of gold in Nova Scotia in 1860, upwards of seven tons of the precious metal have been taken from the mines, of which about seventy are at present in operation, employing six hundred men.

The principal gold-mining districts, named in the order of their discovery, are Mooseland, Tangier, Lawrencetown, Oldham, Ovens, Wine Harbor, Renfrew, Sherbrooke, Waverley, County Harbor, Gold River, Montagu, Wagamatecook or Middle River, Gay River, Hammond Plains, Stewiacke, Musquodobit and Uniacke.

Most of the gold is derived from the quartz veins, but placer washings have been worked at the Ovens, Lawrencetown and Tangier; and with such good results as to render it probable that if hydraulic machinery were introduced they would prove profitable.

In addition to the gold of this series a good roofing and flagging slate is stated to have been discovered in the townships of Douglas and Rawdon in Hants county.

**Quebec Group.**—The occurrence in Nova Scotia

of deposits similar to the metamorphic strata of the Eastern Townships of Quebec, although recognized many years ago in Newfoundland, has only recently been ascertained by the examination of certain rocks which overlie the Laurentian gneisses at several points in the Cobequid Mountains, near Five Islands on Minas Basin; at Arisaig; at George River, on the Little Bras d'Or; at Kelly Cove, on the Great Entrance of the Bras d'Or; and at Whykokomagh. The general aspect of these rocks is everywhere the same; they consist of diorites, argillites, white and bluish banded, compact and saccharoidal dolomitic and serpentinous limestones, interstratified with quartzite of various colors, beds of jasper, foliated and compact talc, and agammatolite. Many of the limestones are impregnated with iron and copper pyrites and galena. At Kelly Cove the vertical thickness of the series is about 500 feet.

White and purplish marbles are found at the Five Islands, but are difficult to work in large blocks because their texture is not homogenous. The Lower Silurian rocks of Whykokomagh contain a bed of hematite iron ore, ten feet thick, which has been proved about a thousand feet on its strike, and may probably be of great value from its proximity to the Sydney coal field.

**MIDDLE AND UPPER SILURIAN FORMATIONS.**—These formations will be described together because, although well exposed in many parts of Nova Scotia, little has been done in the way of defining the limits of the different series which constitute them. The Middle Silurian has been subdivided into three groups: The Oneida and Medina, including hard jaspideous rocks, associated with a soft yellow agammatolite, serviceable for ornamental purposes and pottery, overlaid by red and yellow arenaceous and argillaceous shales, with pyritous, fossiliferous limestone; the Clinton, a series of ferruginous, concretionary shales and slates, sometimes so black as to be mistaken for coal, and thin beds of limestone; and the Niagara, consisting of hard, homogenous, ferruginous argillites, containing large nodular blocks.

The Upper Silurian is represented by variegated red, gray and green Lower Helderberg slates.

Collectively, these groups correspond with the so-called Arisaig rocks, largely developed on the south-east shore of Northumberland Strait, where the total thickness is about 900 feet. They occupy the greater part of Digby and Annapolis counties, their continuity being broken by the Annapolis gneissoid band; and spread through Northern Lunenburg, Hants and King's counties nearly to the Avon River. The Arisaig rocks lie on both flanks of the Cobequid Mountains from Cape Chignecto to River John in Pictou county. A third band of these rocks, of considerable breadth, extends eastward from the carboniferous area near Truro as far as the boundary between Pictou and Antigonish counties, where they pass under the carboniferous rocks, with the exception of two narrow spurs which enclose the Antigonish carboniferous region, and are continued to Arisaig and Cape Porcupine. A considerable portion of the eastern coast of Cape Breton is also occupied by these rocks, which are again met with at River Denys, Mabou and several other places.

Valuable iron ores of Clinton and Lower Helderberg age occur in Colchester and Pictou

counties. At Londonderry, on the southern slope of the Cobequid Mountains, and on the line of the Intercolonial Railway, an irregular fissure vein has been traced for many miles, accompanying a band of quartzite associated with gray, blue and olive shales, and hard gray and brown feldspathic sandstones. These rocks probably belong to the Clinton series. The strike of this vein, which coincides with that of the country rocks, is east and west, with a dip of 80° to the south.

The ore consists of a mixture of concretionary limonite, specular iron ore, and ankerite, together with baryte, and occasionally a small quantity of iron and copper pyrites. It is estimated that to a depth of 250 feet there are 5¼ millions of tons of available ore, containing 50 per cent. of metallic iron. This latter, of which about 3,000 tons are produced every year, is of the very best quality, and is smelted with hardwood charcoal at the Intercolonial Iron Works, situated on the west side of Great Village River. An English company with a capital of \$2,000,000 has recently been formed for developing these mines, and for establishing the manufacture of steel rails and other railway materials by the Siemens' patent. A number of coke-blast smelting, and steel making furnaces, sufficient for the production of 30,000 tons of steel per annum, are in process of erection.

Iron ores are also met with at Blanchard and Springville in Pictou county, and are being developed. In addition to several small veins of specular iron and ankerite, a vein of copper ore has been discovered at Polson Lake in Antigonish county. Beds of baryte, sufficiently pure to be used as a substitute for white lead in painting, are also found among these rocks. Veins of quartz sometimes traverse the Arisaig slates, and are frequently stated, although without good foundation, to carry gold. Of this character are the so-called gold deposits of Cape Porcupine.

**DEVONIAN FORMATION.**—The only rocks clearly shown to belong to this formation are found in a narrow ridge of dark colored coarse slates holding spifers, running parallel to the Annapolis River from Hillsburgh on Annapolis Basin to Kempt Lake in King's county, interrupted by the gneissoid belt before mentioned. The series to which they are assigned on fossil evidence is the Oriskany. Associated with these slates, a highly fossiliferous bed of hematite, locally metamorphosed into magnetite, exists at Nictaux and Moose River, and furnaces have been erected near Clementsport for the reduction of the ore.

At McAra Brook, Arisaig, and also at Lochaber Lake, red non-fossiliferous argillites, not improbably of Devonian age, have been observed. Contemporaneous igneous rocks, consisting of amygdaloidal traps and greenstones, also occur at Arisaig.

**CARBONIFEROUS FORMATION.**—The rocks older than the carboniferous have all been more or less metamorphosed after being deposited; those now to be described are seldom found in an altered condition, and in many cases occupy nearly the same horizontal attitude in which they were originally deposited, consisting merely of hardened sediments. Rocks of this period of formation are unknown within the Province west of a line drawn from the head of Bedford Basin to tide-water at Avon River, except in small patches of lower carboniferous limestone on the west bank of this river, and at

the head of Mahone and Margaret Bays. In the northern and eastern counties they are largely developed. The total thickness of the formation has been estimated at 16,000 feet, but it is extremely variable in different localities.

The carboniferous rocks occupy five well marked districts: (1) The Cumberland and Pictou district extends from the broad New Brunswick area along the shore of Northumberland Strait to the eastern boundary of Pictou county, and as far south as the metamorphic area of the Cobequid Mountains. (2) The Minas Basin district, bounded on the north by the Cobequids, extends in a narrow belt from the Bay of Fundy to the Nova Scotia Railway near Truro, following the railway till it joins the Pictou area. From Truro it broadens out and extends in a belt fifteen miles wide to the Avon River, stretching also up the valleys of the Shubenacadie, Stewiacke and Musquolobit Rivers. (3) The Antigonish district is situated on the shores of St. George Bay and the Strait of Canso, and is seen as far inland as Lochaber Lake. (4) The Guysborough district, separated from the last by the metamorphic hills of Cape Porcupine, and bounded on the south-east by Chedabucto Bay, stretches in a narrow belt towards the west branch of St. Mary River, along which it runs for some miles. (5) The Cape Breton district occupies the margin of the Bras d'Or Lake, as well as the coast from St. Peter's to Cheticamp; it is also found in patches at Aspy Bay, Ingonish and St. Anne Bay, and covers the greater part of the island between Mira Bay and Baddeck Channel.

This formation is subdivided into: (1.) The Lower Carboniferous; (2.) The Millstone Grit; (3.) The Coal Measures.

(1.) *The Lower Carboniferous.*—At the base of this series occurs in many places a coarse conglomerate made up of the waste of the pre-carboniferous rocks. Occasionally this appears to be replaced by a peculiar group of "false coal measures," characterized by thick beds of bituminous shale and coal. Overlying the conglomerate is a great but undetermined thickness of red and green marls, clays and massive limestones, frequently associated with gypsum in beds sometimes of great thickness and purity. These rocks occupy most of the carboniferous area in Nova Scotia; they form by their desintegration soils of great fertility in the chief agricultural districts. Many useful minerals accompany the lower carboniferous rocks. At Gay River gold has been extracted from a conglomerate largely composed of the debris of the auriferous rocks. The limestones afford a strong excellent lime, although too dark in color for ornamental work; some of them yield hydraulic lime and cement. Brine springs issue from many of these rocks. The export of plaster or gypsum has become an industry of great importance; 120,693 tons were exported from Nova Scotia during 1873. It is quarried principally on Minas Basin, at Windsor, Walton, Parrsboro', Maitland, Hantsport and Cheverie; but immense deposits are also found in Antigonish; and in Cape Breton on the Great Bras d'Or, St. Anne Harbor, Mabou and elsewhere. Iron ores have been discovered on the Shubenacadie River and at Brookfield, in veins traversing lower carboniferous limestones and sandstones; and in beds near Sutherland River in Pictou county, and on Sydney Harbor. A mineral paint is found at Chester; pyrolusite or oxide of manganese,

galena, baryte, and clays for pottery and brick making are not uncommon.

(2) *The Millstone Grit* comprises about 5,000 feet of coarse and fine-grained, greatly false-bedded sandstone and arenaceous shale, usually of a gray or greenish-gray color, but sometimes red, containing also thin beds of argillaceous and bituminous shale, with underclays and a few organic remains. Although usually barren, the millstone grit occasionally contains workable seams of coal. A seam five feet thick, separated by a great thickness of barren gray sandstone, apparently of this age, from the productive coal measures, has been worked in the Sydney coal-field. It is overlaid by a bed of fireclay holding stigmariæ or fossil roots, and overlaid by several feet of argillaceous shale, containing many impressions of ferns and other plants. Coarse conglomerates are sometimes found in connection with this series, which underlies the coal measures in all the coal-fields.

The soil derived from the rocks of this series is poor, and the surface of the country is often encumbered with huge unworn blocks of sandstone from the underlying beds. Building stone is quarried in some localities from sandstone strata of this age, but the most useful product is the grindstones, largely exported from Minudic on Cumberland Basin.

(3) *The Coal Measures*, although occupying a limited area in Nova Scotia, are of great importance on account of the valuable deposits of coal which they contain. The rocks of this series consist of alternations of about 4,000 feet of sandstone, arenaceous, argillaceous, bituminous and carbonaceous shale, fireclay, and thin layers of limestone and ironstone, with seams of coal. Erect trees and plants of many species abound in the shales, especially in the proximity to the coal seams; some of the carbonaceous shales being composed almost entirely of carbonized plants arranged in layers one above another. Many of the limestones and bituminous shales are in great part made up of the shells of minute crustaceans and mollusks, together with the teeth, scales, spines and coprolites of extinct genera of fishes. The sandstones abound in fucoids, drifted trunks and the more durable parts of trees.

The principal coal-fields of Nova Scotia are the Cumberland, the Pictou, the Inverness and Richmond, and the Eastern or Sydney coal-fields. A two feet seam of coal has also been discovered on the Kennetcook River in Hants county, and an outlier of the coal measures is supposed to exist at the head of Country Harbor.

The annual quantity of coal raised in Nova Scotia is about a million tons, of which the Sydney coal-field furnishes nearly two-thirds. The number of men employed in this industry is about four thousand. The coal is shipped to Canada, the United States and the West Indies.

*Cumberland Coal-field.*—The importance of this district scarcely accords with the enormous development of carboniferous strata on the Joggins shore. In the whole length of this section, carefully measured by Sir Wm. E. Logan, there occur but two workable seams of coal, and these of irregular thickness and quality. The Main seam is five feet thick, divided into two layers by an inch of clay, the coal being of good quality. The measures have been traced in an easterly direction for upwards of fifteen miles, as far as the Styles Mine. At the Victoria Mine there are three seams, none of them exceeding

three feet in thickness. Other mines are situated on a seam twelve feet thick, divided into several layers by clay partings.

At Springhill, twenty miles south-east of the Joggins shore, two large seams, one eleven, the other thirteen feet thick, separated from the Joggins series by a fault, have been opened on the southern outcrop of a synclinal. The Inter-colonial Railway furnishes an outlet for the produce of this district, which has been hitherto retarded in its development for want of a safe shipping-place.

*Pictou Coal-field.*—The most important collieries of this region, which occupies about twenty-five square miles, are situated on the west side of the East River. An intricate system of extensive faults traverses the district in all directions. Besides other workable seams, two of enormous thickness occur within the area, the Main seam, forty feet thick, composed of alternating layers of coal and ironstone, and containing twenty-four feet of good coal; and the Deep seam, fifteen feet six inches thick. Six collieries, of which the principal is the Albion Mine, supply about a third of the whole annual yield of Nova Scotia.

*Inverness and Richmond Coal-field.*—The coal measures are found in tracts of inconsiderable size and importance at Sea Coal Bay, Port Hood, Mabou, Broad Cove and Chimney Corner, probably forming the ends of a basin now covered by the waters of the Gulf of St. Lawrence. They occupy an aggregate area of about twenty-five square miles.

*Eastern or Sydney Coal-field.*—This is perhaps the most important of the Nova Scotia coal-fields. In a thickness of 2,000 feet of strata five or six considerable seams occur, containing collectively about thirty feet of coal. These strata are repeated by a series of gentle undulations along the whole coast from Mira Bay to the Great Bras d'Or, with a general north-easterly dip at a low angle. They extend inland about two miles; and underlie about seventy-five square miles on the land, although the workings are not confined to the land, since the greater part of the basin is submarine. Coal was taken from some of the seams as early as the year 1725, for the supply of the English and French colonists. Fifteen collieries are now in operation, in some of which the workings have been extended a considerable distance under the sea. Short lines of railway connect the mines with Sydney Harbor or some of the outlying bays. About forty miles have already been built, and another line is being constructed to the winter port of Louisbourg.

Clay ironstone, and fireclay abound in the coal measures of Nova Scotia, but have not been utilized to any great extent. Works have recently been established near New Glasgow in Pictou county for the manufacture of pottery.

*TRIASSIC FORMATION.*—The valleys of the Annapolis and Cornwallis Rivers are cut out of soft, calcareous, coarse sandstone and conglomerate, containing fossils of Triassic age, similar to those which cover nearly the entire surface of Prince Edward Island. Triassic sandstones also fringe the shores of Cobequid Bay and Minas Basin from Five Islands to the Shubenacadie River, and extend in a belt, in no part much exceeding five miles in breadth, from Minas Basin to the vicinity of Clementsport on Annapolis Basin, and again between Annapolis Basin and St. Mary Bay.

Between this belt and the Bay of Fundy runs an elevated table land called the North Mountains, once a favorite resort of the caribou. This ridge is formed by a trap overflow, traces of which are also seen at several points on the Cumberland coast. In northern Prince Edward Island the jaw of a large carnivorous reptile, *Bathygathus borealis*, was found in sandstone of this age.

Both the trap and the sandstone produce fertile soils. The sandstone is too soft for building stone, and contains no useful minerals. Native copper is found in small veins with quartz, jasper, and calc-spar in the trap of Cape d'Or. Numerous finely crystalline minerals also abound in it, as well as small veins of magnetic and specular iron ores.

*POST-CAMBROZOIC PERIOD.*—The superficial deposits of Nova Scotia may be considered under three subdivisions, Glacial, Post-glacial and Recent deposits.

*Glacial Deposits.*—In all parts of Nova Scotia evidence is found of a time when thick irregular accumulations of clay, sand and gravel, containing boulders or large rounded masses of the older rocks, were deposited by glaciers, icebergs or other natural agencies on the underlying rocks, these latter being at the same time polished and striated. The course of the striae is in general north and south, with frequent local modifications. The long deep bays of the southern coast, cut across the upturned edges of hard metamorphic rocks, and the narrow lakes and chains of lakes, which occupy about one-third of the interior, and have usually a north and south direction, bear testimony to the erosive power of ancient glaciers.

Gold derived from the quartz veins, is found in many places distributed through the drift gravels and clays.

*Post-glacial Deposits* consist chiefly of modified drift beds of sand and gravel. A remarkable ridge, known as the Boar's Back, runs along the west bank of the Hebert River in Cumberland county, and a similar ridge runs parallel to the Clyde River in Shelburne.

*Modern Deposits.*—In many localities limited patches of bog iron ore and ochres have been formed after the close of the post-glacial age. Such are the beds of the Cumberland, Pictou and Sydney coal-fields. Shell marl is met with in some of the lakes, and peat beds are numerous on the southern coast. The dike lands of the Bay of Fundy, which have been reclaimed from the sea, and the fertile intervalles and deltas of many of the rivers belong to this epoch. In the intervalles of Middle River and Baddeck, Cape Breton, bones of the Mastodon have been discovered. The existence of sub-marine forests at Fort Lawrence, in Cumberland county, points to a gradual subsidence of the land during the modern period.

The pre-historic men of Nova Scotia have left behind them in the mounds of shells and bones, found near the sea in every part of the Province, chipped and polished stone implements of war and peace. Arrow heads, spear heads and javelins, axes, hammers, chisels, knives, pipes and other remains are turned up by the plough in the cultivated fields; especially in Annapolis, at the mouth of Le Quille River, at Yarmouth, about Shubenacadie, Musquodobit and Margaret Bay. The stones most used were varieties of quartz, argillite and soapstone.

# SKETCH OF THE GEOLOGY OF NEW BRUNSWICK.

BY M. H. PERLEY, Esq.

TAKEN BY PERMISSION FROM "EIGHTY YEARS PROGRESS OF BRITISH NORTH AMERICA."

So large a proportion of New Brunswick is now covered with dense forest, and, as yet, has been so imperfectly explored, that no very precise description of the geological formation of the country can be given. At present it can only be stated generally, that according to the information hitherto obtained, New Brunswick consists mainly of certain rocks, which may be thus described:

1. The primary rocks of *granite, gneiss, and mica slate*, which form a broad belt extending directly across the province, near its centre, in a north-easterly direction. This belt is a spur or branch of the great chain of Alleghany mountains. It enters the province from the United States above Woodstock, embracing Mars Hill, near the Des Chutes river, and the range of hills known as the Tobique mountains, all of which, however, are less than 2,000 feet in height, except one, which rises to the height of 2,170 feet. At the western end, this belt of hilly country is supposed to be forty miles wide; it narrows gradually in its north-easterly course, and the hills decrease in height, until they finally disappear before reaching the Bay of Chaleurs, near Bathurst.

Another belt of similar rocks enters the province from the westward, at the Cheputnecook Lakes and River St. Croix, and also pursues a north-easterly course to Bull Moose Hill, near the Bellisle in King's county, soon after which it disappears on meeting the coal measures. The Nerepis Hills are in this belt, which is narrower and less elevated than that to the northward.

Both these belts of granitic rocks form anticlinal ridges, against which the stratified masses lean, or they border immense troughs containing the secondary and tertiary formations. The regions they occupy are generally stony, often rocky, and not susceptible of cultivation. In the less rocky portions excellent soils are frequently found when the loose stones are removed.

The trap rocks, which include *felspar, basalt, porphyry, green-stone trap*, and others of a volcanic character, are found largely in connection with these belts of primary rocks, into which they send numerous dikes, veins, and intruding masses. A tract of trap rocks, associated with granite and sienite, and frequently passing into the true granitic rock, extends from Chamcook, near St. Andrew's, to the eastern extremity of the county of St. John. This tract is on the average about ten miles in width, and about ten miles distant from the northern shore of the Bay of Fundy, with the north-easterly course of which it runs

nearly parallel. These trap rocks occupy a large space in the counties of King's, St. John, and Charlotte; the lofty columnar basalt, of the island of Grand Manan, is especially remarkable. They form in general a poor and rugged country but do not necessarily indicate the presence of unfertile soils, because they contain a large percentage of lime. This chemical character eminently distinguishes the trap from the granitic rocks; and the soils formed from each of these classes of rocks, respectively, differ widely, and require entirely different modes of treatment. Whenever the trap rocks crumble, from the action of the weather or other causes, as frequently happens, they form reddish soils of much richness; and when these soils are deep, they may be profitably applied as covering to other soils of an inferior character.

2. The *Lower Silurian* rocks, which form a broad belt south of the Tobique hills, running parallel with the north-easterly course of that range, and sweeping around the western end of the coal measures. The slates of this formation are composed of beds of clay that have been gradually consolidated, in which there is no lime. They form soils of medium and inferior quality, which require drainage and the free use of lime.

3. The *Upper Silurian* rocks, which cover nearly the whole northern portion of New Brunswick, from the Tobique hills to the northern boundary of the province, at the 48th parallel of North latitude, where this formation is met by the lofty mountain ridges of Gaspé. The counties of Carleton, Victoria, and Restigouche, rest principally on this formation, which furnishes a large portion of the richest upland soil of New Brunswick. Among the upper Silurian rocks of this region are beds of valuable lime-stone, frequently abounding in characteristic fossils. The rocks themselves are generally silty clays, more or less hard, containing lime in considerable quantity as an ingredient, and crumbling down into soils of much richness, and sometimes of great tenacity. These soils are of a heavier character than those of the coal measures, and infinitely more fertile.

The upper Silurian rocks are also found skirting the Bay of Fundy, forming a belt of unequal width, from the Saint Croix to Point Wolf, at the eastern extremity of St. John county. The southern part of Charlotte, and nearly the whole of St. John county are in this formation. The rocks of this district have been heretofore classed as lower Silurian; but the better opinion seems

to be that they belong to the upper Silurian, and have been greatly changed by igneous action. This opinion is sustained by the presence of large beds of limestone, which especially distinguish this district; and by the presence of fossils in the slates which are less metamorphosed. They are not altogether incapable of yielding good soils; but this portion of the province is, for the most part, covered with soils of an inferior character.

4. The *lower carboniferous* rocks, or red sandstone, which form a narrow belt everywhere between the Silurian rocks and those of the coal measures. They are also found extensively in Westmoreland, Albert, King's, Queen's, Carleton, and Gloucester; with small patches in St. John and Charlotte counties. In these sandstones, which are situated beneath the coal measures, large deposits of gypsum are found, and salt springs often occur. This formation consists chiefly of red conglomerate fine-grained red sandstone, and beds of red clay. The conglomerate does not produce so good a soil as the fine-grained red sandstone, which crumbles into red and sandy soils, light and easy to work, often fertile, and under proper management yielding good crops. The beds of red clay, often called red marl, are interstratified with beds of red sandstone, and crumble down into soils which vary from a fine red loam to a rich red clay. In the neighbourhood of lime, these sandstones are themselves rich in lime; and when associated with gypsum, combine to form some of the most generally useful, and, when properly drained, some of the most valuable upland soils in the province.

5. The *carboniferous* rocks, or coal measures, which cover a large proportion of the breadth of New Brunswick, consist chiefly of gray sandstones of various tints, but sometimes of a dark and greenish hue, and at others of a pale yellow colour. The district occupied by these coal measures, extends along the whole gulf shore of this province, from the boundary of Nova Scotia, at Baie Verte, nearly to Bathurst on the Bay of Chaleurs, without interruption. It constitutes a large part of the counties of Gloucester and Northumberland; the whole of Kent; the most considerable portions of Westmoreland, Queen's, and Sunbury; and extends also into Albert, King's, and York counties. This coal measure district is distinguished by the general flatness of its surface, gently undulating, however, intersected by numerous rivers and several large lakes but consisting principally of table lands, more or less elevated, over which forests of mixed growth

extend in every direction. The sandstones of this formation consist principally of silicious matter, cemented together by a small proportion of clay, chiefly decayed felspar; they crumble readily, form light soils, pale in colour and easily worked, retaining little water, ploughed with facility early in spring and late in autumn, but needing much manure, and subject to being parched up in hot and dry summers. Some of these sandstones, however, contain greater proportions of clay, and form stiffer soils; others, that are green or gray internally, weather of a red colour, and form reddish soils of good quality.

It has been remarked, that the coal measures of New Brunswick contain a smaller variety of sandstones than those of England and Scotland, and are free from those thick beds of dark-coloured shale which occur in the coal-measures of the United Kingdom. The soils there, lying above the richest coal-fields, are often miserably poor, and greatly inferior to those furnished by the carboniferous rocks of New Brunswick.

6. The *tertiary* deposits, which are found at numerous localities along the coast of the Bay of Fundy. These consist of beds of sand, marly clay, and marl, forming low and nearly level tracts, exposed to the sea, and frequently extending some distance from the shores. In the marl and marly clay of this formation, the remains of marine animals and plants are found in profusion. In the counties of Gloucester and Restigouche, on the coast of the Bay Chaleurs, these are similar to animals and plants which still exist in the province, and the marls of that district may therefore be referred to the *pliocene* period of the *up-tertiary* formation.

There are two kinds of *alluvium* in the province, the fresh-water and the marine, both exceedingly fertile. The first of these, composed of the particles of rocks detached by the frost, heat, and moisture, which cause rapid disintegration, are carried downward by the rains, and transported by the floods in early spring along the valleys and river sides, where, being deposited they form the fertile intervals that border nearly every river in New Brunswick. The marine alluvia are carried inwards by the rapid tides of the Bay of Fundy, and spread along its estuaries where, in the course of time, they become grass-bearing marshes, and being rescued from the sea by embankments, finally produce clover and wheat. These "diked marshes," as they are termed, possess extraordinary and enduring fertility, and exist extensively in the counties of Westmoreland and Albert, near the head of the Bay of Fundy, where the tides rise to the height of fifty feet and upwards.

For information under this head the writer is indebted to the labours of Dr. Gesner, Dr. Robb, Professor Johnston, and Mr. Logan of Canada, in addition to his own observations in every part of New Brunswick.

#### MINES, MINERALS AND QUARRIES.

As the geological character of New Brunswick can as yet be but imperfectly described, its minerals, at the present, are therefore only partially known. The principal mineral substances hitherto found in the province are as follows:—

1. Bituminous coal, of good quality, found in numerous localities in the coal measures of the province, of the fat and caking description, like the Newcastle coal of England. No seam of this coal thicker than twenty-one inches has yet been

discovered. The principal workings are in the vicinity of Grand Lake, Queen's county, and the seam is found, on the average, at about twenty feet below the surface. In 1851, nine hundred and forty tons were raised.

2. A highly bituminous mineral, found near the Peticodiac river, in Albert county. A scientific dispute has arisen as to the precise character of this mineral, which one party designates *asphaltic*, and the other *pitch coal*; hence it has been proposed to establish it as a new mineral, under the name of *albertite*. It is valuable for making the best illuminating gas, and also for the manufacture of various liquid hydro-carbons and illuminating and lubricating oils, which are distilled from it. The seam at present worked is vertical, and on the average about six feet wide. The deposit is supposed to be extensive. In 1851, fifteen hundred tons were raised.

3. Iron ores, of various descriptions and qualities, are found in almost every section of New Brunswick. An inexhaustible bed of *hematite* has been found at Woodstock, near the river St. John; extensive iron-works have been constructed there, and in 1851, eight hundred and ten tons were smelted. No other iron-works have yet been established in the province, although rich ores exist abundantly, especially in King's and Queen's counties.

4. Various ores of manganese have been found in connection with the iron ore of Woodstock. Gray oxide of manganese, highly crystallized and of fine quality, has been worked to some extent on the Tattagouche river, near Bathurst, and thence shipped to England. Black oxide of manganese has been found near Quaco, and of this considerable quantities have, at different periods, been shipped to the United States.

5. Plumbago (*graphite*) exists in one of the largest beds known in America, at the falls near the city of St. John. It approaches in some degree to a metamorphosed coal, but is still sufficiently pure for the manufacture of lustre, and preparation of moulds for iron castings. It has been worked to some extent; in 1853, eighty-nine thousand nine hundred and thirty-six pounds were exported.

6. Ores of lead (*galena*) have been found on the island of Campo Bello; also at Norton, in King's county, and lately on the banks of the river Tobique, of very good quality. The extent of the deposit, at the several places mentioned, has not yet been ascertained.

7. Gray sulphuret of copper has been found in small quantities on the shores of the Bay of Fundy, in Charlotte county. It has also been found on the left bank of the river Nepisiguit, near Bathurst, and a company was formed some years since to work the deposit; but the irregular distribution of the mineral rendered their operations uncertain, and the mine has been abandoned.

8. Granite, of the best description, is found on the right bank of the Saint John, above the Long Reach, in King's county. Quarries were opened there some years since, and many public and private buildings in the city of St. John are built wholly, or in part, of the granite quarried there. Although it exists largely in other portions of the province, no other quarries have yet been worked.

9. Gypsum exists in abundance at Hillsborough, about four miles from the Peticodiac river,

to which it is transported on a tramway, and thence shipped in large quantities to the United States. It is also found extensively at Martin's Head, in St. John county; at Sussex Vale, in King's county; and near the river Tobique, in Victoria county. There is also a deposit near Cape Meranguin, in Westmoreland. A snow-white gypsum, compact, translucent, and approaching the finest alabaster, is likewise found at Hillsborough, in considerable quantity. It works readily in the lathe, and makes beautiful ornaments. The quantity of gypsum quarried in 1851 was 5,465 tons. In 1853, no less than 15,712 tons were exported.

10. Limestones are found in various districts, but are principally burned for quick-lime, in large quantities, near the city of St. John, at L'Etang, in Charlotte county, and at Petit Rocher, on the Bay of Chaleurs. Kilns exist at other places, where quick-lime is burnt on a small scale, for local consumption. Hydraulic limestones have been noticed in many localities. The old mountain limestone, abounding with fossils, is found near the Oenabog lake, in Queen's county, in its usual position with reference to the coal measures; the whole thickness of the band does not, however, exceed one thousand feet. Magnessian limestone has been noticed near the coal mines at Salmon river, in Queen's county. In 1851, the quantity of lime burned was 35,599 casks, of five bushels each.

11. Marbles of very fair quality are worked in the vicinity of St. John, and are also found near Musquash, on the shores of the Bay of Fundy, as well as on the coast of the Bay of Chaleurs.

12. Superior dark-red sandstones, as also gray and other sandstones, are quarried at Mary's Point and Grindstone Island, in Albert county, and thence exported to some extent. These sandstones are found in large blocks, and are prized for building purposes. Excellent blue flagstones are likewise found at Grindstone Island. Good sandstones for buildings are found on the banks of the Miramichi, as well as in numerous other parts of the coal measures.

13. Grindstones are manufactured to a very considerable extent in the counties of Albert and Westmoreland, as also at Miramichi, and on the coast of the Bay of Chaleurs, at New Bandon and Caraquet. They form an export of much value. There were 68,949 grindstones made in 1851.

14. Fine oil-stone (*noœulite*), equal to Turkish, is found at Cameron's Cove, near the northern head of Grand Manan, whence American citizens carry it off in quantities. Excellent blue whetstone has been worked to some extent near the Sevogle, a tributary to the North-West Miramichi. Fine stone of the like description is also procured from the banks of the Moose Horn brook, in King's county.

15. Double refracting or Iceland spar, of the best description for optical purposes, is found at Belledune, in the county of Restigouche.

16. Roofing slate (*argillaceous* slate) of good quality is found on the banks of the Tattagouche, near Bathurst, and the roof of the court-house at that place is covered with it. Similar slate has been observed at the narrows of the Tobique river, and on the left bank of the St. John, about three miles above Green river, in Madawaska.

17. Iron pyrites, or *sulphure* of iron abounds in New Brunswick, and may be used in the

manufacture of copperas when it occurs in veins. Where dikes of trap-rock have been injected into slate, the latter is often found charged with pyrites; and this *pyritiferous* slate is an article of much economical value, as, by a very simple process, it may be made to produce both copperas and alum.

18. Bituminous shale, a variety of *argillaceous* slate, is found in abundance on the banks of the Memramcook river, near Dorchester, in Westmorland—and throughout a large district in that vicinity. This shale is highly charged with bitumen; and from it naphtha is distilled, as also a new liquid hydro-carbon which has been designated *kerosene*. Atmospheric air, after being passed through this liquid, becomes a powerful illuminating gas. A mineral oil is also obtained by distillation from this shale, and from it *paraffine* is made, a valuable substance for lubricating machinery. Liquid bitumen, or *naphtha* in its natural state, is found in small quantities flowing from this shale, in several places.

19. Plastic clay, for bricks and pottery, exists in large beds in many districts, and is often found of very fine quality. Beds of fire-clay are found beneath the bituminous coal wherever it exists in New Brunswick. A large outcrop of this valuable clay has been observed at the mouth of the Salmon River, near the head of the Grand Lake, in Queen's county.

20. Peat, of good quality for fuel, exists in large tracts, especially in the counties of Kent, Queen's, and Sunbury. There are two extensive deposits, washed by the sea, on the shores of the Bay of Miramichi—the one at the Black Lands, near Tabusintac; and the other on the opposite side of the bay, at Point Escuminac.

21. Sulphate of barytes has been found north of Fort Howe, near the city of St. John, and is said to exist in other localities.

22. Felspar, in large crystals, has been frequently seen in those granitic rocks which in-

tersect gneiss. When pure, this mineral is admirably adapted for the manufacture of fine porcelain.

23. Milk-white quartz, in veins and beds more or less extensive, occurs in numerous localities. This substance may be profitably employed in the manufacture of flint glass. Quartz crystals, both limpid and smoky, are found in many places. The finest pure crystals have been procured near the Musquash river, in the county of St. John.

24. Ochres and the ochreous earths are found, in beds of considerable thickness, in the sandstones of coal measures. From some of the ochres, of a ferruginous character, fire-proof paints have been manufactured, at the Scadouc river, near Shediac, in Westmoreland.

25. Chlorite, the famous pipe-stone of the Indians, called by them *Tomaganops*, is procured at Grand Manan, and also at the Tomaganops brook, a tributary of the North-West Miramichi, in Northumberland. When first procured from its native bed it is of a dark-green colour, compact, soft, and easily worked; by the moderate action of fire, it becomes very black and quite hard.

26. Jade (*nephrite*), a stone remarkable for its hardness and tenacity, of a light-green colour, and of an oily appearance when polished, is found in the province, in localities known to the Indians. Some of them possess ancient scalping-knives and other weapons of jade, neatly polished, and bearing a fine cutting edge.

27. Jasper is found along the shores of the Bay of Chaleurs, and other localities in the northern part of the province. The ancient arrow-heads, spear-heads, and other Indian implements of stone, for use in war or the chase, were chiefly formed of native blood-red jasper, exceedingly fine and hard, oftentimes emulating the appearance of the semipellucid gems.

28. Hornstone, or *chert* is frequently found in the primary rocks, and has been especially noticed at Grand Manan and the Gannet Rock. It

has been seen of various colours, and somewhat translucent. The Indians formerly used chert for the heads of their spears and arrows, although these were sometimes formed of white quartz.

29. Soapstone (*steatite*) is found in the northern part of the province by the Indians. Cooking pots, and other utensils of soapstone, are often found near their ancient camping-grounds.

30. Salt-springs, affording a copious supply of water, exist at Sussex Vale, from which salt has been manufactured for many years, by evaporation in boiling. This salt is peculiarly fine, and is supposed to improve the flavor of the excellent butter made in that valley. Salt-springs are also found along a small tributary of the Hammond river, in King's county, and near the river Tobique, in Victoria.

The origin of these springs is yet an unsettled question; and whether they arise from some unknown chemical action in the bowels of the earth, or are produced by the solution of beds of rock-salt, remains to be determined.

31. Sulphureous and ferruginous springs, and those emitting carburetted hydrogen, are found in numerous localities, in the coal measures and slates of the province; but as none of their waters have yet been analyzed, no precise description can be given of their several qualities.

Very many of the various minerals above described have been observed by the writer, in the localities mentioned; and there is reason to believe that others will be found as the country becomes cleared and more minutely explored.

In addition to the minerals already mentioned, Dr. Gesner states, that Tale and Talcose Slate, Mica Slate, Thompsonite, Stilbite, Apophyllite, Tourmaline, Serpentine, Iscrlene, Asbestos, Amethysts, Agates, and Garnets, exist in New Brunswick, but he does not indicate their several localities.



# MINERAL STATISTICS FOR THE DOMINION OF CANADA.

COMPILED BY

CHARLES ROBB, C. E., OF THE GEOLOGICAL SURVEY OF CANADA.

THE following Tables exhibit in a concise form the results of Mining operations during the years 1869, 1870 and 1871 throughout the Dominion of Canada and the British American Provinces. They have been compiled chiefly from information obtained by the Officers of the Geological Survey, under the arrangement specified in MR. SELWYN'S SUMMARY REPORT, addressed to the Legislature, and dated May 2nd, 1870, pp. 13 and 14; and partly from the Reports of the Commissioner of Mines for Nova Scotia, supplemented by other authentic sources of information. In some cases, in order to render the Tables more complete and uniform, it has been deemed necessary to fill up some of the items by estimating according to the compiler's best judgment. In such cases, the figures are marked by an asterisk. These Tables comprise the records only of such mines as have been in operation during the whole, or any part of the three years referred to; and in some instances where it has been impossible to obtain any information all notice has necessarily been omitted. In the column indicating the year, the brackets denote that the "aggregate" production, number of men, etc., for each year of all the mines of the class referred to is recorded.

TABLE I.—PROVINCE OF ONTARIO.

Description of Mineral Product.	Designation of Property or Company.	LOCALITY. Lot, Range, Township, County.	Year.	Number of			Value of Plant and Machinery.	Quantity Produced.	Value of Product at the Mine.	Destination of Product.		REMARKS.	
				Men.	Horses.	Engines.				D.C.	U.S. G.R.		
				No.	H.	P.							
GOLD	Cook Mine.	7 in 9th, Marmora, Hastings.	3 yrs	38	0	1 20	\$ 10000	*500 oz.	6250	All		In operation during three years.	
	Silver Islet Mining Company.	Woods Location, Thunder Bay, L.S.	1869	5	1	0	10791 lbs	69780	69780	All		First opened by Montreal Mining Co.; afterwards sold to American Co.	
SILVER ORE	do do do	do do do	1870	77	4	1 40	172625	105328	All			Total to end of 1871, \$320,435.	
	do do do	do do do	1871	40	3	1 40	*30000	684454	445897	All		Operations suspended since 1869	
LEAD ORE	Thunder Bay Mining Company.	Thunder Bay, Lake Superior.	1869	50	4	2 30	3294	2292	All			do do do	
	Frontenac Lead Company.	N. half, 16 in 9th, Loughboro', Frontenac.	1869	32	4	1 40	17200	*650 lbs	4400	All		do do do	
	Peterboro' do	W. half, 20 A, Galway, Peterboro'.	1869	10	1	0	107	2000	All			Work suspended, but to be resumed.	
IRON ORE	Chaffoy & Mathews Mines.	Near Newboro', Crosby, Leeds.	1869	110	0	3 40	22720	68500	All			Has been worked for many years	
	Harrison Iron Mines.	in 1st, Belmont, Peterboro'.	1870	135	23	3 40	114000	17720	41300	All		Cobourg, Peterboro', M'mora Co.	
	Cowan Iron Mines.	S. half, 1 in 4th, Deltonic, Lanark.	1871	122	8	3 40	25000	22500	All			Worked since 1858.	
	Elizabethown Mine.	19 in 2nd, Elizabethown, Leeds.	1870	6	3	0	600	400	5000	All		Used at Brockville with produce	
	do do do	do do do	1871	5	3	0	600	150	1000	All		of two following phosphate	
PHOSPHATE OF LIME	Brockville Chemical Company.	9 and 10 in 7th, Burgess, Lanark.	1870	10	0	0	400	5200	175	175		Mines, in manufacture of Super-	
	Victoria Phosphate Mine.	12 in 7th, do do	1870	12	3	0	1200	800	8400	1	1	phosphate (685 tons in 1870).	
	Cambrlan do	W. half, 13 in 6th do do	1871	18	3	0	300	2100	1	1	All		
PLASTER	Grand River Plaster Beds.	Near Cayuga, Haldiman's.	1869	22	3	0	15000	6000	10000	All		In operation for many years,	
	Alexander Taylor's do	Near Yorkville, Seneca, Haldiman's.	1871	30	3	0	4250	8500	All			with little variation in production.	
HYDRAULIC CEMENT	Brown's Quarry and Mill.	Thorold, Lincoln.	1869	8	2	1 40	17000 lbs	3525	All			do do do	
	Napanee do	Near Napanee, Lennox.	1870	20	10	1 35	28000	22000	4950	All		do do do	
	do do	do do	1874	25	10	1 35	52000	11700	All			do do do	
MICA	New York Mica Company.	16 in 6th, North Burgess, Lanark.	1869	22	2	0	250	4000 lbs	8000	1	1	But little worked since 1870.	
PETROLEUM	Enniskillen Companies.	Petrols, Enniskillen, Lambton.	1870	6225	750	400	*8000	1700000	300000	3750	1	1	The return for 1870 is the only one obtain'd.
SALT	Huron & Bruce Co's.	Salt Wells in Huron and Bruce Cos.	1869	200	20	10	200	100000	90500	105000	All		Production limited from want of
	do do do	do do do	1870	205	0	0	200	110000	69000	120000	All		adequate market.
	do do do	do do do	1871	150	15	10	200	*100000	70000	73000	All		
COPPER ORE	West Canada Company.	Lake Huron.	1869	175	0	0	387	170000	218000	141000	All		Recently the Co. have erected at
			1870	205	0	0	387	237000	1915	118435	All		All their mines worked for the re-
			1871	191	0	0	387	257000	2356	117800	All		duction of the copper, in part by a humid process.
Annual Average.....				8495	520	423	6731	2,270,817		56982			

In the Township of Marmora, in Hastings County, within the last three years, most important discoveries of auriferous veins have been made and operations commenced for developing them on an extensive scale, and with good prospects of success.  
In the Thunder Bay silver region also, Mining operations are in progress at several other points besides those indicated, and most important results are anticipated; but with the exception of those in the table, no authentic records have as yet reached us. In Marmora, a quarry of excellent lithographic stone has lately been opened, and in Burgess a plumbago mine and mill are in successful operation, of which we have no specific details.  
† For other facts with regard to Iron Ores and Phosphate of Lime, see Mr. Vennor's Report.

TABLE II.—PROVINCE OF QUEBEC.

Description of Mineral Product.	Designation of Property or Company.	LOCALITY. Lot, Range, Township, County.	Year.	Number of			Value of Plant and Machinery.	Quantity Produced.	Value of Product at the Mine.	Destination of Product.		REMARKS.	
				Men.	Horses.	Engines.				D.C.	U.S. G.R.		
				No.	H.	P.							
GOLD	Chaudiere Gold Mining District.	Seignory Vaudreuil, Beauce.	1869	40	0	0	20,000	15301 oz.	18,000			The produce of desultory alluvial	
	do do do	do do do	1870	21	0	0	20,000	5811	10,487			washing; a quartz crushing	
	do do do	do do do	1871	12	0	0	20,000	115	2,070			mill has been erected, but is	
COPPER	Harvey Hill Mine.	17 in 15th, Leeds, Megantic.	1869	312	46	5	100	120,000	128000	150000	1	1	Owing to the low price of copper,
	Capel and Hartford Mines.	3, 4, in 8th, 9th, Ascot, Richmond.	1870	187	30	5	100	120,000	10588	187147	1	1	these mines have been worked
	Huntingdon & Ives do	8 in 8th, 9 in 9th, Bolton, Irome.	1871	60	10	0	100	120,000	4724	48,370	1	1	on a very limited scale during
												the last three years.	
IRON	Forsyth Iron Mine.	11 in 7th, Hull, Ottawa.	1869	376	19	4	200	*100,000	101000	72,250	1	1	The production of the St. Maurice
	St. Maurice, St. Joseph and	Champlain County.	1870	376	40	4	200	100,000	10400	72,250	1	1	Forges averages 2000 tons of
	St. Francis Iron Mining Co.	Yamaska County.	1871	399	50	4	200	100,000	10400	65,931	1	1	pig iron annually.
PLUMBAGO	Canada Plumbago Company.	28 in 6th, Buckingham, Ottawa.	3 yrs	18	4	1 50	*50,000	450	*60000	1	1	Worked only on a limited scale.	
ROOFING SLATE	Melbourne Slate Quarry.	22 in 6th, Melbourne, Richmond.	1869	60	8	1 8	8,500	7870 sqs.	82,600	1	1	The Danville schist slate quarry	
	Brockton do do	22 in 4th, do do	1870	72	8	1 8	8,500	1568	19,114	1	1	is in operation, but no authentic	
	do do do	do do do	1871	50	6	1 8	8,500	4725	10,925	1	1	returns have been obtained.	
HYDRAULIC CEMENT	Oriens Cement Works.	Parish St. Pierre, Oriens Island.	3 yrs	14	1	10	11,000	30000 lbs	4,200	All		This is the annual production,	
PEAT	Canada Peat Fuel Company.	Chambé, Napierreville, Missisquoi.	1869	600	0	0	63	70,000	10000	42,000	All		Operations lately confined to the
	Champlain Peat Bog.	Champlain Parish, Seignory & Co.	1870	600	7	0	63	70,000	10000	48,000	1	1	St. Hubert and Ste. Ursule bogs.
	do do do	do do do	1871	600	7	0	63	70,000	10300	30,900	All		None produced in 1871 from this
SOAPSTONE	Slack & Whitney's Mine.	24 in 7th, Bolton, Irome.	1871	4	1	10	8,000	800	1,800	All		Mine only opened late in 1871.	
Annual Average.....				1281	83	17	650	370,400		330208			

In addition to the above we have to note the following, of which, however, we have no authentic details:  
1st.—In the Chaudiere Gold District, beside the desultory operations of which the results are given above, an English Company have acquired territorial rights, and the use of the crushing mill referred to, with a view to extensive and systematic working, both in the alluvium and quartz rock. Owing, however, to various accidental causes, these works are not yet in full operation, and consequently we have no definite results to report.  
2nd.—The works carried on by Mr. M. Nolan and others at River Moles and at Montreal, for the manufacture of axes and other wrought iron articles from the Iron sands of Moles.  
3rd.—An establishment at Quebec, for the manufacture of steel by a new process, from the Iron sands, under the direction of Mr. Labreche Viger, not yet in full operation.  
4th.—There is a mill at the Chaudiere Falls, near Ottawa City, for the manufacture of hydraulic cement from the Nepean limestone.  
5th.—The mica mines, near Grenville, have been worked on a small scale for several years, and Mr. J. S. Miller is now working a plumbago mine in the same locality.

TABLE III.—PROVINCE OF NOVA SCOTIA.

## COAL.

SUMMARY of the Production of Coal in each County in Nova Scotia and Cape Breton in 1869-70-71, condensed and compiled from Official Records contained in the Reports of the Chief Commissioner of Mines for the Province of Nova Scotia.

COUNTY.	Year.	Number of				Aggregate Power of Eng. eq.	Expenditure on New Works.	Quantity Raised.	Quantity Sold.	Value of Quantity sold at the Mine.	Total Quantity.		Value of Quantity sold.	Sales compared with previous Years.		Destination of Product.								
		Mines.	Men.	Horses.	Engines.						Tons.	Tons.		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
CUMBERLAND.....	1869	4	57	13	3	H. P.	\$	Tons.	Tons.	Tons.	Tons.	\$	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.						
	1870	4	65	13	3	41	4471 21	13060	8515	18163	80151	28130	53605	1685	1978	6139	1807							
	1871	4	118	14	3	41	9609 25	12332	11787	22742	80151	28130	53605	1137	5801	440	290							
PICTOU.....	1869	7	861	81	30	1585	71404 29	218773	188212	473498	470537	121791	19275	20810	60003	84020	2275							
	1870	8	1044	76	29	1520	67781 17	218882	228525	473498	470537	121791	19275	20810	60003	84020	2275							
	1871	6	937	80	29	1520	37991 84	285991	246090	156301	733517	121791	19275	20810	60003	84020	2275							
CAPE BRETON.....	1869	17	1440	210	39	1271	15849 79	345399	801320	591316	1081720	978329	1890150	7575	63171	74089	167084							
	1870	12	1480	197	30	1437	95713 60	406	290	575	978329	1890150	4854	61372	79873	153228								
	1871	15	1418	192	35	1417	12307 60	370943	338451	639428	1081720	978329	4854	61372	79873	153228								
INVERNESS AND VICTORIA.....	1869	2	30	3	1	7	13582 80	895	749	1109	1489	2878	169	1178	468	262								
	1870	2	11	2	1	7	4974 00	405	290	575	1489	2878	169	161	286	387								
	1871	2	18	2	2	27	6115 00	4018	150	694	1489	2878	169	161	286	387								
Annual Average.....		28	2514	294	67	2968	107,107 02	825,698	558,850	1,061,038				182,692	157,612	222,998								

OTHER MINERALS IN NOVA SCOTIA.—Apart from Coal and Gold, the only other minerals which have been made available in Nova Scotia during the last three years, are iron and gypsum; the former chiefly at the Intercolonial Iron and Steel Company's Works (formerly called the Acadia Iron Works), near Londonderry, in the County of Colchester, and the latter at and to the neighborhood of Windsor, in Hants County, where gypsum has been quarried for a century. The returns for both products are very imperfect. From the most reliable information we can obtain, the annual production of the Intercolonial Iron and Steel Company is about 2500 tons of iron of about 1 per cent. product, which is manufactured into pig and bar iron, car wheels, cast and spring steel, of the aggregate value of \$120,000, of which about two-thirds are consumed in Canada, one-sixth exported to England, and one-sixth to the United States. The average number of men employed is 800; horses, 12; horse-power of engines, 200. The returns relative to gypsum, which is a most important article of export, are more imperfect. From the best information we can obtain, we may state that from the port of Windsor alone at least 125,000 tons of raw gypsum are annually exported, before the produce of 15 or 16 quarries, and amounting in value at the port of shipment to about \$100,000. Only about one-twenty-fifth is used in Canada, the remainder being exported to the United States. The number of men annually employed in this branch of mining industry may be estimated at 200.

TABLE IV.—PROVINCE OF NOVA SCOTIA.

## GOLD.

CONDENSED and compiled from the Reports, of the Chief Commissioner of Mines for Nova Scotia.

DISTRICT.	Year.	Number of			Quartz Crushed.	AVERAGE.			Total Yield of gold.	Total value.	Yield compared with that of previous year.					
		Mines.	Men.	Mills.		Yield per Ton.	Val. per Man.	oz. dwts. grs.			oz. dwts. grs.	oz. dwts. grs.	Increase.	Decrease.		
															Tons.	cwts.
SHERBROOKE.....	1869	17	134	11	11590	11	9	15	765 76	5540	11	10	162911 78	1523	8	13
	1870	13	157	11	11428	00	12	12	819 85	7174	4	0	181982 70	1687	12	8
	1871	11	171	12	14382	45	9	3	711 87	6579	19	7	121729 33	544	4	17
RENFREW.....	1869	10	112	5	7438	09	8	13	511 68	3007	15	7	57908 63	275	10	2
	1870	9	58	5	3213	15	7	5	602 24	1171	18	11	21089 56	1925	18	20
	1871	6	39	3	2463	10	9	13	808 81	1970	17	16	38720 76	7	19	5
WAVERLEY.....	1869	8	54	4	3915	15	8	3	545 31	1591	14	10	29440 82	780	10	13
	1870	3	42	4	2610	00	0	5	357 31	811	3	21	16007 07	795	14	12
	1871	3	58	4	3742	10	10	10	471 72	1427	18	12	28416 61	610	14	15
WINE HARBOR.....	1869	4	85	3	2726	12	5	7	204 76	710	8	10	13909 62	185	6	10
	1870	2	26	5	2556	15	7	18	650 00	914	13	14	16923 41	623	11	2
	1871	3	38	6	2927	00	10	12	790 53	1538	0	16	28459 16	270	15	1
TANGIER.....	1869	3	51	4	1832	02	17	21	432 45	1192	3	10	22655 15	621	19	0
	1870	3	84	4	2432	10	13	7	357 09	1814	2	10	33561 22	278	17	21
	1871	5	88	4	2924	00	14	7	440 01	2903	0	7	38720 76	1300	9	7
UNISACK.....	1869	11	71	6	3171	13	11	18	488 62	1867	3	12	34542 72	8875	84	2
	1870	3	20	0	1784	10	8	7	521 21	568	14	5	10481 14	229	18	18
	1871	3	14	4	900	00	1	4	513 07	805	13	14	70882 05	679	0	15
MONTAGUE.....	1869	8	29	2	572	07	8	0	476 84	369	17	3	6875 84	3025	15	16
	1870	3	48	2	968	08	4	0	1476 71	9831	0	6	14965 06	650	19	3
	1871	3	51	3	818	15	3	0	1143 53	3162	8	15	58319 97	18	7	16
OLDHAM.....	1869	13	63	8	1735	02	10	2	460 78	1394	16	0	25803 80	440	2	4
	1870	9	56	5	2644	02	15	12	983 06	2051	16	3	31794 65	351	5	2
	1871	12	43	3	1374	00	1	5	730 41	1718	12	12	37907 49	18	7	16
STORMONT.....	1869	4	19	2	784	02	5	19	221 05	227	0	13	4200 00	140	2	4
	1870	5	21	3	1525	10	7	14	509 44	578	5	10	10698 29	382	9	21
	1871	5	18	3	1937	09	5	16	575 14	539	17	21	16358 02	10	6	4
LAWRENCEVILLE.....	1869	2	20	2	223	00	2	17	27 70	30	0	20	535 76	18	7	16
	1870	2	26	2	1382	17	12	15	511 13	1091	0	23	18519 57	287	1	12
	1871	2	21	2	755	09	16	0	549 51	613	11	2	11359 75	392	9	21
MUSQUODBOIT OF CARIBOO.....	1869	3	21	2	479	13	1	1	953 98	504	15	23	8938 75	16	6	4
	1870	2	10	2	622	00	12	18	251 72	304	11	19	7299 89	198	15	3
	1871	3	25	8	812	17	0	7	279 03	378	5	15	6998 20	350	7	5
UNPROCLAIMED and other DISTRICTS.....	1869	7	8	0	281	00	7	23	230 19	112	2	16	2074 40	266	2	23
	1870															
	1871															
Annual Average.....		66	588	53	32,517 01					18,087 7 18		\$351,226 58				

In addition to the above return of gold extracted chiefly from quartz, an amount of 366 oz. 7 dwts. 9 grs. of alluvial gold is reported as having been obtained during the three years specified. The annual production of alluvial gold has, therefore, been only 122 oz. 2 dwts. 11 grs., or \$239.25. The value of the gold is taken at \$18.50 per ounce, as in the Official Reports.

TABLE V.—PROVINCE OF NEW BRUNSWICK.

Description of Mineral Product.	Designation of Property or Company.	LOCALITY.		No. of	Quantity Produced.	Value of Product at the Mine.	Destination of Product.			REMARKS.		
		District.	County.				Year.	Canada.	United States.		Great Britain.	
												Men.
COPPER ORE.....	Adams Island Mine.....	Adams Island.	Charlotte	1860	30	1 6000	170 tons.	11700		All	Work was suspended in 1869, do do do 1870. The return for 1870 is the only one obtained, but the works are supposed to have been in operation for three years with little change.	
	Alma Copper Mine.....	Salmon River.	Albert	1870	4	1 1000	50 "	2000				
	MANGANESE.....	Markhamville Manganese Mining Company.....	Markhamville	Kings	1870	20	7 2000	300 "	11700			
					1871	28	7 2000	300 "	11700			
ANTIMONY ORE.....	Prince William Mines.....	Prince William	York	1840	12	3 0000	185 "	2000			Suspended since 1869.	
PLUMBAGO.....	Split Lock Mine.....	Portland	St. John	1800	10	2 700	0000 lbs.	12000			Irregularly worked; now suspended.	
COAL.....	Grand Lake Mines.....	Grand Lake	Queens	3 yrs.	12	8 1000	22650 tons.	28600	All		Partially worked, with little change.	
ALBERTITE.....	Albert Mines.....	Near Hillsboro	Albert	"	12	4 00000	16287 "	102870	Chiefly.		Total from 1852 to 1872, 210,574 tons.	
SALT.....	Sussex Salt Works.....	Sussexville	Kings	"	2	2 0000	1500 tons.	8818	All		Regularly worked, with little change.	
Annual Average.....				108	28	47,700		262280				

There are important works near Hillsborough, in Albert County, for the manufacture of plaster from the gypsum which abounds in that neighborhood, but no detailed statements regarding them have been obtained.

TABLE VI.—BRITISH COLUMBIA.

Description of Mineral Product.	Designation of Company, &c.	Year.	Number of				Value of Plant and Machinery.	Quantity Produced.	Value of Products.	REMARKS.
			Men.	Horses.	Engines.					
					No.	H. P.				
GOLD.....	Returns of Gold Mining generally throughout the Provinces.....	1860	2000					\$	\$	Wells, Fargo & Co.'s Returns. Hon. H. L. Langlois, C. B., Minister Pub. Works. Wells, Fargo & Co.'s Returns.
		1870	2000						1,324,871	
		1871	2000						1,333,745	
COAL.....	Vancouver Coal Mining and Land Company (Limited).....	1860					35,802 tons	117,504	Sales in the last ten years, 300,000 tons. There is one other Coal Company in the Province, from which no returns.	
		1870					29,843 "	122,953		
		1871	104	5	10	222	81,000	45,000 "		185,100
Annual Average.....			2194	5	10	222	39,882 coal	1,488,014	† Probably one-fourth more gold is taken away by private hands.	

The coal produced by the Vancouver Coal Mining Company at Nanaimo and Newcastle Island is supplied to the Town of Victoria, and to steamers calling at the place on their way to San Francisco in California, Portland in Oregon, and Honolulu, in the Sandwich Islands.

TABLE VII.—NEWFOUNDLAND.

The geological structure and economic interests of this Island are so closely allied with those of the Dominion, that it has been deemed desirable to include in this Report the record of its most important mineral products. Although various other minerals of economic importance, such as coal, galena, gypsum, &c., are known to exist in the Island, the Copper Mines of Tilt Cove are the only ones now systematically worked.

Description of Mineral Product.	Designation of Property.	LOCALITY.	Year.	Number of				Value of Plant and Machinery.	Quantity of Copper Ore produced.	Value of Copper Ore at the Mine.	Quantity of Nickel Ore produced.	Value of Nickel Ore.	REMARKS.
				Men.	Horses.	Engines.							
					No.	H. P.	\$	Tons.	\$	Tons.	\$		
COPPER AND NICKEL.	Union Mine.....	Tilt Cove, Notre Dame Bay.....	1869	288	1	1	35	80,000	45,081	448,242	37	11,994	All shipped to Swansea, Wales
	do	do	do	288	1	1	35	80,000	4,000	120,000	20	4,300	
	do	do	do	1871	110	2	1	35	80,000	3,000	90,000	20	
Annual Average.....				239	1	1	35	80,000	17,304	219,414	64	14,285	

TABLE VIII.

GENERAL SUMMARY of Mining Statistics for the Dominion of Canada and British Provinces.—Average of the years 1869, 1870 and 1871.

NAME OF PROVINCE.	Number of				Value of Plant and Machinery.	Value of Product at Mine.	REMARKS.
	Men.	Horses.	Engines.	H. P.			
ONTARIO.....	6495	820	423	6734	\$ 227,0810	\$ 666,982	Expenditure on new works only included. Total in ten years from 1862, 105,779 ca. 1 dwl. 17 gra. Total in six years, beginning 1861, \$1,274,746. Total sales in ten years, 300,000 tons.
QUEBEC.....	1201	93	17	550	870100	339209	
NOVA SCOTIA.....	2511	291	07	2058	107107	1192366	
do	588	53	0	1000		351200	
do	500	25	0	200		220000	
do	108	28		35	80000	232702	
NEW BRUNSWICK.....	239	1	1	35		2336006	
NEWFOUNDLAND.....	2000				94000	151852	
BRITISH COLUMBIA.....	194	5	10	222			
do							
Grand Total, Annual Average.....	13,902	1,298	577	11,887	3,030,023	5,944,830	

Some of the above figures are probably too low, as it has been impossible in many cases to obtain complete returns.

# SKETCHES OF THE EDUCATIONAL SYSTEM OF CANADA.

BY J. G. HODGINS, LL.D., BARRISTER-AT-LAW AND DEPUTY SUPERINTENDENT OF EDUCATION.

(FOR ONTARIO SEE PAGE 33.)

## PROVINCE OF QUEBEC.

The first school established in the Province of Quebec was by Rev. Father Le Jeune, who opened one in Quebec in 1632. He commenced with two pupils—a negro and an Indian boy. During the following year the missionaries collected twenty lads, chiefly from the Indian wigwams, for the school; but the restraint was too much for them, and they soon scattered to the woods again. Father Le Jeune did not despair, however, for, in 1635, he again established a "Seminary for the Hurons," afterwards known as the Jesuit College of Quebec. In 1639, Madame De LaPeltrie established a similar institution for Huron girls, which was afterwards known as the Ursuline Convent of Quebec.

In 1647, the Theological Seminary of St. Sulpice was established in Montreal; and, in 1663, Mgr. Laval, the first Roman Catholic Bishop of Quebec, set on foot the "Grand Séminaire de Québec," designed for the education of candidates for the priesthood. In 1668, at the suggestion of the celebrated Colbert, Bishop Laval founded the "Petit Séminaire," which was chiefly designed to "francize" the Huron lads. The project failed, so far as the Indians were concerned, but, in 1688, the number of French boys at the seminary had increased to sixty. The Bishop also established an industrial school near Quebec for the *habitant*. From it they were drafted either to the Grand or Minor Seminary.

The only elementary schools which existed at this time were those founded by Sister Bourgeois, of the Congregation of Notre Dame, and by the Recollets. The Jesuit College and several primary schools were also maintained.

In 1728, the Jesuits projected a college at Montreal; and the Frères Charron, of the same city, proposed to establish elementary schools in the various parishes, as in France. In 1737, the Christian Brothers banded themselves together as teachers of these church schools, and adopted a distinctive garb as such.

Things remained in nearly the same state until after the conquest—1759. In 1773, the Sulpicians established the "Petit Séminaire," or "Collège de Montréal." In the following year, the Jesuit order was suppressed in Canada, (as they had, in 1762, been suppressed in France), and their revenues were afterwards diverted to educational purposes. The Jesuit estates were taken possession of by the Government in 1800; and, in 1831, they were devoted to education.

In 1787, the Legislature first formally turned its attention to education, and a committee of the Legislative Council was appointed "to inquire into the best means of promoting education." Two years afterwards the Committee reported, recommending that an elementary school be estab-

lished in each parish, a model school in each county, and a provincial college at Quebec, and that they be endowed out of the Jesuit estates. The schools, &c., were to be open to Protestants and Roman Catholics alike, and to be under the management of a united Board of both—each Church to provide for religious instruction, and the visitation of the college to be in the Crown. The Bishop (Hubert) of Quebec, and Père De Glapion, the ex-Superior of the Jesuits, objected to the plan and the project failed.

The Duke de Rochefoucault, who visited Quebec in 1795-9, thus described the state of education at that time: "The Seminary of Quebec, \* \* \* forms the only resource for Canadian families who wish to give their children any degree of education. \* \* \* Upon the whole the work of education in Lower Canada is greatly neglected. At Sorel and Trois Rivières are a few schools kept by nuns; and in other places men and women instruct children, but the number of schools is, upon the whole, so very small, and the mode of instruction so defective that a Canadian who can read is a bit of a phenomenon. The English Government is charged with designedly keeping the people of Canada in ignorance; but if it were sincerely desirous of producing an advantageous change in this respect, it would have as great obstacles to surmount on this head as in regard to agricultural improvements."

In 1793, the first House of Assembly convened in Quebec urged upon the Governor the propriety of vesting the forfeited Jesuit estates in the Legislature, for educational purposes—which would be in accordance with the original design of the French monarch who endowed the Order with these lands for educational purposes only. Nothing was done, however. In 1800, another address was presented to the Governor on the subject, who replied that: "His Majesty George III, has been graciously pleased to give directions, (as he had done four years previously in Upper Canada) for the establishing of a competent number of free schools, for the instruction of children in the rudiments of useful learning, and in the English tongue; and, also, as occasion may require, for foundations of a more comprehensive nature; and His Majesty has been further pleased to signify his royal intention that a suitable proportion of the lands of the Crown should be set apart and the revenue thereof applied to such purposes."

With a view to carrying out these wishes of the Sovereign a bill was passed establishing a "Royal Institution for the Advancement of Learning," to which was intrusted the entire management of all schools and institutions of royal foundation in the Province and of the property with which they

were endowed. No grant of land was made, however, and owing to this fact, and to mismanagement, the project entirely failed.

In 1812 and 1814, other abortive efforts were made to put the "Royal Institution" Act into operation. In 1818, a simpler Act was passed by the Legislature, but it failed to receive the royal assent. The Act passed in 1800-1 was, however, revived and liberalized, and all of the schools receiving Government aid were placed under the corporation of the Royal Institution. Nevertheless the project, which was never popular, again failed; and the functions of the Royal Institution are now chiefly confined to the oversight of McGill College, Montreal. This institution was founded by the will of the Hon. Peter McGill in 1811, but owing to a protracted law suit in regard to that will the royal charter for the college was not issued until 1821.

In 1824, a committee of the House of Assembly prepared and presented an elaborate report on the state of education in the Province. From this report it appeared that "in many parishes not more than five or six of the inhabitants could write; that generally not above one-fourth of the entire population could read; and that not above one-tenth of them could write, even imperfectly."

To remedy this state of things, and to meet the wishes of the R. C. clergy, who complained of the too Protestant character of the Royal Institution Act, a measure was passed in the same year (1824) known as the *Fabrique* Act. It provided for the establishment, by the *Fabriques* (a corporate body under the old French laws of the Curé and Churchwardens) of one school in each Roman Catholic parish for every hundred families. In 1829 a further effort was made to modify the Royal Institutions Act of 1801, so as to provide for two committees (Protestant and Roman Catholics) of the Royal Institution. Owing to some legal impediments in the way the bill was dropped.

In the same year, however, (1829) an effort was made to popularize the existing schools. A bill was passed providing for the election of trustees, in place of the *fabriques*, by the land-holders of each parish. This measure, though defective, was the first general elementary School Act of Lower Canada, and the germ of the present system. It was amended in 1830 and 1831 so as to provide for the election of ministers, equally with laymen, as trustees, for half yearly examinations, and for the appointment of visitors to inspect schools and report upon their condition. An appropriation was also made for a deaf and dumb institution.

In 1831, the House of Assembly appointed a standing committee on education; and in the following year the various Acts relating to elementary schools were amended and consolidated.

Girls' schools were provided for and prizes instituted. The school visitors were authorized to decide disputes, fix school boundaries, and choose sites for superior schools. Teachers were required to hold a certificate of qualification, to keep open the school at least half a year, and to hold public examinations. In 1833 and 1834 this Act was again amended.

In 1836, the committee of the House of Assembly having reported on the "universal incompetency of school-masters," a normal school was authorized for five years in Montreal and Quebec, and certain convents named were authorized to train female teachers for the same period.

The School Act of 1832, as amended, having expired, the Assembly passed a more comprehensive Bill, which was rejected by the Legislative Council. This Bill contained two important features: 1st, Authority to establish model schools; and, 2nd, permission to raise a school rate with the consent of the inhabitants. The objections urged against the Bill were: 1st, That while the aggregate expenditure for education during the preceding seven years only amounted to \$600,000, yet this bill, by its unusually large appropriation (\$160,000 per annum) would have the effect of superseding rather than stimulating local effort; and, 2nd, that the expenditure of the grant by members of the House was demoralizing.

As in Upper, so in Lower, Canada, the political troubles of 1837-8 paralyzed all further educational effort. On the union of the Provinces, however, a comprehensive measure was passed providing for a uniform system of public education for Upper and Lower Canada and appropriating \$200,000 a year for its maintenance. Dr. Meilleur, an active educationist, was appointed to superintend the Lower Canada schools.

In 1843, this law was amended; and in 1846, it was superseded by an improved measure, which first embodied a principle of compulsory taxation. This was, however, modified in 1849, so as to make it permissive. In 1851, an abortive effort was made to establish a Normal School. In 1855, Dr. Meilleur gave place to Hon. P. J. O. Chau-

veau, LL.D., who infused new life and energy into the school system of Lower Canada.

During all these years the superior institutions of learning continued to multiply. In 1804, the Seminary of Nicolet was established; in 1806, St. Raphael Seminary, (which had been burned in 1803), was reopened as the College of Montreal; in 1811, the College of St. Hyacinthe; in 1824-25, the College of Ste. Thérèse de Blainville; in 1826, the Industrial College of Chambly; in 1827, the College of Ste. Anne la Pocatière; in 1827-28, McGill College; in 1828, La Providence Convent at Montreal; in 1832, the McDonald Deaf and Dumb Asylum, Quebec; in 1833, L'Assomption College; in 1842, the Christian Brothers Schools at Quebec; in 1843-45, Bishop's College, Lennoxville, and a Classical High School, Quebec; in 1846, St. Michel College, Joliette College, Industrie; in 1847, Masson College, Terrebonne; in 1849, Schools for the Deaf and Dumb, at Chambly and Longue Pointe; in 1849, the College de Ste. Marie, Montreal; in 1850, the College of Notre-Dame de Levis, and Rigaud College; in 1852, McGill College, and the Grand Seminary of Quebec, and in 1853, Bishop's College, were chartered respectively as McGill, Laval and Bishop's College Universities; in the same year (1853) the College of Ste. Marie de Monnoir, and the Normal and Model Schools of the Colonial and Continental Church and School Society, at Montreal (subsequently transferred to McGill College); in 1854, the College of St. Germain de Rimouski, St. Francis, (Richmond,) Laval, near Montreal, Ste. Marie de la Beauce and Verchères; in 1855, Sherbrooke and Varennes Colleges; in 1846, La Chute College, Argenteuil; in 1858, the Reformatory School, Isle aux Noix; in 1859, the College of Trois-Rivières; in 1860, Longueuil College; and in 1862, Morrin College, Quebec. In 1872, the Wesleyan Methodists projected a College at Stanstead.

Hon. Dr. Chauveau's first act was to prepare two important school bills, one to consolidate

and improve the system of elementary schools, and the other that of superior education. He also projected the *L. C. Journal of Education*, and *Le Journal de l'Instruction Publique*, and promoted the establishment, in 1857, of Jacques-Cartier and McGill Normal Schools, Montreal, and of Laval Normal School, Quebec. Various modifications and improvements were made in the school system of Lower Canada, now Quebec, during the incumbency of Dr. Chauveau, who, in 1867, became Minister of Public Instruction and retired in 1873. The Hon. Mr. Ouimet, is his successor.

The Public Educational institutions in the Province of Quebec are thus classified:

- Universities;
- Classical Colleges;
- Industrial Colleges;
- Academies for Boys, or mixed;
- Academies for Girls;
- Normal Schools;
- Model Schools, annexed to Normal Schools.
- County Model Schools;
- Public Elementary Schools;
- Dissentient Elementary Schools.

In his last report, Hon. Dr. Chauveau, gives the following particulars relating to the progress of education in the Province of Quebec since 1852:

	1853	1857	1862	1867	1870	1871	1872
Institutions	2352	2946	3501	3712	4028	4063	4113
Scholars	108,251	118,738	138,633	238,929	215,601	223,014	224,270
Fees and rates for all purposes	\$163,814	\$124,708	\$542,726	\$728,194	\$976,788	\$365,735	\$1,631,719
Miscellaneous		597	588	737	691	801	819
School Districts	2500	3079	3329	3965	3641	3710	3710
School Licenses	2915	2449	2690	3145	3233	3379	3379
Assessments for							
Teachers	\$229,208	\$157,038	\$244,117	\$404,111	\$463,320	\$495,995	\$495,995
Trained	192	228	219	252	249	254	254
Penalties to teachers	\$2211	\$3237	\$3036	\$1700	\$1895	\$1909	\$1909

## PROVINCE OF NOVA SCOTIA.

1. *First Educational Efforts.*—The earliest public effort made in Nova Scotia on behalf of education was in 1780, when a grant of \$6,000 to be raised by lottery, was authorized by the Legislature with which to erect a building for a Superior School at Halifax. A further grant of \$400 per annum was made for a master, and \$200 for an usher, whenever the number of scholars should exceed forty. A private Grammar School had existed at Halifax for many years previous.

In 1782, four hundred acres of land were granted by the Government in aid of a school at Windsor.

2. *King's College, Windsor.*—In 1787, George III. directed the Governor to recommend the House of Assembly "to make due provision for erecting and maintaining schools, where youths may be educated in competent learning, and in the knowledge of the Christian religion." A committee of the House, in compliance with this recommendation, reported in favour of the establishment of an academy at Windsor, as the best situation for a Church of England Seminary. It recommended that \$1,000 per annum be given to a head master ("who should be a clergyman of the Established Church") \$500

a year to a professor of mathematics and natural philosophy. The committee expressed its "apprehensions of evil to the youths of the Province if they were sent to the United States for instruction, where they would lose their attachment to their native land, and imbibe principles unfriendly to the British constitution. The committee further recommended a grant of \$2,000 "to pay teachers salaries." On the 1st of November, the new academy at Windsor, was opened by the bishop. Seventeen students were admitted. Two gentlemen were appointed to seek aid for the College in England.

In 1789, a grammar school was established at Halifax. It was first opened in the Province buildings. In 1790, the Imperial Parliament made a grant of £4,000 sterling, or about \$20,000, towards the erection of the Church of England College, at Windsor, and, in 1795, a further grant of \$2,225, to complete it. In 1802, the College was incorporated by Royal Charter. In the same year the R. C. Vicar General Burke, of Halifax, memorialized the Government for leave to establish a R. C. Seminary at Halifax. The subscriptions for the Seminary having failed, the Vicar General contented himself with the erection of "a large building for the charitable education

of youth of his own church." In reply to the memorial, the Governor notified Mr. Burke "that no school or Seminary of Education could be exercised in this Province but such as were conformably to the laws of England and of this Province confirmed by His Majesty," and that without such approbation the Government would "not presume to issue any licence for any such school." Mr. Burke, however, still persisted in erecting the building.

In 1803, Windsor College was formally opened and the Imperial Parliament endowed it with a grant of £1,000 sterling per annum. In 1806, for some cause, the Archbishop of Canterbury disannulled all of the statutes of the College.

In 1813, the College was further endowed by a grant of 20,000 acres of land in Nova Scotia. In 1833, the Imperial endowment of £1,000 sterling was reduced to £500, and in a few years it ceased altogether. In 1851, the Provincial endowment of £400 sterling per annum (first made in 1788) was reduced to \$1,000, which sum it has continued to receive up to the present time. It still remains under the control of the Church of England, and has in connection with it a Collegiate School or Academy.

3. *Dalhousie College, Halifax.*—In 1817, the

Legislature, on the recommendation of the Governor (the Earl of Dalhousie), granted \$39,000, out of the Castine fund, for the endowment of a College at Halifax, in connection with the Church of Scotland, but open to all denominations.\* In 1818, part of the Parade-ground was given as a site for the proposed college. In 1819, the Legislature made a grant of \$8,000, for the erection of the new institution on the Parade, to be named Dalhousie College. In 1820, the college was incorporated, and, in the same year, Governor, the Earl of Dalhousie, laid the corner stone of the college. He said that "the doors of the college would be open to all who profess the Christian religion." He also stated that it was particularly intended for those who are excluded [by the "thirty-nine articles of the Church of England] from Windsor College." In 1821, the Legislature made a further grant of \$4,000 towards the erection of the building. Owing to various causes, but chiefly to the existence of several rival institutions in Nova Scotia, Dalhousie College was not successfully put into operation until 1863, when various denominations united to support it, as a literary institution. In the meantime, the Castine endowment fund, created in 1817, had by skilful management increased to \$60,000, which enabled the governors to appoint six professors to the various chairs in the institution.

4. *Other Colleges and Academies.*—In 1816, the trustees of an Academy established by the Presbyterians at Pictou, were incorporated. It received for many years a grant of from £300 to £500, but the appropriation generally gave rise to a warm debate, owing to the rivalry between the Academy and Windsor College—the former, it was alleged "endeavouring to produce hostility to the established Church and Windsor College." In 1827, the House of Assembly granted \$800 to an Academy at Annapolis. In 1840, Acadia College, established by the Baptists at Wolfville, was incorporated. The Horton male and female Academies are in connection with this College. The Sackville Academy is under the control of the Wesleyans. In 1841, St. Mary's College, established by the Roman Catholics at Halifax, was incorporated. In 1847, the Free Presbyterian Church established a Theological College at Halifax, and attached to it an Academy. They had also a Classical College at Truro, which is now incorporated with the College at Halifax. Goreham Congregational College, which was established by Mr. Goreham at Liverpool (Queen's County), having been burned, has not been revived. The remaining Colleges and Academies in Nova Scotia are: St. François-Xavier's Roman Catholic College at Antigonish, Cape Breton; Arichat Roman Catholic Academy at Isle Madame, C. B.; and the New Glasgow Academy in the County of Pictou, besides a Seminary at Yarmouth, and a Ladies' Academy and other female schools in Halifax. In addition to the Academies named, the Legislature has appropriated \$600 to each of the remaining counties for the establishment of a County Academy. The Legislature of Nova Scotia also pays \$1,000 a year to the Wesleyan Academy at Sackville, New Brunswick. The Legislative grant in aid of Colleges

\* This fund was the proceeds of the import and excise duties levied at Castine, a fort on a peninsula on the east side of Pombouet (Maine) which was taken by the British troops in 1814. Out of the same fund the Legislature also appropriated \$1,000 for the establishment of the garrison library, in the same city.

Nova Scotia is \$6,600 per annum and to the "special academies" \$7,000.

5. *Normal Schools.*—In 1854, a Normal School for Nova Scotia was established at Truro. In 1856, two model schools were attached to it. The attendance of students varies from year to year. There is a model farm attached to the school.

6. *Grammar Schools.*—In 1811, an act was passed establishing a grammar school in each of the counties. The salary of the head master was fixed at £100 per annum, and of the assistant £50, when over thirty pupils attended the school. In addition to the Grammar School and the Royal Acadia School at Halifax, and the Collegiate School at Windsor, there are forty-five others in the Province, attended by about 1,800 pupils—1,000 of which are in the classics and mathematics. The cost of these schools is about \$14,000 per annum, including nearly \$10,000 granted by the Legislature for their support.

7. *Common Schools.*—In 1811, an Act was passed by the Legislature of Nova Scotia, providing for the payment of \$100 in aid of a school or schools in any settlement of not less than thirty families in which \$200 were raised by assessment for school purposes. In 1825, when the Common School Act of 1811, expired, the matter was referred to a Joint Committee of both Houses. The report of the Committee stated that at the time "there were 217 schools attended by about 3,600 children, at a cost of about £11,000, but that there were yet 4,400 children who did not attend any school at all. They thought that 210 additional schools were necessary and that an assessment on the whole population, according to each man's ability, should be levied and that the children should be taught free of charge and that £60 should be the minimum of a teacher's salary." After a long debate the report was rejected by a vote of 24 to 12. Next session in 1826, the House resolved to adopt the principle of the report (which it had before rejected) with this modification, that it should not take effect in any school district unless with the consent of two-thirds of the ratable inhabitants. A grant of \$10,000 in aid of the schools was made.

In the same year (1826) the Province was divided into school districts, and the rate-payers were authorized to appoint trustees for the establishment and maintenance of Common Schools, under the control of Boards of Commissioners. In 1829, Thomas C. Haliburton, Esq., in his *Historical and Statistical Account of Nova Scotia*, thus expresses his opinion in regard to the state of education in Nova Scotia. He says:—

"The education of the people is provided for by an University at Windsor, by Academies at Pictou and Annapolis, and by a Grammar School at Halifax. In addition to these Seminaries, provision is made by the Legislature, for assisting the exertions of the poor, in the establishment of common schools. For this purpose, the sum of £4,000 per annum, is granted by a temporary Act, and apportioned among the several counties, in each of which a Board of Commissioners is appointed, to direct its appropriation. The system upon which this aid is contributed is not permanently settled, a great difference of opinion existing, as to the expediency of introducing a direct tax for the support

of common schools; a detail of the plan is therefore rendered unnecessary."

In 1833, the grant in aid of these schools had increased to \$16,000. Various subsequent School Acts were passed up to the year 1849, when Dr. Dawson (now Principal of McGill University, Montreal) was appointed Superintendent of Education for the Province. Under his management a new school act was passed in 1850, and the character of the schools was greatly improved, and the numbers increased. On the retirement of Dr. Dawson, in 1854, another School Act was passed, and a Normal School was established at Truro. In 1855, Rev. Dr. Forrester was appointed Superintendent of Education and Principal of the Normal and Model Schools. He was succeeded by Mr. Rand. In 1864, the establishment of the Normal School which trains about 60 teachers a year, has given a great impetus to education, and has very materially elevated the character of the schools and the profession of teaching in the Province. In 1861, the Legislative grant in aid of schools was \$67,000, while the whole expenditure amounted to about \$250,000. In 1862, the number of schools was 1,230. In 1864, the School Act was revised, and many of the provisions of the Ontario School Act incorporated in it, including the substitution of school sections for school districts, and vesting in the rate-payers the right to determine annually how the schools should be supported during the year, &c. In 1865, the school law was again revised and amended, and again in 1866. It is now, with some modifications, a transcript of the school law of Ontario. Under its authority a comprehensive code of regulations have been adopted by the Council of Public Instruction and a programme of the studies for the school prescribed. In 1869, Mr. Rand was transferred to New Brunswick, and was succeeded by the Rev. A. S. Hunt, M.A. The number of schools, as well as the attendance of pupils, has more than doubled since 1840. At present there are about 1,500 Common Schools, attended by 76,500 pupils, and supported at a cost of nearly \$500,000, including a legislative grant of about \$155,000. The total number of Educational Institutions of all grades in the Province is about 1,530, attended by upwards of 80,000 students and pupils, and supported at a cost of nearly \$555,000 per annum, including a legislative grant of about \$175,000. Rev. A. S. Hunt, M.A., is now the Chief Superintendent of Education.

8. *A Deaf and Dumb Institution* has been established in Halifax since 1858. It has been highly successful, and is attended by about fifty pupils from Nova Scotia and New Brunswick. Its total cost is only about \$5,250 per annum, part of which is granted by the Legislature of Nova Scotia, and part by that of New Brunswick, in proportion to the number of pupils attending the school from each Province.

9. *Acadian School.*—In 1813, Capt. Bromby established an industrial school for the poor in Halifax on the Lancasterian system. The school was subsequently aided by the Legislature and Capt. Bromby received £200 in consideration of his labours and expense in establishing the school.

10. *Private Schools.*—There are several private schools of an excellent description for both boys and girls in various parts of the Province. They receive no aid from the Legislature.

## PROVINCE OF NEW BRUNSWICK.

1. *Educational Efforts and Progress.*—In New Brunswick, as in the other provinces, the efforts to provide education were for many years spasmodic, and took nearly the same direction.

2. *Common or Parish Schools.*—Little was permanently done in early times for elementary education. In 1823, an Act for the encouragement of Parish Schools was passed. In 1829, this Act expired, but was continued and was again re-enacted in 1831. In 1833, a general School Act was passed, authorizing the rate-payers to appoint three trustees in each parish for the purpose of dividing it into school sections or districts, and to examine and employ teachers. Provided the inhabitants contributed £20 for a male, and £10 for a female teacher, with board, and the schools were kept open for at least six months in each year, the Legislature contributed an equal sum to aid insupporting the schools.

The average grant to each Parish was £120, but it was not to exceed £160. The whole amount granted by the Legislature to Schools in 1836 was £12,000. In 1837 another more comprehensive act was passed, providing for the establishment of a County Board of Education for the examination of teachers. The grant to each parish was by this Act raised to £180. In 1840 this Act was supplemented by one which raised the stipend of teachers. In 1843 owing to the greatly depressed state of the provincial funds only £1200 were granted in aid of Parish Schools but the sum was shortly afterwards restored to its original amount of £12,000. In 1845 a Committee of the House of Assembly (of which ex-Governor Wilmot was chairman) brought in a report on the condition of the schools and a draft of bill "for the support and improvement of Parish Schools." At the suggestion of the Committee, the Bill was deferred. In 1847, a new Act was passed, by which local Boards were superseded by a Provincial Board, consisting of the Governor and his Executive Council. The stipends of teachers were fixed at £18, £22 and £30, according to their grade. Books and apparatus were also provided, and the grant to a parish was raised to £260. In 1849, this Act was amended. In 1852, a new Act was passed, and the late Rev. James Porter, (of Toronto) was appointed Chief Superintendent of Parish Schools, and a member of the Provincial Board of Education. By the new Act provincial and local superintendents (or inspectors) were appointed to give it effect. In 1853, Mr. Porter resigned, and was succeeded by J. M. d'Avray, Esq. The grant in aid of Parish Schools at this time amounted to \$64,000. A normal or training and model schools were also established at St. John. In 1854-5 this Act was renewed and supplemented by one which raised

the salaries of teachers. In 1858 the School Act was again revised and an additional impulse given to education. Henry Fisher, Esq., succeeded Mr. d'Avray as Chief Superintendent in 1858; but on his death, in 1856, John Bennett, Esq., took his place. There were about 900 common schools in operation in New Brunswick in 1865, besides about 25 superior schools (a grade between common and grammar schools), and 20 denominational and Madras schools.

In 1871, the whole school law underwent revision, and a new and comprehensive Act, based on the Ontario School law, was passed to regulate common schools. Theodore H. Rand, Esq., was appointed to succeed Mr. Bennett as Chief Superintendent. A discussion arose in regard to the power of the New Brunswick Legislature "to make such changes in the school law as deprived Roman Catholics of the privileges they enjoyed at the time of Confederation (in 1867) in respect of religious education in the common schools." The matter was referred to the Dominion government but the competence of the Local Legislature to deal with the question was sustained and the Dominion Government refused to interfere: An appeal against this decision was made in 1874 to the Privy Council, but the appeal was dismissed with costs.

3. *Grammar Schools* have been established in nearly all the counties of New Brunswick. Each grammar school receives £100 per annum from the Legislature, and, in addition, is supported by fees and subscriptions. King's College Collegiate School is the Grammar School for York County.

The first Grammar School Act of New Brunswick was passed in the year 1805. It was entitled "An Act for encouraging and extending literature in this Province." It provided for the establishment of a Grammar School in the city of St. John. Another Act was passed in 1816, providing for a Grammar School at St. Andrews. In 1823 the general Act was amended; and, in 1829, another Act was passed providing for the endowment of King's College, and for this establishment and support of grammar schools throughout the Province. In 1846, this Act was amended so as to provide specifically for the teaching in Grammar Schools of "Orthography, Reading, Writing, Arithmetic, English Grammar, Geography, History, Natural Philosophy, the practical branches of mathematics, the use of Globes, the Latin and Greek Languages and such other useful learning as may be judged necessary." It also provided that in "every Grammar School there shall be an average number of fifteen scholars over ten years of age in daily attendance."

In his Report for 1873, the Chief Superin-

tendent states that there are 864 Common Schools in operation, attended by 40,405 pupils, 22,307 boys and 18,098 girls. The Provincial grant in aid of these schools is about \$90,000 per annum. The number of Superior Schools reported was 41, attended by 2,930 pupils. The Legislative aid is nearly \$9,600. The number of Grammar Schools reported was 14, attended by 881 pupils, Legislative aid, about \$6,400. The Normal School has an attendance of from 50 to 70 students, per term.

4. *New Brunswick University.*—In 1800 the Legislature passed an Act incorporating an Educational Institution for the Province, under the name of the College of New Brunswick, at Fredericton. In 1828, this name was changed to that of King's College by royal charter, and endowed with \$800 yearly, and a grant of 6,000 acres of land. Its income is now about \$13,500 per annum. In 1854 a commissioner from Canada (Rev. Dr. Ryerson, Chief Superintendent of Education), one from Nova Scotia (J. W. Dawson, Esq., LL.D., now Principal of McGill University, Montreal), and three from New Brunswick (Hon. Messrs. Gray, Saunders, and Brown), were appointed by the Lieutenant-Governor to devise a scheme for increasing the usefulness of the institution. In 1859, an Act was passed by the Legislature reorganising the institution in the manner suggested by the commissioners. Each county in the Province is entitled to a yearly scholarship for one student, valued at sixty dollars, besides gratuitous instruction.

The number of students who graduated in 1871 was seven. In 1872, nine. The attendance of students is about sixty.

5. *Other Colleges and Academies.*—In 1836 the Baptists of the Province established a seminary for higher education, in Fredericton. This institution receives a grant of \$1,000 per annum from the Legislature. In 1843 the Wesleyan Methodists, partly by the liberality of C. F. Allison, Esq., erected the Allison Academy for higher education, at Sackville. In 1854 the Wesleyans also established a Female Academy at Sackville. These institutions receive an annual grant of \$2,400 from the Legislature of New Brunswick, and \$1,000 from the Legislature of Nova Scotia. The Presbyterians have a college at Woodstock, and an academy at Chatham; the Roman Catholics, have also an academy at Chatham, as well as St. Basil's Academy, which receive grants from the Legislature. There are also other academies. The total of the Parliamentary grant in aid of education in New Brunswick is nearly \$200,000 per annum.

## PROVINCE OF PRINCE EDWARD ISLAND.

In the year 1804 (as stated by Hon. Mr. Coles, Colonial Secretary) the first step towards making provision for the encouragement of Education in Prince Edward Island was made. In that year, the English Secretary of State in a despatch gave directions to appropriate the rent of the Warren Farm (Government property) towards the support of a School in Charlottetown. But it was not until the year 1819 that a direct appropriation of these rents was made in the erection of a National School, which was opened in 1821.

In 1808, the legislative grant for education in the Island was £328; in 1829 it was only £502; in 1832, £563; in 1839, £605; in 1841, including a grant to the Academy, it was £1,272; in 1845, £1,725; in 1850, £1,825; in 1854, after the passing of the Free Education Act the grant was raised to the munificent sum of £9,038; in 1855, to £11,909 and in 1856, to £12,000.

On the first distribution of the lands in the island, thirty acres were reserved in each township for a schoolmaster. No public school was, however, opened until 1821, when the National

School referred to was opened in Charlottetown. Some years afterwards a Board of Education was appointed for the island; and, in 1836, a central academy was also opened in Charlottetown. In the following year (1837) a visitor or superintendent of schools was appointed for the island. In 1848 a visitor was appointed for each county; and in 1852 the first Act establishing Free Schools in a British Colony, was passed by the Legislature. It gave a great stimulus to education in the island. In 1853 a visitor for the whole island was again appointed. In 1856 a normal school was established at Charlottetown, and in 1857 an agitation arose as to the use of the Bible in the public schools. In 1861 the Legislature passed an Act to consolidate the laws relating to education in the Island, and to improve the condition of public schools, as well as to authorise the use of the Bible in them. It also passed an Act to establish the Prince of Wales' College in honour of His Royal Highness' visit to Prince Edward, in that year.

In 1863, another Act was passed still further to

improve the condition of the schools, to determine the salaries of teachers, and to authorize "the establishment of a grammar school in lieu of two district schools." It prescribed that grammar school masters should hold a certificate of the highest class, and also "be qualified to teach the Latin, Greek and French languages in such proficiency as the Provincial Board of Education shall deem requisite." In 1864, the School Act was again amended and also the Act relating to the Prince of Wales' College.

In 1868, the whole of the Acts relating to education in the Island were consolidated.

The Progress of Education has been as follows :

Year.	Schools	Pupils.
In 1837 there were in the island	51	attended by 1,650
In 1841	121	" 4,356
In 1848	131	" 4,512
In 1852	133	" 4,760
In 1855	270	" 12,133
In 1861	302	" 11,500
In 1863	305	" 12,225
In 1868	339	" 13,550
In 1869	360	" 14,867
In 1871	381	" 15,795
In 1871	384	" 15,235
In 1872	392	" 16,257

\*Including these are 15 grammar schools, with about 930 pupils, and one normal school with 72 pupils.

## PROVINCE OF NEWFOUNDLAND.

In 1802 Governor Lord Gambier, with the concurrence of the R. C. Bishop O'Donnel, of the Island, and the Protestant clergy, established a Protestant and Roman Catholic school at St. John's, and placed it under the management of clergymen of various religious persuasions. Other schools were also established by various bodies at the outports. The Benevolent Irish Society established a school at St. John's in 1806. In 1823, the Newfoundland and British North American School established "free" schools. In 1836 the number of schools in Newfoundland was only 79. In 1843, the first Act was passed providing for the education of the people. Of this Act the Rev. Charles Pedley, in his History of Newfoundland, thus speaks :—

"By the Act of 1843, a sum of \$25,500 was granted annually for the promotion of education, of which sum one half was appropriated in support of Protestant and one half in support of Roman Catholic schools. This amount was further distributed among a number of districts whose boundaries were defined by the Act, and which embraced the whole Island. In each district a board was to be appointed by the Governor, consisting of seven persons, of whom the senior clergyman of the district was to be one. In all those districts in which the majority of the population were Protestants the schools were to be under a Protestant board, and where the majority were Roman Catholics, the schools were to be held by Catholic boards. A yearly fee of one dollar was to be required from each pupil attending the schools, the several boards being empowered to remit the fee where persons were unable to pay the same.

"In the following year an Act was passed to provide for the establishment of an academy in St. John's for the promotion of a superior order of education.

"By that Act, the sum of \$15,000 was appropriated for the erection of an academy, and for providing a library and apparatus. The institution was to be under the management of nine directors appointed by the Governor. His Excellency had also the appointment of senior and junior masters, 'provided that no minister of religion having any fixed pastoral charge should be eligible as a master.' The salary of the senior master was fixed at \$1,500, that of the junior master \$1,250, payable out of the general revenues of the colony."

In 1858, a further Act was passed "for the encouragement of education" in the Island. By this Act \$52,625 were granted for the support of Protestant and Roman Catholic schools in the following proportions, viz.: \$23,764 to Protestant districts; \$18,336 to Roman Catholic districts; \$5,000 for denominational commercial schools, and \$3,475 for convent schools. \$3,750 were also granted to various schools for training scholars as teachers.

A further grant was made in aid of building and repairing school-houses and in supplying schools with books, maps, and school furniture. By this Act the Governor was authorized to appoint a Protestant and a Roman Catholic Inspector of Schools.

In regard to the progress of education in the Island the Rev. Charles Pedley remarks :—

"The general results of the educational provi-

sion made in the colony are, at this day, disappointing. With a grant of upwards of \$65,000 expended annually by the Legislature on this object, the culture of the labouring people in St. John's, and especially in the outports, is of a lamentably low order. And it is difficult to foresee any considerable improvement, as the chief hindrance in the way lies in the indifference and apathy of the people themselves."

At present the Island is divided into forty-four educational districts;—of these, twenty-seven are under the control of a general Protestant Board of Education, and the remaining seventeen under a Roman Catholic Board. There is a school inspector in connection with each board. The Legislature aids in the erection of school-houses by contributing one half their cost in each case.

There are three denominational Academies—Episcopalian, Wesleyan and Presbyterian—and one R. C. College (Bonaventure) at St. John's. Each receives a legislative grant varying from \$750 to \$4,400 per annum. In addition, \$2,000 are divided among the Protestant Academies for the training of common school teachers, and \$1,750 to Bonaventure College for the training of Roman Catholic teachers. There is a good Grammar School at Harbour Grace, and ten commercial schools at various places throughout the island.

In 1845 there were 299 schools with 10,300 pupils

In 1857	"	"	220	"	"	11,200	"
In 1870	"	"	243	"	"	12,328	"
In 1871	"	"	281	"	"	16,087	"
In 1872	"	"	297	"	"	16,831	"



## PROVINCE OF BRITISH COLUMBIA.

British Columbia, although educationally the youngest Province of the Dominion, bids fair to outstrip some of her sister provinces in enterprise and efficiency. The Act organizing her system of education was only passed on the 11th of April, 1872, and the first report on the condition of the schools was issued in September.

John Jessop, Esq., the first Superintendent of Education for the Province of British Columbia, appointed under the new Act, was formerly a successful student in the Normal School in Ontario. He has, as we see from his report, not failed to introduce into the British Columbia Schools many features of the Ontario School-System, and the law and most of the official regulations are almost verbatim transcripts (as far as they go) of those in force in this Province. The text-books used, also, are chiefly the same as those authorized for use in Ontario. There is a Provincial Board of Education, which is authorized to examine and give certificates to Public School Teachers, and to prescribe general regulations for the schools, etc.

The Legislative educational grant, for all pur-

poses, is \$40,000 a year. Of this sum \$8,346 were expended for school-house building and repairs. The trustees have no power to levy rates, but all the expenses of the schools are defrayed, upon the certificate of the Superintendent, out of the \$40,000 grant. There were in British Columbia (and Vancouver Island) 26 school districts in 1873; in one-half of them only schools were reported, and these were attended by 573 boys and 455 girls—total 1,028. The school population reported is from 1,800 to 2,000.

In 1843 Vancouver Island was first occupied by the Hudson Bay Company, and Victoria, the capital, founded. This capital was selected by James Douglas, Esq., the governor, on behalf of the Hudson Bay Company. In 1844, the boundary-line between the United States and what is now known as British Columbia, was determined. In 1849, Vancouver Island was conditionally granted by the Queen to the Company, for the purpose of settlement.

In the year 1859 gold was first publicly known to exist in the valley of the Fraser River (British Columbia proper) and in that year the occupation

of Vancouver Island was resumed by the Queen. The island, with British Columbia, was then erected into two British Crown Colonies, with separate boundaries, but under one government.

Though private efforts were made to establish schools as early as possible nothing was done in that direction by the Government until 1869, when a "Common School Ordinance" was passed by the Governor in Council. This ordinance was amended and its provisions were extended in 1870. In 1872 a comprehensive Act was passed by the Legislature (to which we have referred) based upon the Public School Act of Ontario. This Act was slightly amended in 1873.

In his report for 1873, the Chief Superintendent strongly recommends two features of the Ontario system for adoption in British Columbia, viz.: Compulsory education (the principle of which the Act of 1873 embodies); and the setting apart of part of the public domain for education. He also recommends the erection of teachers' residences and the introduction of vocal music in the schools. He deplors the inadequacy of teachers' salaries and the want of uniformity in teaching.

## PROVINCE OF MANITOBA.

The inspector of Protestant Schools in his first report says:—

"The Act upon which the present system of Common School Education is based was passed during the first session of the first Parliament of Manitoba held in 1871.

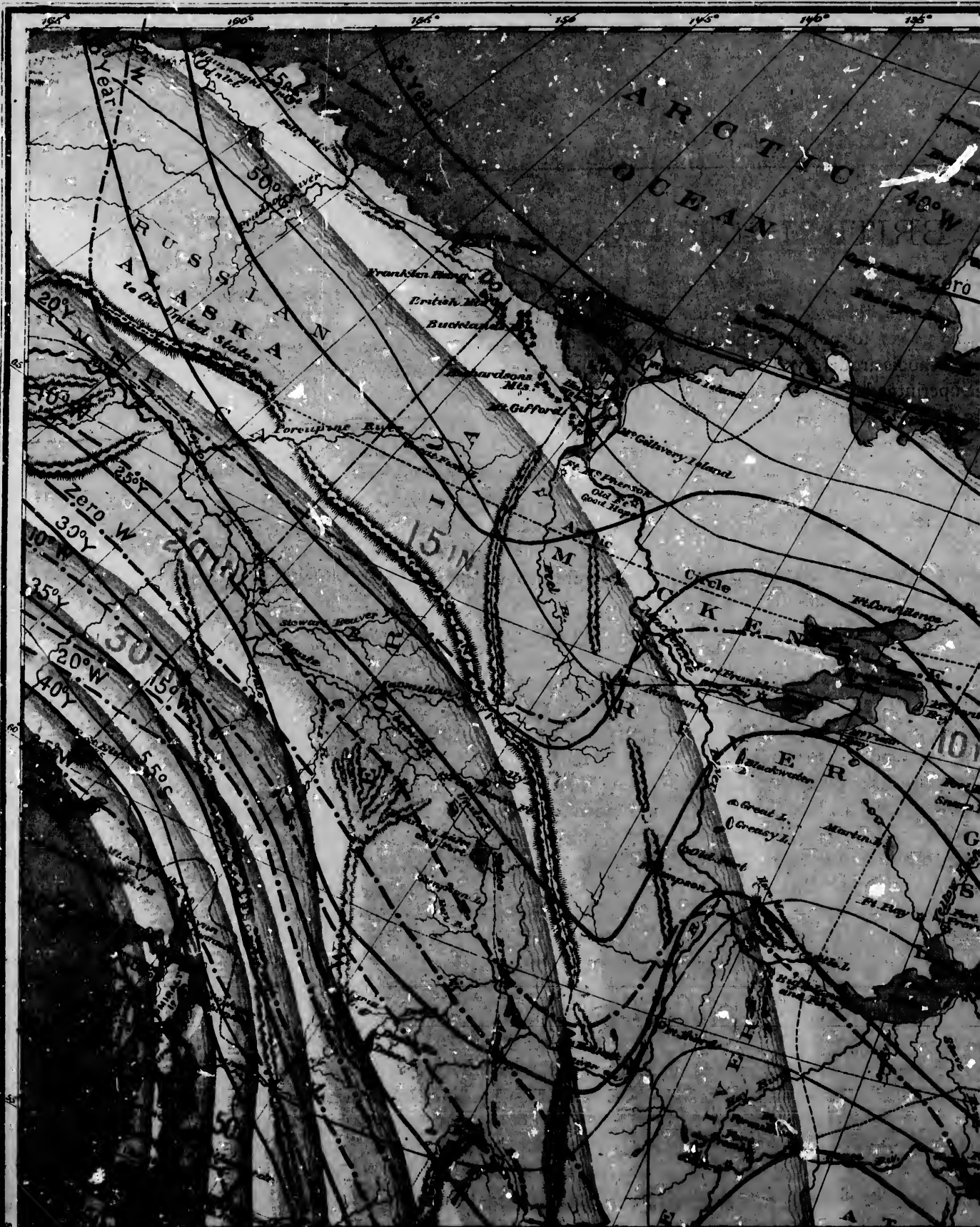
"Previous to the passing of this Act there were one or more schools in each of the English-speaking parishes. These schools were under the direct control of the Incumbent of the parish, and, with the exception of two, were all Church of England Schools. Some of them were entirely supported by the Church Missionary Society. As to the rest the teachers' salaries, as well as all expenses incurred in the erection, furnishing and repairing of the school-houses, were defrayed by local collections and subscriptions, aided during the past few years, by a grant from the Diocesan Fund. In several of the parishes,

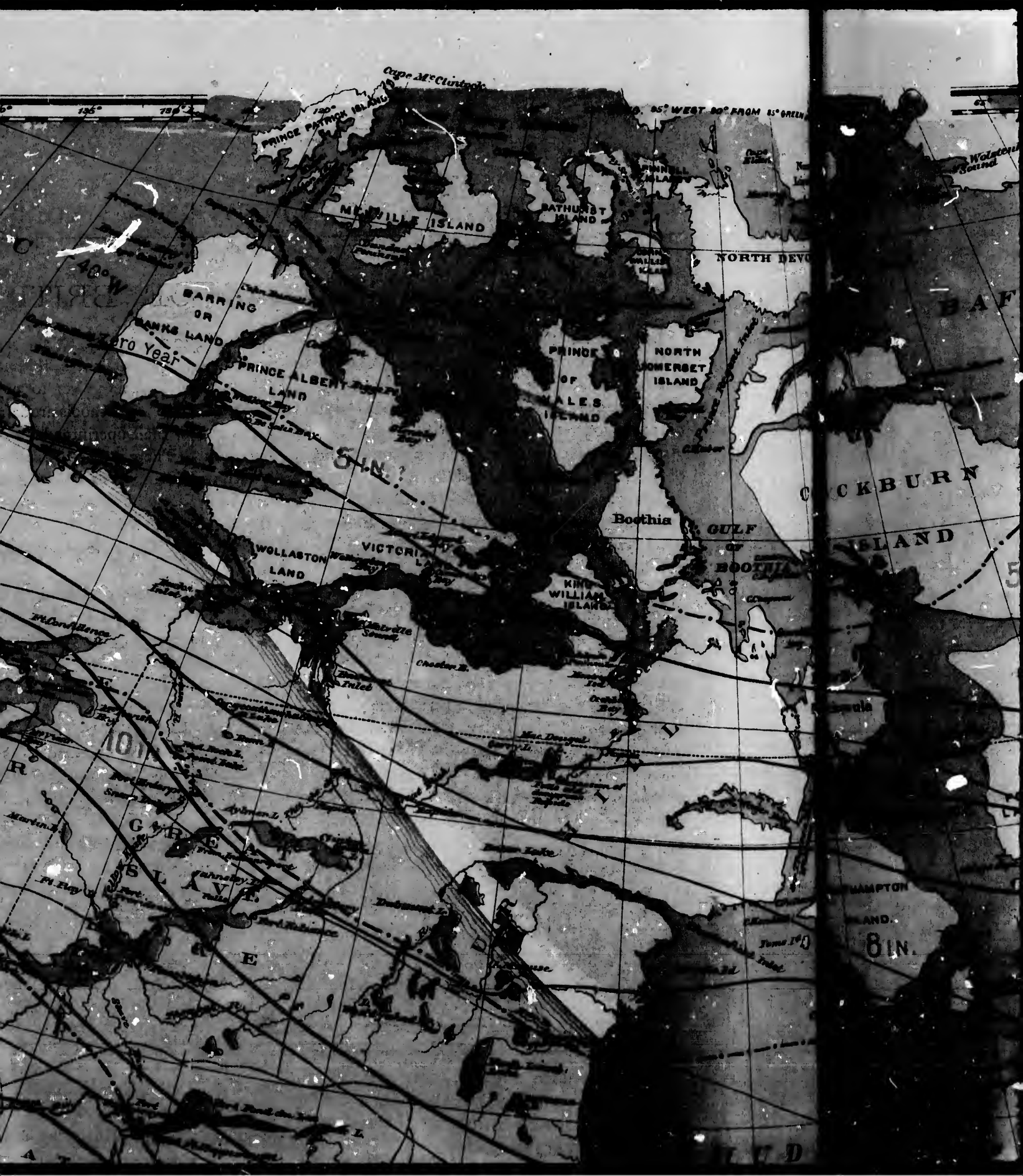
which are not connected with the Church Missionary Society, the schools have been carried on for the past few years under great difficulties. In these localities the support of the school devolved almost entirely upon the people residing in them; and when it is borne in mind that these parishes, always small and by no means wealthy, suffered heavily from the ravages of the grasshoppers, the difficulties of providing a reasonable salary for the teachers and keeping up the school-houses will be easily understood and appreciated. Indeed some of our schools have been frequently closed, for the simple reason that the teacher's salary could not be raised; and in more than one case the clergyman of the parish has undertaken the school duties himself, and devoted, free of charge, a few hours each day to the important duty of instructing the youthful members of his flock in the different branches of a common school education.

"So far as I have been able to learn, no assistance has ever been given by the Hudson's Bay Company, to the elementary schools, though in the case of the higher school of the country it has shown most commendable liberality."

As already intimated the Legislature established a system of education for the Province in 1871, and placed it under the control of a Provincial Board of Education and two Superintendents,—one a Protestant and the other a Roman Catholic. It also gave to the Board \$6,000 to assist it in maintaining the schools.

There are about 20 Protestant Schools, attended by nearly 850 pupils, and the same number of Roman Catholic Schools attended by nearly 750 pupils. The Church of England, Presbyterian and the Wesleyan Churches have each established a College in Montreal for theological and secular instruction.







Waldenholme  
Sound

Melville Monument

JAMES  
AND

Upernivik  
Dist.

Upernivik  
Bay

Ommalik  
Dist.

Hallenborg  
Dist.

Jakobsbo  
Dist.

Christianshaab  
Dist.

Christianshaab  
Dist.

Egedesminde  
Dist.

Holstenborg  
Dist.

Sukkertoppen  
Dist.

Sodthanga  
Dist.

Narsarsuaq  
Dist.

Fiskerhaas  
Dist.

Frederikshaab  
Dist.

AVFI  
BAY

GREENLAND

5 IN.

Arctic  
Circle

CUMBERLAND  
ISLAND

of Cook's Mercy

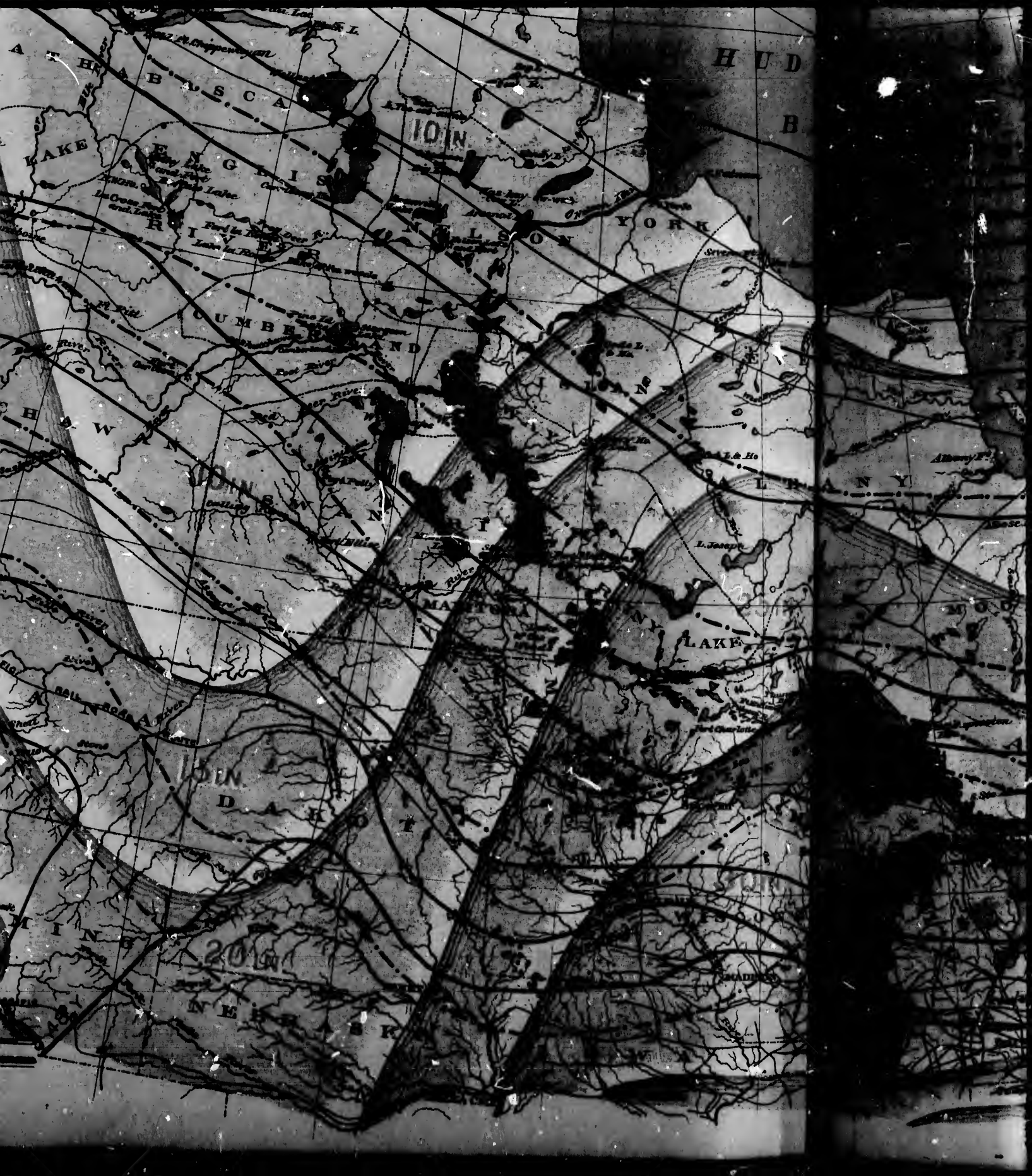
20°W



**EXPLANATION.**

- Lines of Equal Mean Temperature for the year.
- - - - - do for the Winter. (three months.)
- ..... do for the Summer. (three months.)





HUDSON  
NEW YORK  
ALBANY  
NEW JERSEY  
PENNSYLVANIA  
OHIO  
INDIANA  
MICHIGAN  
ILLINOIS  
WISCONSIN

LAKE SUPERIOR  
LAKE MICHIGAN  
LAKE HURON  
LAKE ERIE  
LAKE ONTARIO

CHICAGO  
DETROIT  
ALBANY

2014



10 IN.

15 IN.

20 IN.

25 IN.

RUPERT RIVER

MOOSE RIVER

ABBOTT RIVER

ANTICOSTA CANAL

WAKE IS.

6 June 1854





do for the Summer,  
(three months.)

Boundaries of Rain fall  
Areas.



MAP  
to illustrate the  
**CLIMATOLOGY**  
of the  
**DOMINION & CANADA**  
by LORIN BLODGET  
Author of American Climatology etc.  
1874

THE  
CLIMATE OF BRITISH NORTH AMERICA

By LORIN BLODGET.

AUTHOR OF "AMERICAN CLIMATOLOGY," ETC.

TEMPERATURE.

The climate of British North America is generally colder than that of like latitudes of Europe by about  $10^{\circ}$  on the annual means of temperature, and the position of Toronto is a fair representation of this general climate, so far as the interior districts, or those not immediately on the sea coast are concerned. At Toronto the deviation from the calculated mean temperature for its parallel of latitude is nearly 7 degrees, the normal or average, as calculated by Dove, being  $51^{\circ}$  while the annual mean for 30 years at Toronto is  $44^{\circ}3$ . The continental position of the larger portion of the interior therefore may be stated as rendering it colder by  $10^{\circ}$  than western Europe and colder by  $6^{\circ}$  to  $7^{\circ}$  than the average of climates of the northern hemisphere, continental and maritime both included. But the lower annual mean detracts little or nothing from the productive capacity of Canada, the greater heat of summer fully compensating for the cold of winter, and there are large districts in the East, with still greater areas on the Pacific coast, which possess all the advantages of full maritime climates. Nova Scotia with a portion of New Brunswick and several adjacent islands possess what may be called a full maritime climate, or one with a very moderate curve of changes in successive months, and no conspicuous extremes of heat or cold. The average is colder, however, than that for the west of Europe by about  $5^{\circ}$  for the colder months. On the western or Pacific coast of British America a full equal to the English climate is found, with the winter quite as mild as that of Cornwall, and the curve of changes among the months very moderate. The area embraced by this mild European climate is very great, Vancouver's Island alone being 20,000 square miles in extent, and other islands, with the mainland, giving at least 50,000 square miles more having a climate essentially the same. At Victoria the winter mean is over  $41^{\circ}$ , while that of London is  $39^{\circ}$  and that of Plymouth, England,  $44^{\circ}$ . The summer rises to  $62^{\circ}$  only, and the year is  $51\frac{1}{2}^{\circ}$ , these being also the equivalents for the best part of England. For a long distance northward of Vancouver the characteristic mildness continues as it does on the west of Ireland and of Scotland. Though much of the surface is rough and mountainous, thus interfering with occupation for agricultural purposes, there is no material inferiority of climate on this western side of the continent in comparison with that of the most valuable portions of the British Islands. Another most important and distinctive climatological district is found on the plains east of the

Rocky Mountains, in which the maritime features blend with the continental, affording a climate analogous to that of the plains of South Russia, and highly favorable to agriculture and fixed occupation of the soil. This modified climate extends westward from Lake Superior and Lake Winnipeg to the Rocky Mountains, and indeed beyond them, in various cultivable valleys; the general area being a triangle with its base along the 49th parallel, its western limit along the 122nd meridian of longitude from  $49^{\circ}$  to  $60^{\circ}$  N. latitude, from which point a nearly right line to Fort William would form its north-easterly limit. At the lowest estimate the area so included cannot be less than 350,000 square miles, for which the general climate is as favorable as that of Prussia, or as that of South Russia, from Moscow to the Black Sea. The severity which is sometimes experienced at Red River, and on the plains in its vicinity, is greatly modified in approaching the mountains westward, the influence of the Pacific coast extending far inland, and rendering the larger share of this great triangular area very mild for its latitude.

West of the Rocky Mountains the climate is warm and humid, like that of the west of Ireland, or of Norway. Though the surface is rough and sharply mountainous, there are many tracts of valuable surface, with magnificent forests, and waters never closed by ice, or obstructed by the severity of the winter climate. Some parts of this coast appear to receive excessive quantities of rain, but such is not the case on Vancouver's Island, nor on the mainland at some little distance from the coast. The local features of the climate have not been sufficiently observed to render the details clear, but it is indisputable that the climate is especially mild in winter, with little snow near the coast, and with a greatly softened effect extending inland across the Rocky Mountains and far down the Peace, Athabasca and Saskatchewan rivers. On these interior plains the great herds of buffalo winter in security, an indisputable proof of uniform mildness of climate. In the second great area outside the limits of the well settled colonies, which is the slope toward James Bay and the plateaux north of the present settlements of Canada, the climate has a wide range from summer to winter, and is marked by extreme continental severity in the latter season. The summer is short, warm and prolific; but too short for most crops to mature. While its capacity will at some time be developed, it is still certain that the great interior plains before described will first be occupied. The altitude of this great tract is small, even at the summit north of Lake Huron and Superior; but the sur-

face is so completely covered with water lines and marshes, and so generally denuded of timber, as to increase the winter severity, at the same time that the summer is not easily adapted to such growth as its climate would favor. Rupert House, James' Bay, is a representative position for this great area, and so far as the few observations obtainable would show, it appears warm enough for the three summer months to admit of considerable cultivation. The summer mean cannot be less than  $60^{\circ}$  or quite as great as that of the average in the Scottish lowlands, and in the north of Ireland. The critical features of this district are its liability to frosts in spring and fall, and the intense severity of the cold in winter and even late in the spring. Only in May, and after the middle of that month, is any growth possible. Temiscaming on the southern border of this district, lat.  $47^{\circ}20'$ , is certainly within the cultivable climates, having a summer mean of  $65^{\circ}$ , and it cannot be doubted that a large portion of the surface intervening between this point and James Bay will ultimately be occupied. The summer mean of  $65^{\circ}$  may be now assumed as the limit to which cultivation has gone, but it is possible nearly or quite to that of  $60^{\circ}$ , which reaches to the mouth of the St. Lawrence, thence north of the Saguenay to Rupert River, the southern extremity of James Bay, and north-westward just east of Lake Winnipeg to Lake Athabasca. Around Hudson's Bay, and eastward throughout Labrador, while there is much heat in July and August, there are sudden changes to colder weather possible in every month, and the summer is too short for any form of cultivation. North of this doubtful ground is the great area of Labrador and the Hudson's Bay region proper, a district of vast extent and wholly uncultivable. At Nain and Hebron, Labrador, and at York Factory, Lake Athabasca, Slave Lake and Great Bear Lake on the west, there are records of observations sufficient to define the climate with reasonable precision. Labrador has a summer mean of  $48^{\circ}$  at lat.  $57^{\circ}$ , and  $45^{\circ}$  at lat.  $58^{\circ}$  near the coast. The interior toward Hudson's Bay probably differs little in general climate. The winter mean is everywhere below zero, and single extremes fall far below the freezing point of mercury. West of Hudson's Bay the summer mean is  $50^{\circ}$  to  $55^{\circ}$ , or  $10^{\circ}$  warmer than Labrador, but the winter is nearly as cold at the west as at the east. At Fort Simpson and at all points along Liard and Mackenzie rivers, the warm air from the Pacific coast appears, and sensibly modifies the climate. There is much natural growth of forests and grasses over all the region west of Hudson's Bay, and far down the valley of the Mackenzie river.

Barley and other grains ripen at Fort Liard at the 60th parallel, ten degrees farther north than on the Labrador coast.

Notwithstanding the extreme severity of the climate of large areas of British North America, almost the whole surface to the polar circle is extremely prolific in animal and vegetable life. The seal and other fisheries of the Atlantic coast are almost or quite unequalled in their profusion, the ice on the return current in March and April bringing great numbers of seals along the Labrador coast. In the interior waterfowl and birds of every description swarm in countless numbers; with hares, foxes, deer, and the musk ox; salmon abound in the rivers, and with all these swarms of fur bearing and food yielding animals there must be great capacity to maintain settlements of civilized men. Highly nutritious grasses and rich fruits are suddenly frozen in at the close of the year, to furnish winter food for deer, buffalo, and other animals. For this reason the northern plains are better than those of lower latitudes to maintain all this class through the winter.

RAINFALL.

The distribution of water falling in rain and snow is much more obscure than the distribution of heat. Very few measurements have been taken beyond the limits of the agricultural settlements of Canada proper; none, indeed, except in the provinces of the Atlantic coast. It is only known of much of the interior that the warm season is profusely showery, and the cold seasons are generally dry. The aggregate of water falling in rain and snow diminishes in going northward, except at the immediate coast of the Pacific. The snows of the central districts are light in

winter, though falling in blinding storms along the surface. The quantity of water in any certain depth of this dry snow is also small. On the cotaux, or higher plains near the Missouri there is an area deficient in summer rain, but on Lake Superior, and along the fertile or forest belt north-westward the warm season is accompanied by frequent and profuse showers, affording an abundant supply of water. Probably all the cultivable surface of British North America is sufficiently humid in summer for ordinary purposes: its deficiency being during the cold season. On Vancouver's Island the rain fall is moderate, and generally the quantity on the immediate coast north of the 49th parallel is less than on the coast below the mouth of the Columbia. Observations of the annual fall of snow are not sufficient to give definite quantities, but the average is 80 to 100 inches for the Atlantic provinces, 70 to 90 for the Canadas—Ontario and Quebec—and diminishing quantities in going westward, until the average is less than 20 inches on the Saskatchewan Plains. On the Rocky Mountains again, the quantity is large, 70 to 100 inches or more on the western ranges, but immediately on the Pacific coast it is again less, and on Vancouver's Island, the winters are quite open, with slight falls of snow.

The illustration of rain distribution is less definite than is desirable, for want of observations in the colder and more distant districts, but it is reasonably well supported by observation of known districts, and by analogy elsewhere. It is generally true, that when the temperature remains low and little moisture can be sustained in a state of vapor, the fall of water in rain and snow must be light. On the broad plains of the central areas surrounding Hudson's Bay the quantity of water falling in rain and snow has never been measured, but it cannot be large. For

many months of the dead winter it is very small, and of the snow at any time falling the quantity or depth required to make an inch of water is twice as great as in Nova Scotia, or on the Pacific coast. In the general illustration it should also be observed, that local excesses or deficiencies are merged in general results. There are points of the Pacific coast that receive as high as 100 inches of rain, but the localities are too small for distinct exhibition. So on the Atlantic coast, where, at many points from Nova Scotia northward, there are local excesses of rain and snow not possible to delineate on the general chart.

SUMMARY OF OBSERVATIONS.

A few only of the more important stations at which observations have been taken can be embraced in the following tabular statements, for want of space. Many highly important districts are yet very imperfectly represented, particularly in the interior, north and west.

TEMPERATURE OBSERVATIONS—MEANS FOR THE SEASONS AND YEAR.

	Lat.	Sp'g.	Sum.	Aut.	Win.	Year	Years.
Windsor, C. W.	42°30'	66.0	60.0	48.7	38.0	47.3	1864-73
Frederick	43°45'	61.3	60.5	47.3	35.1	44.8	1864-73
Hamilton	43°12'	63.1	60.9	51.2	36.0	48.7	1864-73
Toronto	43°42'	63.0	62.0	47.0	34.1	44.2	1864-71
Montreal	45°30'	60.2	60.9	45.0	33.3	41.4	1853-63
Quebec	46°50'	58.5	60.0	44.0	31.3	40.0	1861-71
Quebec	46°50'	58.3	63.8	43.0	34.3	46.1	1866-73
St. John, N. B.	45°10'	57.2	60.0	45.2	31.1	46.4	1865-70
Halifax, N. S.	44°44'	57.8	62.4	47.0	34.0	47.8	1867-70
Halifax, N. S.	45°04'	57.0	63.5	45.5	30.0	46.0	1865-68
Albion Mines, N. S.	47°33'	53.3	54.0	43.8	35.9	38.3	1864-8
St. John's, N. S.	47°30'	51.7	47.0	36.3	29.1	36.0	1871...
Nain, Labrador	60° 0'	33.4	45.0	25.0	0.0	21.0	6 1871...
Herby, Labrador	60° 0'	38.5	50.0	29.3	3.0	28.1	7 1841-7
Norway House	52° 0'	4.7	20.0	13.8	25.0	6.1	1 1867
Prince of Wales Fort, H. B.	69° 0'	10.0	53.1	34.0	30.0	16.7	1 1848-9
Fort Confidence, U. B. L.	64° 30'	7.8	44.0	17.0	24.0	15.7	8 1854-59
Yukon	60° 0'	14.3	23.7	17.4	24.0	16.0	1
Pelly Banks	61° 30'	30.5	...	17.0	30.0	1	...
Sikta	67° 3'	44.3	67.5	41.0	33.0	46.5	10 1853-62
Victoria	48° 30'	50.2	60.7	53.5	41.8	51.5	2m. 1858-6
Edmonton, H.	53° 49'	...	...	...	15.0	...	3m. 1867...
Fort Benton, U. S.	47° 20'	40.0	72.0	44.5	26.4	48.2	1 1864-8
Fort Riley, U. S.	40° 10'	50.3	54.0	42.0	30.0	39.3	0 1858-63
Transter Bay, Fort William	48° 23'	34.3	50.0	37.8	10.7	35.7	1 1848...
Fort Garry	49° 40'	28.0	46.0	32.0	1.0	32.2	1 1811-2

\* Below Zero.





65° 60° 55° 50° 45° 40° 35° 30° 25°

JAMFSON AND  
Davy's Strait



Wolstenholme Sound  
Melville Monument  
Allison Bay  
Wicks Pt  
BAFFINS BAY

Omenak Dist  
Upernivik Dist  
Upernivik Bay  
Omenak Dist  
Womans Land  
Suarke Peninsula  
Omenak Fjord  
Kamsouk Pt

Hilttenberk Dist  
Jakobshavn Dist  
Christianshaab Dist  
Christianshaab  
Egedesminde Dist  
Holstenborg Dist

C. Adair  
Scott Inlet  
C. Christian  
C. Hewett  
C. Kober  
C. Mason  
Home Bay  
C. Hooper

Disko Bay  
Whale Park  
Islands  
Egedesminde  
Vekaotok Fd  
Stroms Fjord  
Cunningham Fd  
Holstenborg  
Kamel Fjord  
Christianshaab  
Hilttenberk Fjord  
S. Stroms Fjord

Arctic Circle  
Cumberland Island  
Cumberland Bay  
C. Broughton  
C. G. 1850  
C. Dyer  
C. Fry  
C. Mercy

Sukkertoppen Dist  
Godthaabs Dist  
Upernivik  
Cape Godthaus  
Seydel Sound  
Gilbert Sound  
Merkori Fd  
Kangerluar Fd  
Fiskerhaes Dist

FOX LAND  
ISLAND  
Hurd's Island  
Salsbury Id  
Nottingham Id  
Diggs Id  
Cape Wolstenholme  
Mansell Island  
Cape Smith  
Mooquata  
Wellington Bay  
North Foreland  
Resolution Island  
East Cliff  
Long Island  
Alquato Id  
Angava Bay  
C. Huttenberk  
Antozarik Id  
Cape Erik

Frederikshaab Dist  
Frederikshaab  
Cape Desolation  
Newark Island





PACIFIC

BRITISH COLUMBIA  
VANCOUVER  
SEATTLE  
PORTLAND

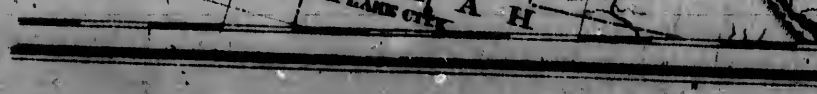
WASHINGTON  
OLYMPIA  
SEASIDE

OREGON  
ASTORIA  
SABINE  
BOISE CITY

SASKATCHEWAN  
LESSEY LAKE  
WHITE FISH LAKE  
SASKATCHEWAN RIVER

IDaho  
NORTHERN PACIFIC  
RAILROAD  
YELLOW STONE RIVER

NEVADA  
UTAH  
SALT LAKE CITY  
CENTRAL PACIFIC RAILROAD











MAP  
 OF THE  
**DOMINION of CANADA**  
 AND THE  
**BRITISH POSSESSIONS**  
 IN  
**NORTH AMERICA**  
 with a portion of the  
**UNITED STATES**

# RAILWAYS AND STATIONS IN CANADA,

WITH DISTANCES IN MILES.

<b>Brookville and Ottawa.</b> Brookville ..... 0 G. T. Junction ..... 5 Fairfield ..... 7 Clark's ..... 10 Bellamy's ..... 10 Jelly's ..... 13 Bell's ..... 13 Wolford ..... 16 Irish Creek ..... 21 Story's ..... 25 Smith's Falls ..... 28 Welsh's ..... 33 Foster's ..... 37 Franktown ..... 37 Beckwith ..... 41 Carlton Place Jn ..... 45 PARRY BRANCH Smith's Falls ..... 0 Pike Falls ..... 12	<b>Central Vermont.</b> St. John's (via O. T. Ry.) ..... 27 St. Bridget ..... 37 West Farnham ..... 16 Ang Line ..... 48 Grandy ..... 56 West Shefford ..... 64 Waterloo ..... 30 St. Alexandre ..... 37 Des Rivieres ..... 42 Stanbridge ..... 45 Moore's ..... 49 St. Alban's ..... 52 Burlington ..... 101 Montpelier ..... 128 White River Junction ..... 190 Bell's Corners ..... 6 Shuteville ..... 14 Clearby ..... 23 Ashton ..... 26 Appleton ..... 26 Carlton Place Jn ..... 29 Almonde ..... 29 Snedden's ..... 34 Pakenham ..... 44 Arncliffe ..... 52 Brasidre ..... 55 Sand Point ..... 57 Cast. Ford ..... 62 Frederic ..... 70	<b>Canada Central.</b> Ottawa ..... 0 Britannia ..... 6 Bell's Corners ..... 6 Shuteville ..... 14 Clearby ..... 23 Ashton ..... 26 Appleton ..... 26 Carlton Place Jn ..... 29 Almonde ..... 29 Snedden's ..... 34 Pakenham ..... 44 Arncliffe ..... 52 Brasidre ..... 55 Sand Point ..... 57 Cast. Ford ..... 62 Frederic ..... 70	<b>Canada Eastern.</b> St. John's ..... 0 St. John's (via O. T. Ry.) ..... 27 St. Bridget ..... 37 West Farnham ..... 16 Ang Line ..... 48 Grandy ..... 56 West Shefford ..... 64 Waterloo ..... 30 St. Alexandre ..... 37 Des Rivieres ..... 42 Stanbridge ..... 45 Moore's ..... 49 St. Alban's ..... 52 Burlington ..... 101 Montpelier ..... 128 White River Junction ..... 190 Bell's Corners ..... 6 Shuteville ..... 14 Clearby ..... 23 Ashton ..... 26 Appleton ..... 26 Carlton Place Jn ..... 29 Almonde ..... 29 Snedden's ..... 34 Pakenham ..... 44 Arncliffe ..... 52 Brasidre ..... 55 Sand Point ..... 57 Cast. Ford ..... 62 Frederic ..... 70	<b>Canada Northern.</b> St. John's ..... 0 St. John's (via O. T. Ry.) ..... 27 St. Bridget ..... 37 West Farnham ..... 16 Ang Line ..... 48 Grandy ..... 56 West Shefford ..... 64 Waterloo ..... 30 St. Alexandre ..... 37 Des Rivieres ..... 42 Stanbridge ..... 45 Moore's ..... 49 St. Alban's ..... 52 Burlington ..... 101 Montpelier ..... 128 White River Junction ..... 190 Bell's Corners ..... 6 Shuteville ..... 14 Clearby ..... 23 Ashton ..... 26 Appleton ..... 26 Carlton Place Jn ..... 29 Almonde ..... 29 Snedden's ..... 34 Pakenham ..... 44 Arncliffe ..... 52 Brasidre ..... 55 Sand Point ..... 57 Cast. Ford ..... 62 Frederic ..... 70	<b>Canada Western.</b> St. John's ..... 0 St. John's (via O. T. Ry.) ..... 27 St. Bridget ..... 37 West Farnham ..... 16 Ang Line ..... 48 Grandy ..... 56 West Shefford ..... 64 Waterloo ..... 30 St. Alexandre ..... 37 Des Rivieres ..... 42 Stanbridge ..... 45 Moore's ..... 49 St. Alban's ..... 52 Burlington ..... 101 Montpelier ..... 128 White River Junction ..... 190 Bell's Corners ..... 6 Shuteville ..... 14 Clearby ..... 23 Ashton ..... 26 Appleton ..... 26 Carlton Place Jn ..... 29 Almonde ..... 29 Snedden's ..... 34 Pakenham ..... 44 Arncliffe ..... 52 Brasidre ..... 55 Sand Point ..... 57 Cast. Ford ..... 62 Frederic ..... 70	<b>Canada Southern.</b> St. John's ..... 0 St. John's (via O. T. Ry.) ..... 27 St. Bridget ..... 37 West Farnham ..... 16 Ang Line ..... 48 Grandy ..... 56 West Shefford ..... 64 Waterloo ..... 30 St. Alexandre ..... 37 Des Rivieres ..... 42 Stanbridge ..... 45 Moore's ..... 49 St. Alban's ..... 52 Burlington ..... 101 Montpelier ..... 128 White River Junction ..... 190 Bell's Corners ..... 6 Shuteville ..... 14 Clearby ..... 23 Ashton ..... 26 Appleton ..... 26 Carlton Place Jn ..... 29 Almonde ..... 29 Snedden's ..... 34 Pakenham ..... 44 Arncliffe ..... 52 Brasidre ..... 55 Sand Point ..... 57 Cast. Ford ..... 62 Frederic ..... 70	<b>Canada Eastern.</b> St. John's ..... 0 St. John's (via O. T. 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Ry.) ..... 27 St. Bridget ..... 37 West Farnham ..... 16 Ang Line ..... 48 Grandy ..... 56 West Shefford ..... 64 Waterloo ..... 30 St. Alexandre ..... 37 Des Rivieres ..... 42 Stanbridge ..... 45 Moore's ..... 49 St. Alban's ..... 52 Burlington ..... 101 Montpelier ..... 128 White River Junction ..... 190 Bell's Corners ..... 6 Shuteville ..... 14 Clearby ..... 23 Ashton ..... 26 Appleton ..... 26 Carlton Place Jn ..... 29 Almonde ..... 29 Snedden's ..... 34 Pakenham ..... 44 Arncliffe ..... 52 Brasidre ..... 55 Sand Point ..... 57 Cast. Ford ..... 62 Frederic ..... 70
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UNITED STATES CONSULAR OFFICES in the Dominion of Canada : WILLIAM A. DART, Consul General, Montreal.

CONSULAR DISTRICT	PLACE.	NAME.	RANK.	CONSULAR DISTRICT	PLACE.	NAME.	RANK.
CLIFTON	CLIFTON	ROBERT S. CHILTON	CONSUL	PARBECOTT	Morrisburgh	James Burlington	Agent.
Do	Do	Josiah E. Williams	Deputy Consul.	Do	Ottawa	E. A. Buchanan	Do
Do	St. Catharines	D. C. Haynes	Agent.	Do	Charlottetown	DAVID M. PEARSON	CONSUL.
COASTCOOK	COASTCOOK	EDWIN VERRILL	CONSUL.	Do	do	F. S. MCGOWAN	Vice Consul.
Do	Do	M. K. Stone	Vice Consul.	Do	do	George H. Wainwright	Agent.
Do	Georgetown	George W. Foggy	Agent.	Do	do	A. A. McDonald	Do
Do	London	John B. Nichols	Do	Do	do	Fairley McNeill	Do
Do	Lineboro	Isa B. McClary	Do	Do	do	W. C. Howells	CONSUL.
Do	Pictou	John Baker	Do	Do	do	Edmund L. Holt	Vice Consul.
Do	Stansfeld	A. T. Foster	Do	Do	do	D. B. WASKET	CONSUL.
PORT ERIS	PORT ERIS	ANDREW C. PHILLIPS	CONSUL.	Do	do	A. D. Goodwin	Vice Consul.
Do	Do	S. H. Graham	Deputy Consul.	Do	do	Charles F. Hubert	Agent.
Do	Port Rowan	Chauncey Bennett	Agent.	Do	do	Robert R. Call	Do
Do	Port Stanley & St. Thomas	Marlin Payne	Do	Do	do	St. Barker	Do
GASPÉ BASIN	GASPÉ BASIN	GEORGE H. BLOTT	CONSUL.	Do	do	Edward Lormur	Do
Do	Do	John Short	Vice Consul.	Do	do	Basjamin Barwell	Do
Do	Magdalen Islands	J. B. F. Panchaud	Agent.	Do	do	Charles H. Clarke	Do
GOOSHUB	GOOSHUB	A. A. THOMPSON	CONSUL.	Do	do	THOMAS N. MCGLOV	CONSUL.
Do	Do	F. A. Robertson	Vice Consul.	Do	do	Charles Wills	Vice Consul.
Do	Statenford	Isaac S. Griswold	Agent.	Do	do	P. Deyveraux	Agent.
HALIFAX	HALIFAX	M. M. JACKSON	CONSUL.	Do	do	St. John's, Que.	CONSUL.
Do	Do	J. F. Phelan	Vice Consul.	Do	do	Do	Do
Do	Barrington	G. Robertson	Agent.	Do	do	Do	Do
Do	Bridgewater	William H. Oweo	Do	Do	do	Do	Do
Do	Shelburne	N. W. White	Do	Do	do	Do	Do
HAMILTON	HAMILTON	HERBERT RAY MYERS	CONSUL.	Do	do	Do	Do
Do	Do	Richard Holcomb	Vice Consul.	Do	do	Do	Do
Do	Geoph	M. O. Margeter	Agent.	Do	do	Do	Do
Do	Paris	George C. Baker	Do	Do	do	Do	Do
KINGSTON	KINGSTON	JAMES M. TRICE	CONSUL.	Do	do	Do	Do
Do	Do	John C. Clark	Vice Consul.	Do	do	Do	Do
Do	Bellefleur	John C. Hays	Agent.	Do	do	Do	Do
Do	Cannanville	E. E. Abbott	Do	Do	do	Do	Do
Do	Napanee	Albert B. Lee	Do	Do	do	Do	Do
Do	Pictou	Robert Clapp	Do	Do	do	Do	Do
MONTRÉAL	MONTRÉAL	WILLIAM A. DART	CONSUL GENERAL.	Do	do	Do	Do
Do	Do	Orlando P. Bloss	Vice Consul Gen'l.	Do	do	Do	Do
Do	Hemmingford	J. E. Corbin	Agent.	Do	do	Do	Do
Do	Herzington	A. Somerville	Do	Do	do	Do	Do
Do	Leslins	Charles Carleton	Do	Do	do	Do	Do
Do	Three Rivers	Samuel Ogden	Do	Do	do	Do	Do
PICOTÉ	PICOTÉ	OSCAR MALMROS	CONSUL.	Do	do	Do	Do
Do	Do	John R. Noonan	Vice Consul.	Do	do	Do	Do
Do	Arichat	James G. McKeen	Agent.	Do	do	Do	Do
Do	Cape Canso	Thomas C. Cook	Do	Do	do	Do	Do
Do	Cow Bay	Charles Archibald	Do	Do	do	Do	Do
Do	Glace Bay	David McKee	Do	Do	do	Do	Do
Do	Guyssborough	E. H. Franckville	Do	Do	do	Do	Do
Do	Lindsay	F. E. Leaver	Do	Do	do	Do	Do
Do	North Sydney	William Paves	Do	Do	do	Do	Do
Do	Port of Sydney	F. E. Leaver	Do	Do	do	Do	Do
Do	Peruash	Helen G. Filar	Do	Do	do	Do	Do
PRESCOTT	PRESCOTT	CLIFFORD STANLEY BROWN	CONSUL.	Do	do	Do	Do
Do	Do	Thomas J. Tracy	Vice Consul.	Do	do	Do	Do
Do	Brockville	W. A. Schofield	Agent.	Do	do	Do	Do
Do	Corwall	John Murray	Do	Do	do	Do	Do

LIST OF FOREIGN CONSULS in the Dominion of Canada exclusive of United States Consuls.

COUNTRY.	TITLE.	RESIDENCE.	NAME.	COUNTRY.	TITLE.	RESIDENCE.	NAME.
ARGENTINE REPUBLIC	Vice Consul	Three Rivers	Geo. B. Day.	SPAIN	Vice Consul	Gaspé	A. Panchaud.
Do	Do	St. John, N.B.	Juan Robertson.	Do	Do	St. John, N.B.	H. J. K.
AUSTRIA	Consul	Montreal	E. Schultz.	Do	Consular Agent	St. Stephen	D. Brown.
Do	Do	Wm. Canada	W. G. Gaudet.	Do	Do	St. George	S. Johnson.
BELGIUM	Consul	Halifax	G. E. Bonne.	Do	Do	Carquoit	J. R. Dawn.
Do	Do	Montreal	Jesse Joseph.	Do	Do	St. Ippegan	J. R. Dawn.
Do	Vice Consul	Quebec	A. Joseph.	Do	Vice Consul	Halifax	Don A. M. Dezen.
BRAZIL	Vice Consul	Halifax	M. Tobin.	Do	Do	Sydney	Wm. Purvis.
Do	Do	Montreal	Geo. B. Day.	Do	Consular Agent	Yarmouth	G. S. Brown.
CHILE	Consul General	Montreal	John Laird.	Do	Do	Lunenburg	D. Owen.
Do	Consul	Chicoutimi	Hon. D. Price.	Do	Do	Liverpool	T. M. Veltz.
Do	Vice Consul	Chicoutimi	Hon. D. Price.	Do	Do	Little Glaco Bay	C. H. Ribby.
Do	Do	Three Rivers	J. F. Gaudet.	Do	Vice Consul	Pictou	H. Primrose.
Do	Do	St. John, N.B.	J. W. Scammell.	Do	Do	Charlottetown	T. S. Carwell.
DENMARK	Consul	Halifax	Stephen Tobin.	Do	Do	St. John, N.B.	Don J. Franks.
Do	Do	Montreal	J. F. Wolff.	Do	Consular Agent	Trinity	A. H. Cole.
Do	Vice Consul	Quebec	G. T. Pemberton.	Do	Do	Strensponia	J. A. Noonan.
Do	Do	Saguenay	D. Price.	Do	Do	Touringuet	H. Duder.
FRANCE	Consul General	Quebec	Martial Chevalier.	Do	Do	Fogo	H. Finclater.
Do	Vice Consul	Montreal	Dr. P. E. Picaut.	Do	Do	Burin	F. Berteau.
Do	Do	Halifax	J. B. Morrow.	Do	Do	Harbor Brton.	T. Hubert.
Do	Do	Sydney	Hon. J. Bourinot.	Do	Do	Gaulois	W. Gallez.
Do	Do	St. John's, N.F.	J. C. Toussaint.	Do	Vice Consul	Harlor Grace	T. H. Billee.
Do	Consular Agent	Toronto	W. J. Macdonell.	Do	Do	Montreal	J. F. Wolff.
Do	Do	St. John, N.B.	George Carvell.	SWEDEN and NORWAY	Do	Quebec	W. A. Schwartz.
Do	Do	Charlottetown	Dr. Holkik.	Do	Consul	Quebec	J. E. Barry.
Do	Do	Charlottetown	Eugène Boulet.	Do	Vice Consul	Quebec	Hou. D. Price.
Do	Consul	Victoria, B. C.	J. A. Simmers.	Do	Do	Saguenay	N. Fain.
GERMAN EMPIRE	Consul	Toronto	C. P. Hill.	Do	Do	Trois Pistoles	G. Sylvain.
Do	Do	Quebec	U. C. Munderloh.	Do	Do	Rimouski	J. J. Lowm'es.
Do	Do	Montreal	M. Lebuaud.	Do	Do	Dalnois	O. Hadden.
Do	Do	Halifax	A. Morrison.	Do	Do	Miramichi	H. Hutchinon.
Do	Do	Chatham, N.B.	A. M. F. Cianelli.	Do	Do	Richictou	J. Demer.
ITALY	Consul	Montreal	A. LeFontillier.	Do	Do	Inctouchu	W. S. M. Harlington.
Do	Vice Consul	Montreal	C. Bonaccia.	Do	Do	Shediac	John Cudl p.
Do	Consular Agent	Quebec	G. T. Pemberton.	Do	Do	St. John	J. Ferguson, Jr.
Do	Do	Halifax	G. O. Black.	Do	Do	Bathurst	J. B. Gsley.
Do	Do	St. John, N.B.	A. T. Clark.	Do	Do	Halifax	H. G. Pineo, Jr.
Do	Do	Quebec	C. P. Champion.	Do	Do	Fogwash	L. M. Mcgoly.
MEXICO	Consul General	Quebec	R. H. Dixon.	Do	Do	Yarmouth	W. H. Archibald, Jr.
Do	Vice Consul	Quebec	C. Johnson.	Do	Do	Pictou	H. H. Noonan.
Do	Do	Halifax	Dr. Wickaric.	Do	Do	St. John's N.F.	H. H. Prowse.
Do	Do	St. John, N.B.	J. E. G. Tisdalo.	Do	Do	Hanltou	S. E. Gregory.
Do	Do	Montreal	G. B. Day.	Do	Do	St. John	J. Robertson.
Do	Vice Consul	Chicoutimi	Hon. H. Rice.	URUGUAY	Consul	Montreal	E. U. Hensher.
Do	Do	Three Rivers	J. F. Gaudet.	Do	Vice Consul	Sydney, C.B.	H. H. Archibald.
Do	Do	St. John, N.B.	T. W. Scammell.	Do	Do	Pictou	C. H. Ives.
Do	Do	St. John	E. Allison.	Do	Do	Bristol	S. C. Tu'per.
Do	Do	Halifax	T. Abbott.	Do	Do	St. M' 'a Bay.	C. E. Everett.
Do	Vice Consul	Montreal	C. S. Watson.	Do	Do	Annapolis	J. A. G. Wazas.
Do	Do	Gaspé	P. Vliert, Jr.	Do	Consular Agent	Quebec	C. P. Champion.
Do	Consul General	Quebec	Hon. M. M. Blanco.	Do	Do	Three Rivers	J. McLaughlin.
Do	Vice Consul	Montreal	Dr. J. L. Leprosion.	Do	Do	Do	Do



ATLAS OF THE DOMINION

MAP OF  
**BRITISH COLUMBIA**

to the 56<sup>th</sup> Parallel, North Latitude

COMPILED AND DRAWN AT THE LANDS AND WORKS OFFICE, VICTORIA, B.C.

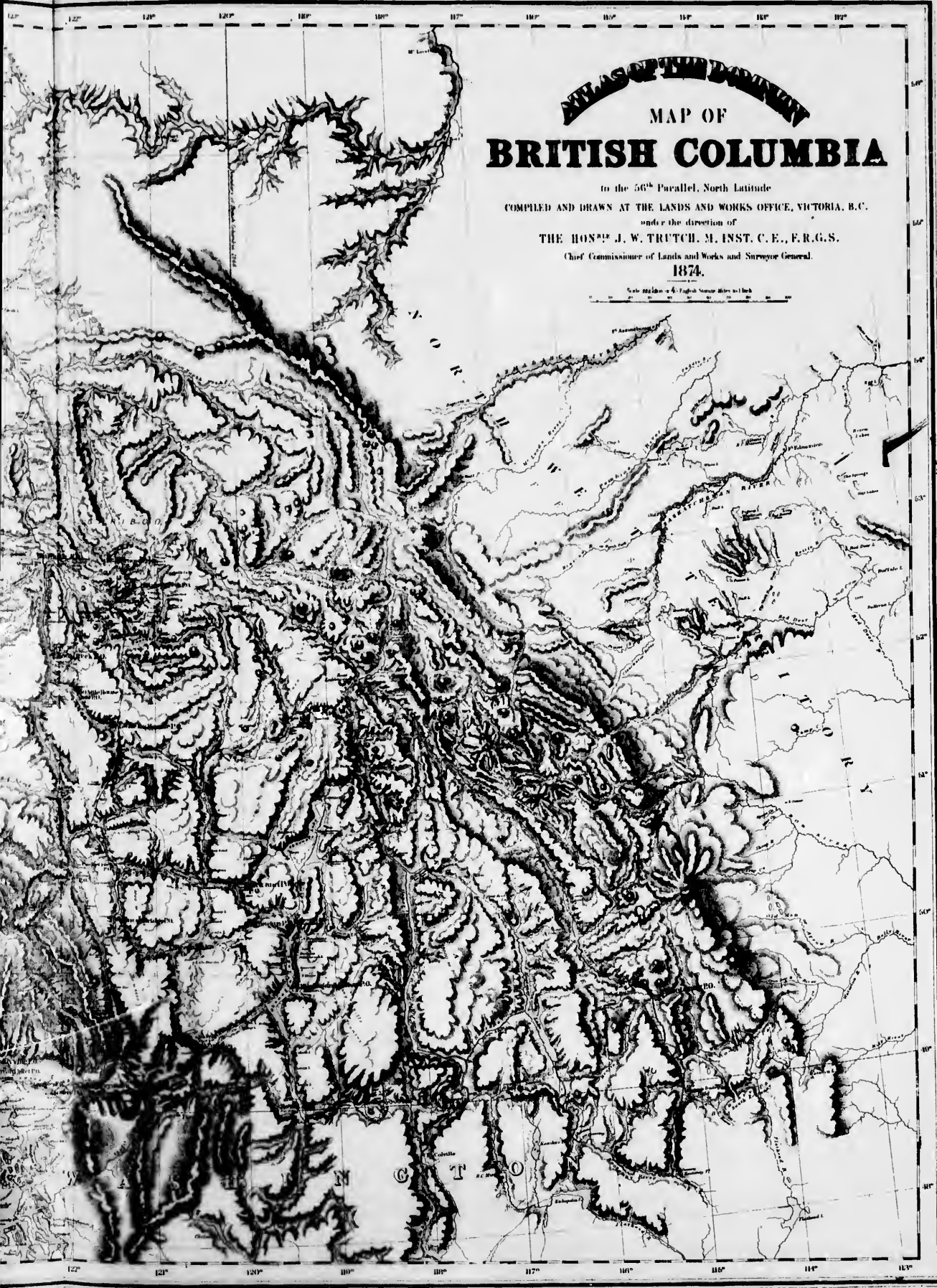
under the direction of

THE HON<sup>BLE</sup> J. W. TRUTCH, M. INST. C. E., F. R. G. S.

Chief Commissioner of Lands and Works and Surveyor General.

1874.

Scale 100 Miles = 4 English Nautical Miles = 1 Inch



65° 00' 66° 00' 67° 00' 68° 00'



MAP OF THE CHESAPEAKE BAY

MAP

Scale 1:50,000

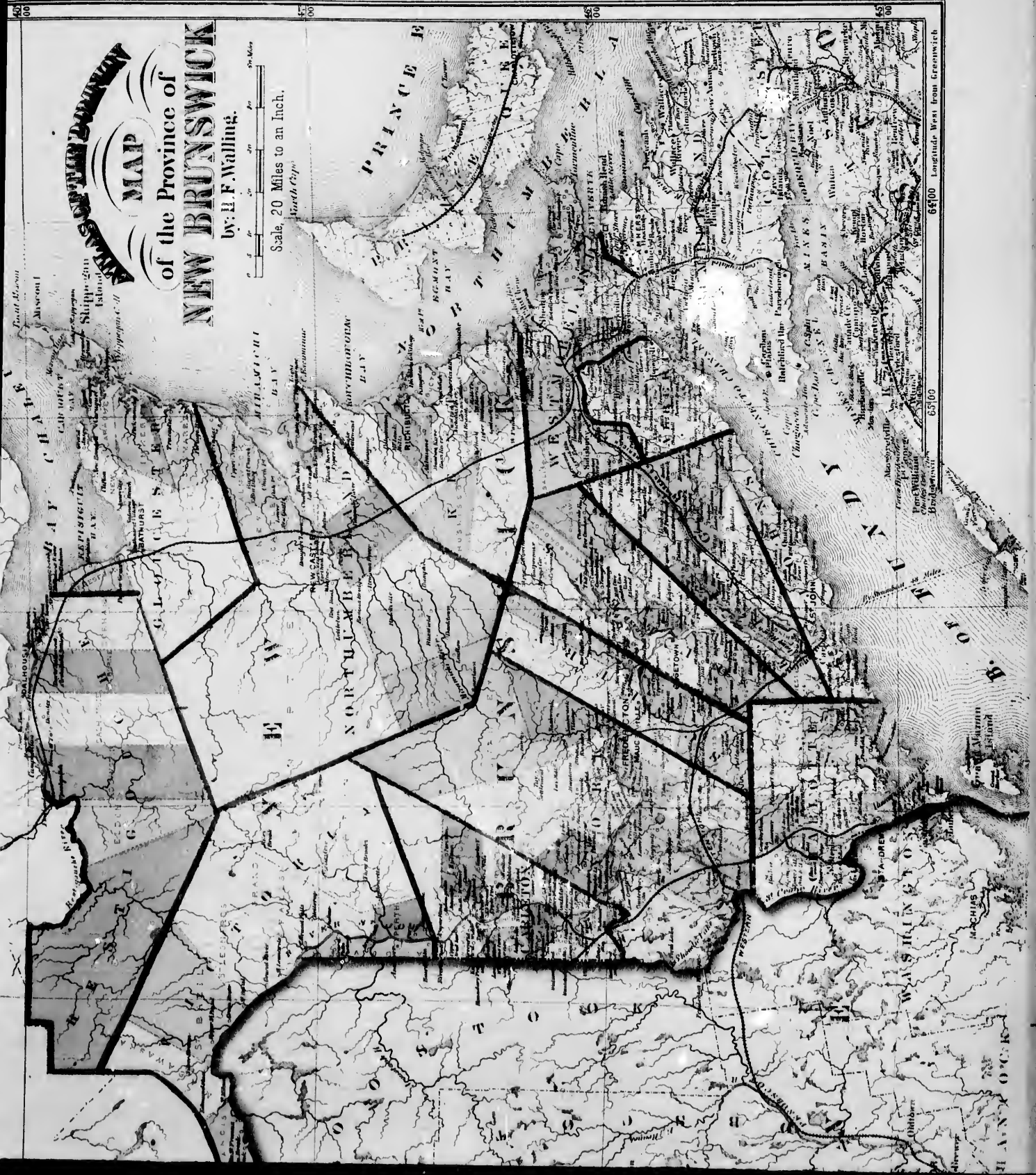
Hydrographic Office, London

1880



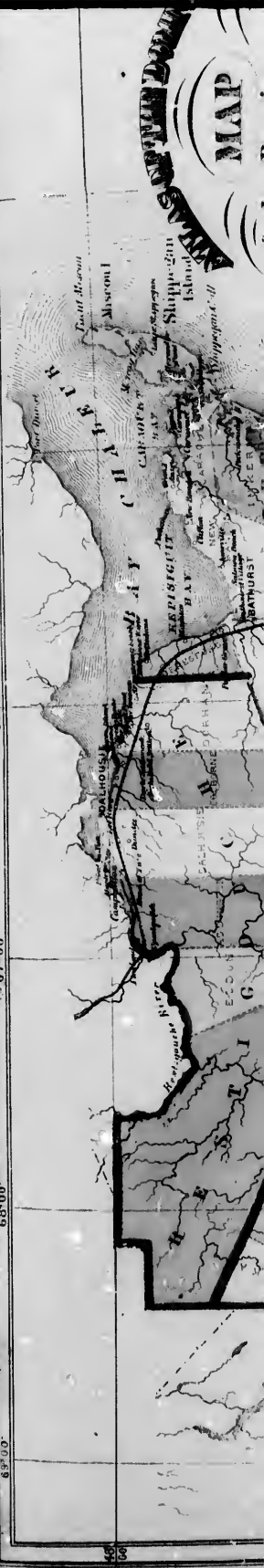
**MAP**  
**of the Province of**  
**NEW BRUNSWICK**  
 by: E.F. Walling.

Scale, 20 Miles to an Inch.  
 (North Cape)



65°00' Longitude West from Greenwich

65°00' 66°00' 67°00' 68°00'

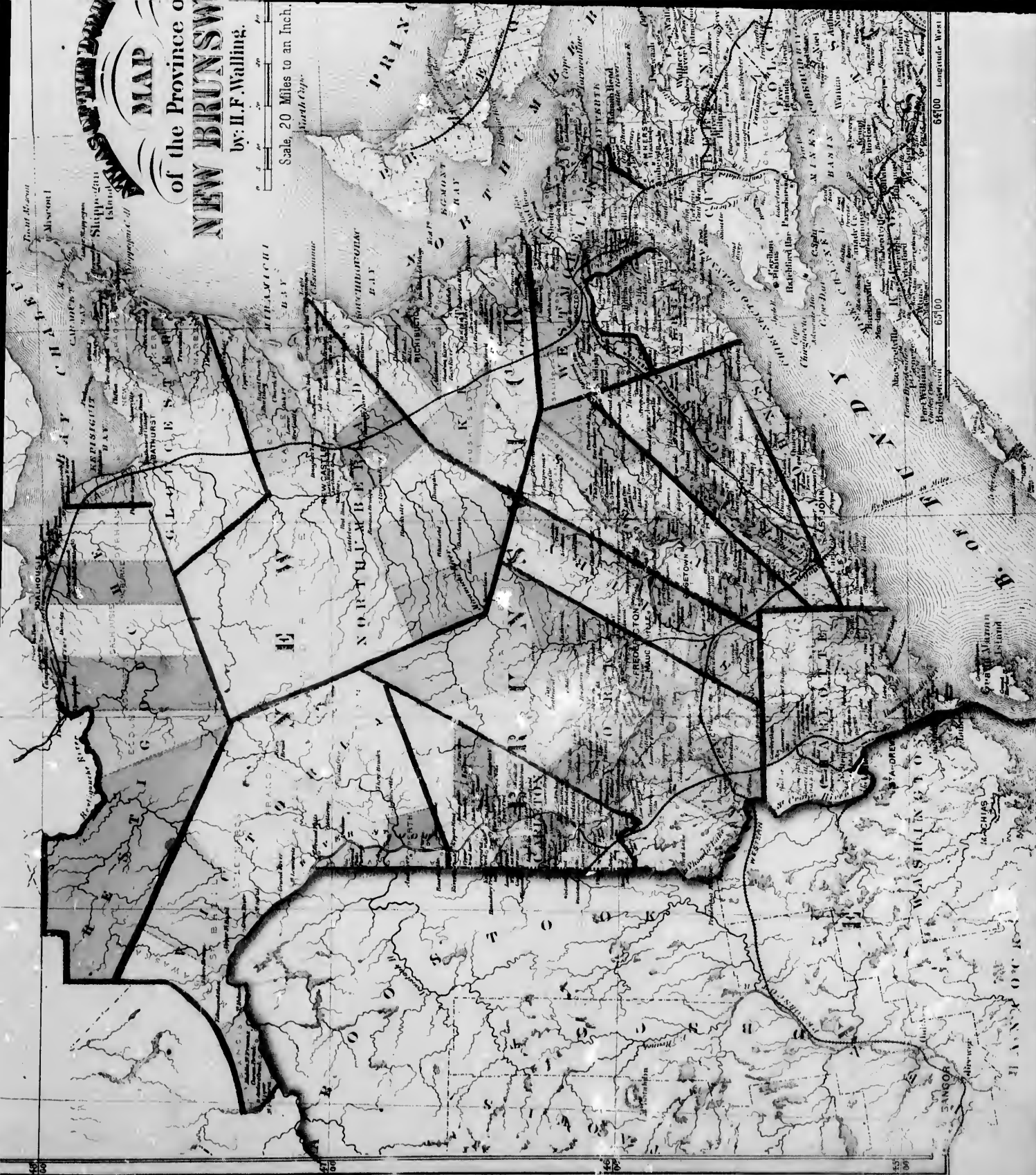


# MAP

## of the Province of NEW BRUNSWICK

by: H.F. Walling.

Scale, 20 Miles to an Inch.  
North Exp.



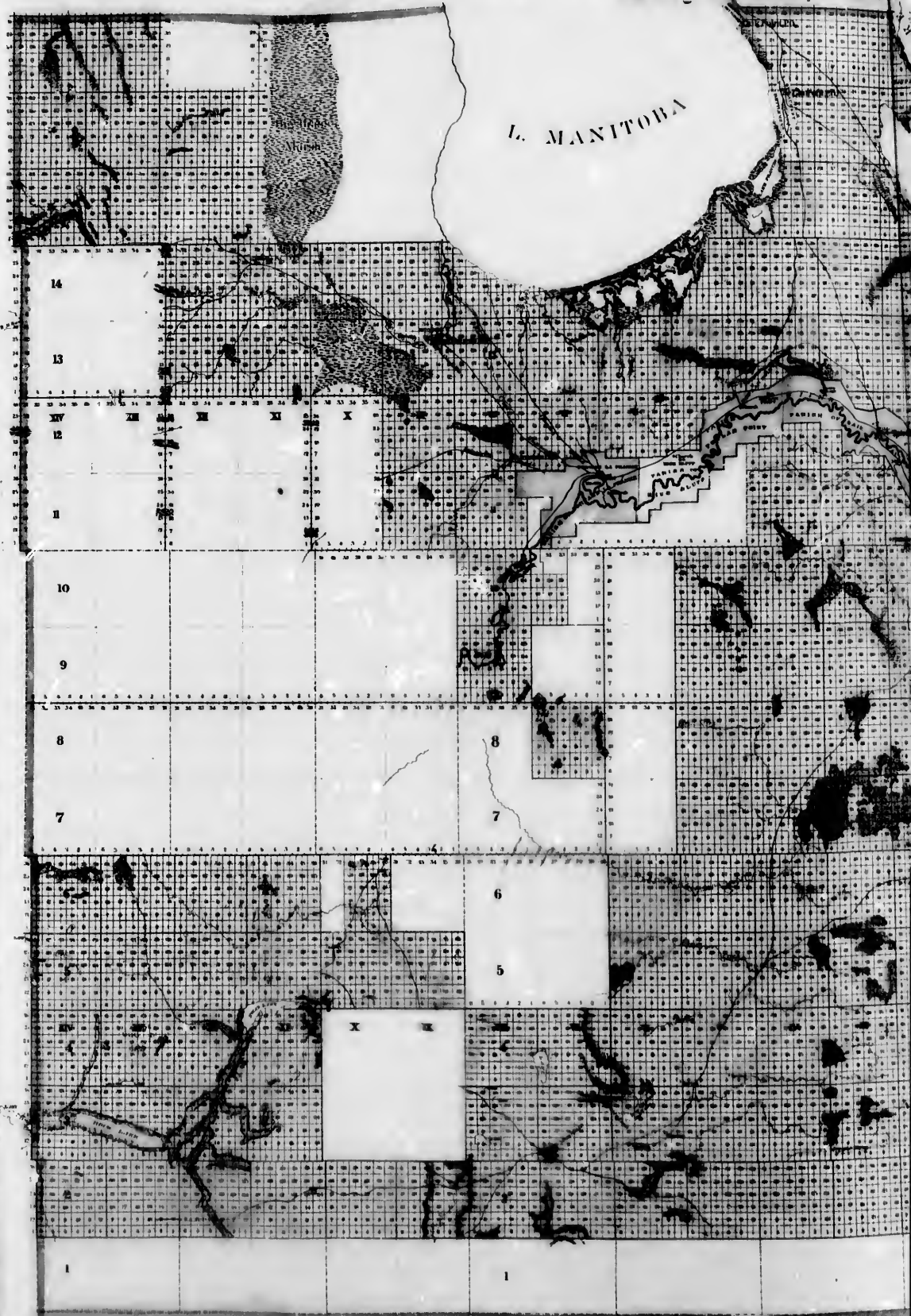
65° 00' Longitude West

65° 00'

65° 00'

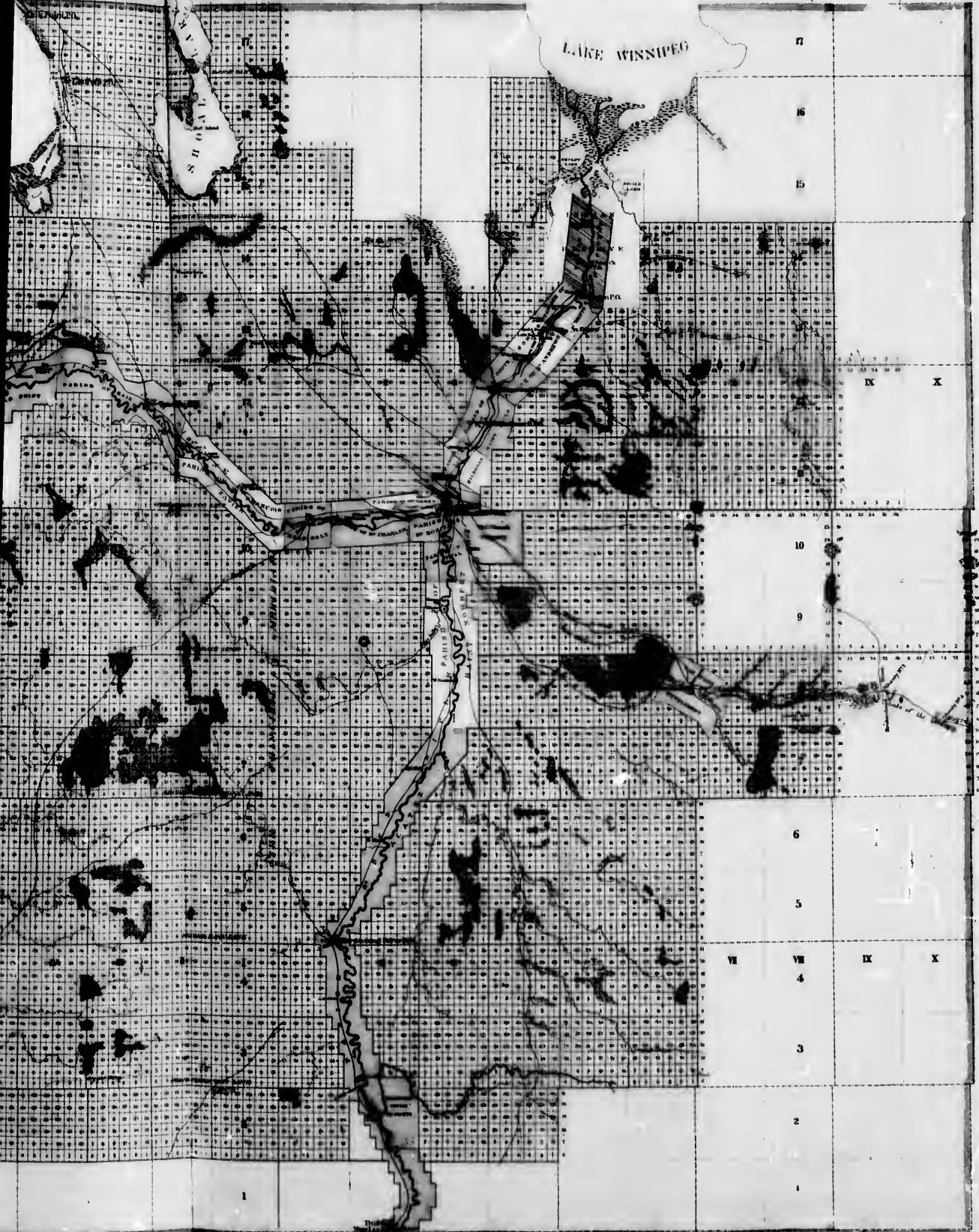
# MAP OF THE PROVINCE

Shewing the Surveys effected



# PROVINCE OF MANITOBA,

Surveys effected to 1<sup>st</sup> March 1873.

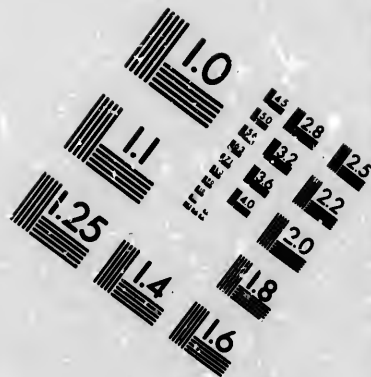
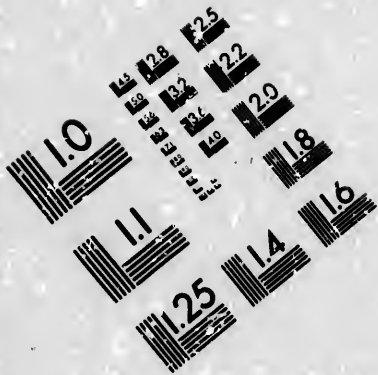


Scale 8 Miles to an Inch.

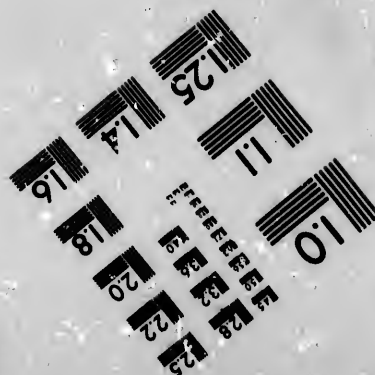
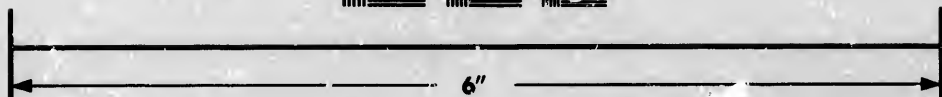
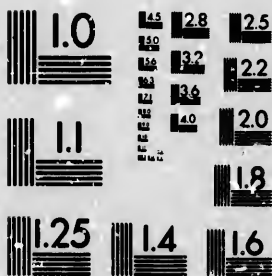
Department of the Secretary of State of Canada,  
 Dominion Lands Office, June 31<sup>st</sup> 1873.

*G. Dennis*  
 Surveyor General.





**IMAGE EVALUATION  
TEST TARGET (MT-3)**



**Photographic  
Sciences  
Corporation**

23 WEST MAIN STREET  
WEBSTER, N.Y. 14560  
(716) 872-4503

1.5 2.8 2.5  
1.8 2.2 2.0

10





**MAP**  
**of the Province of**  
**NOVA SCOTIA**

by: H.F. Walling.



**EXPLANATIONS**

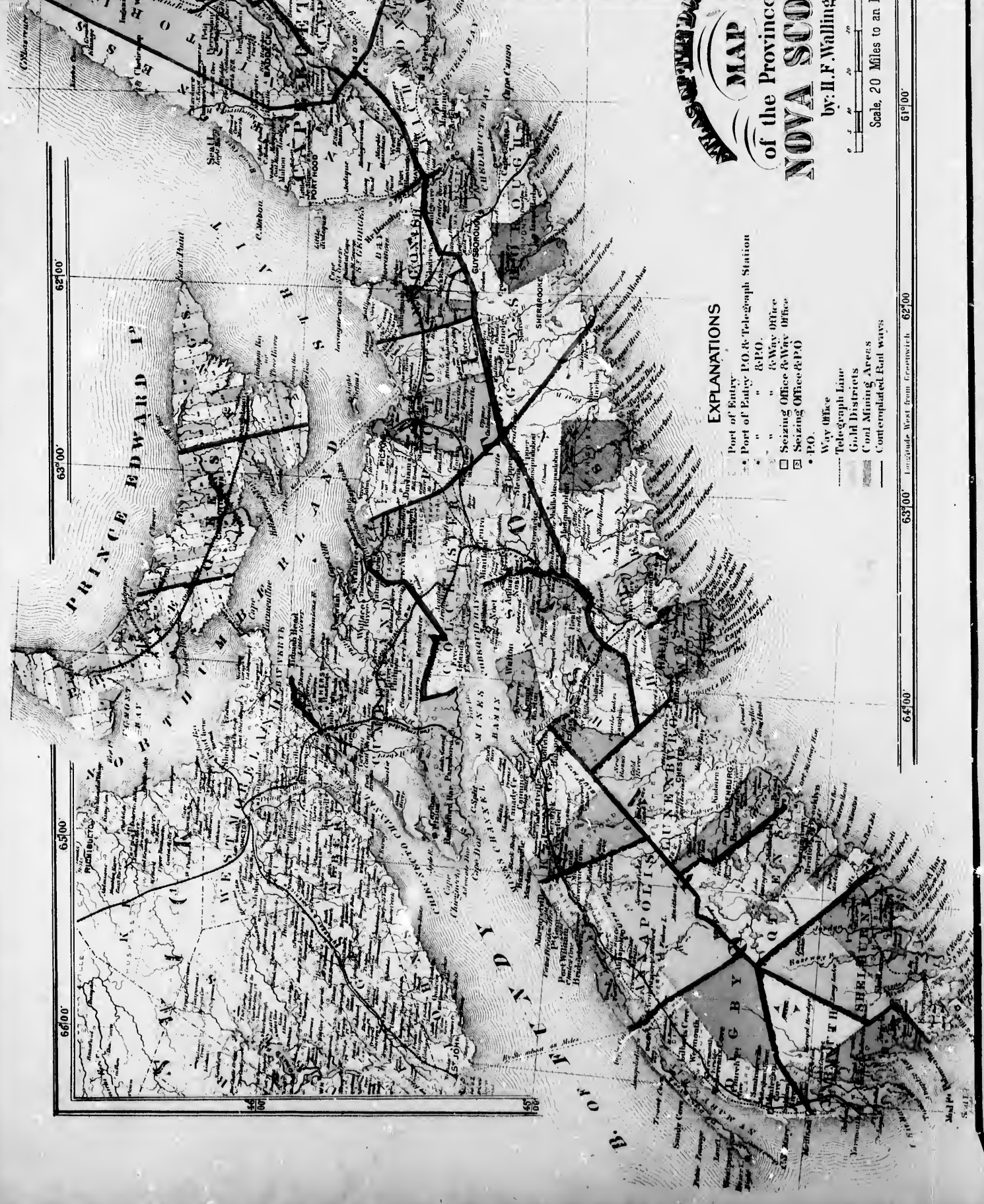
- Port of Entry
- Port of Entry P.O. & Telegraph Station
- " " P.O.
- " " R-Way Office
- Seizing Office & Way Office
- Seizing Office & P.O.
- P.O.
- Way Office
- Telegraph Line
- Gold Districts
- Coal Mining Areas
- Contemplated Rail ways

64°00'

Longitude West from Greenwich 62°00'

61°00'

46°00'



**MAP**  
of the Province  
**NOVA SCOTIA**  
by: I.F. Walling

Scale, 20 Miles to an I.  
0 5 10 20 30 40 50 60

**EXPLANATIONS**

- Port of Entry P.O. & Telegraph Station
- " " " " " " " "
- " " " " " " " "
- Seizing Office & Way Office
- Seizing Office & P.O.
- P.O.
- Way Office
- Telegraph Line
- Gold Districts
- Cool Mining Areas
- Contemplated Rail ways

64°00' 65°00' Longitude West from Greenwich 62°00' 63°00'

59°00'

58°00'

57°00'

56°00'

55°00'

54°00'

53°00'

52°00'

52°00'

51°00'

51°00'

50°00'

50°00'

49°00'

49°00'

48°00'

48°00'

47°00'

47°00'

59°00'

58°00'

57°00'

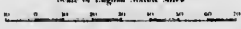
56°00'

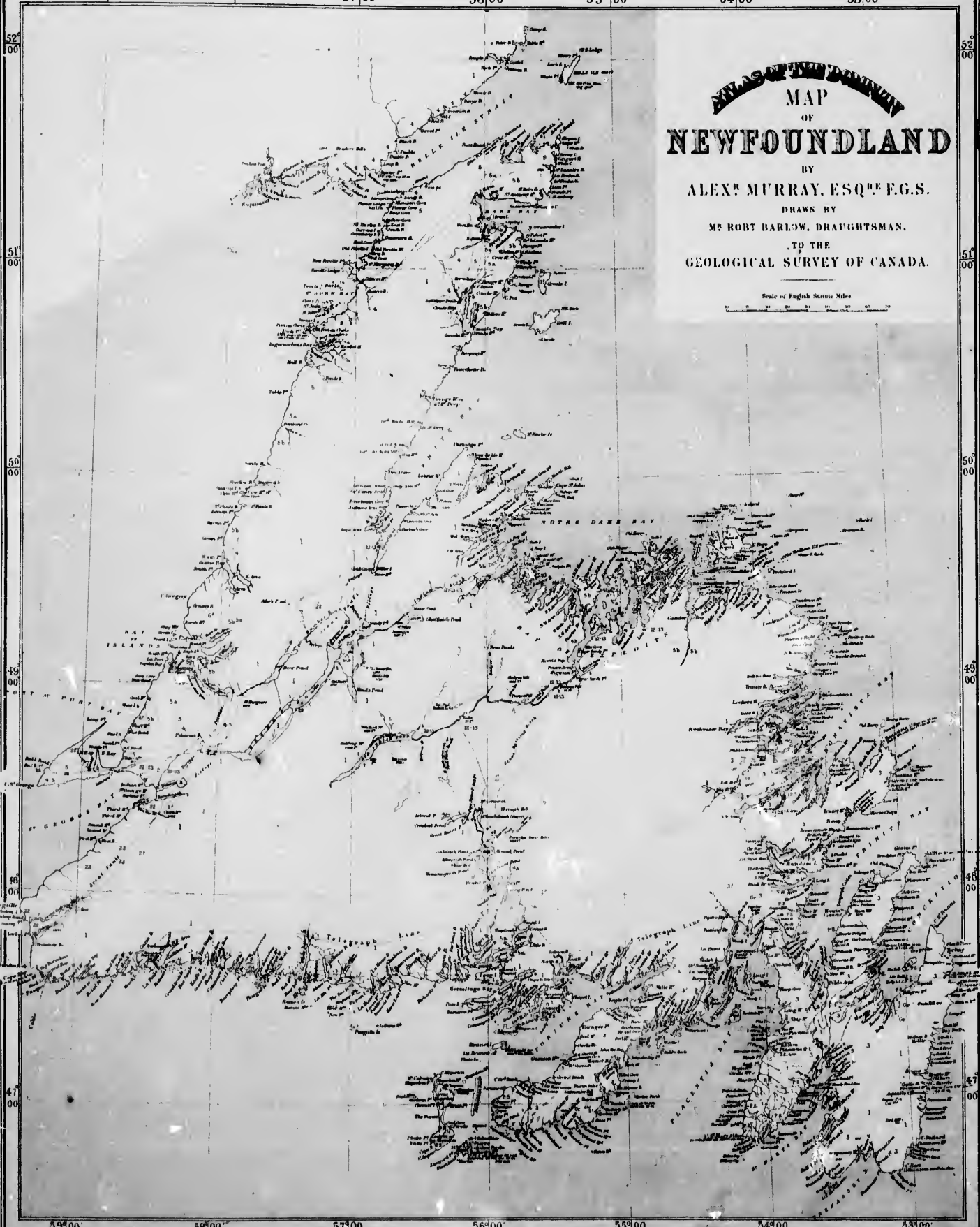
55°00'

54°00'

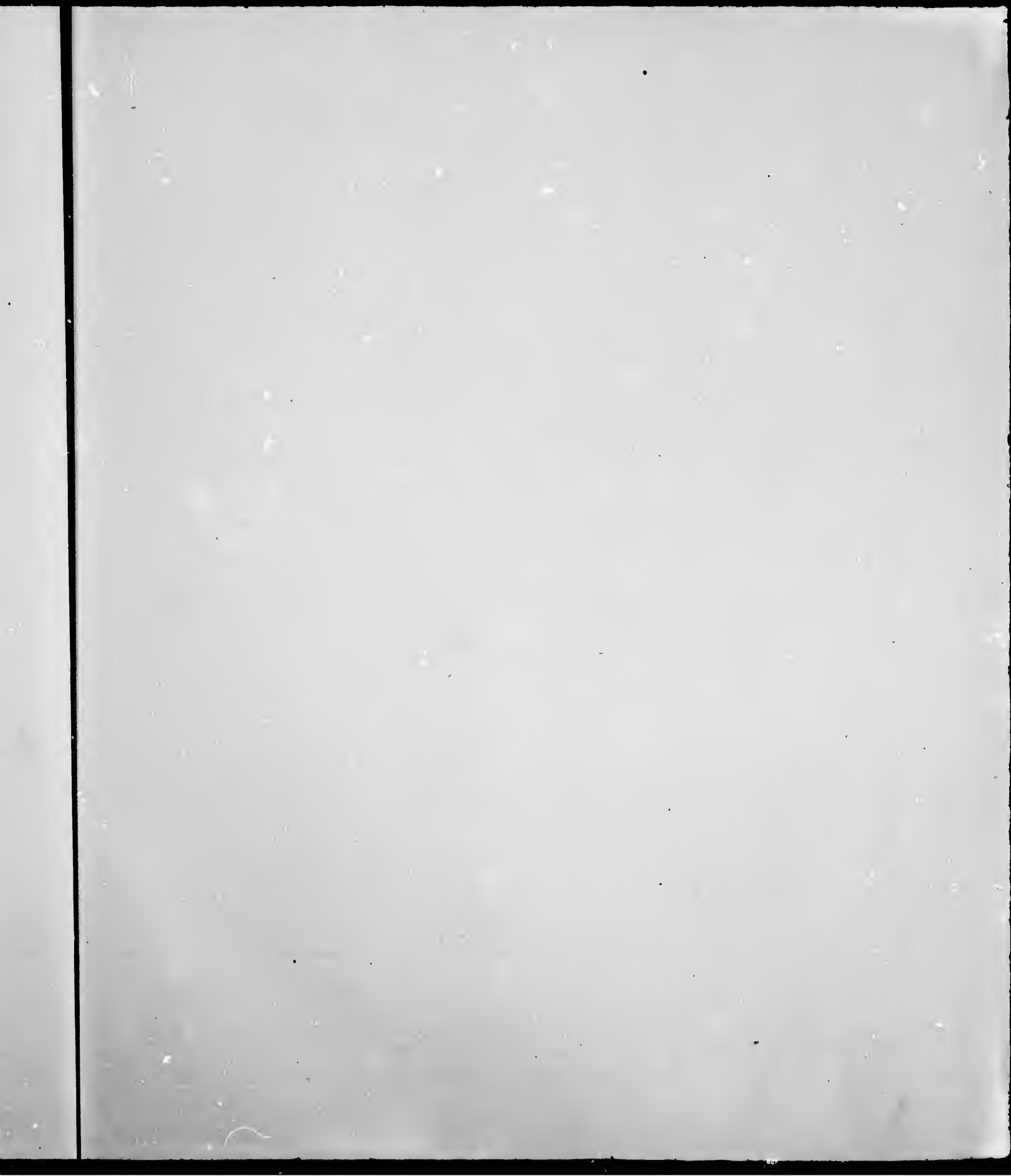
53°00'

**ATLAS OF THE DOMINION**  
**MAP**  
 OF  
**NEWFOUNDLAND**  
 BY  
**ALEX<sup>r</sup> MURRAY, ESQ<sup>r</sup> F.G.S.**  
 DRAWN BY  
**MR ROBT BARLOW, DRAUGHTSMAN.**  
 TO THE  
**GEOLOGICAL SURVEY OF CANADA.**

Scale of English Statute Miles  




















46

**MAP**  
*of the*  
**WESTERN PART**  
*of the*  
**PROVINCE**  
*of*  
**QUEBEC,**  
**CANADA,**

**By EUGÈNE TACHÉ**  
 Assistant Commissioner Crown Land Dept  
**QUEBEC**  
 1873

Burland, LaBricain & Co. Montreal







73

46

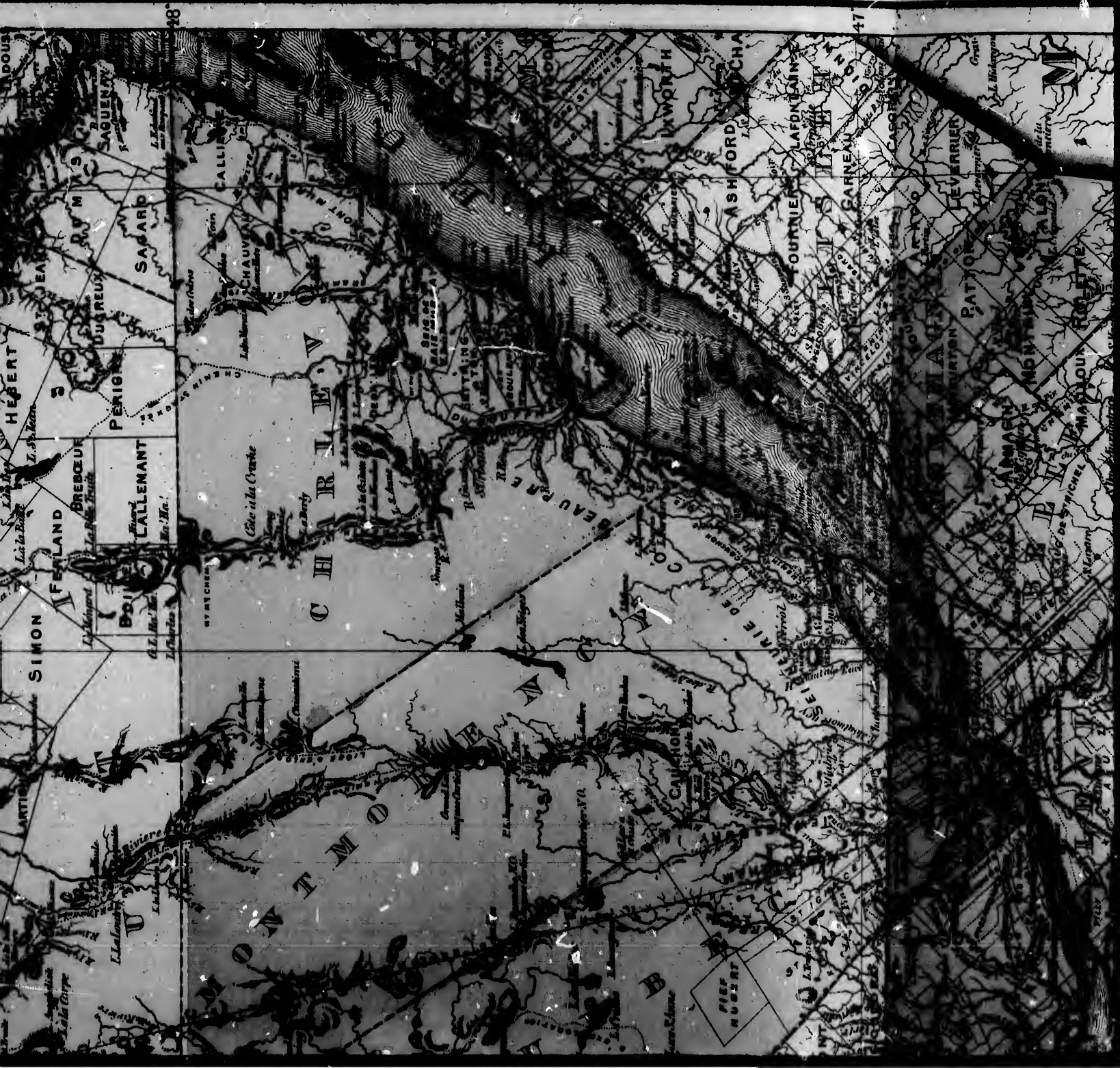
45











48

47

SIMON

IFEWLAND

BRECEUR

CALLIEMANT

HEBERT

PERIG

SAGARD

CHARLEVILLE

SEINE

BEAUVAIS

PIERRE

HUBERT

CAUCHON

SEINE

SEINE

SEINE

SEINE

SEINE

SEINE

SEINE

SEINE

SEINE

SEINE

ASHFORD

FOURNIER

GARNEAU

LEVERRIER

PATON

ARTON

SEINE

SEINE

SEINE

SEINE

MONTEAU

MAULOUX

ROUETTE

SEINE

SEINE

SEINE

SEINE

SEINE

SEINE

SEINE

SEINE

SEINE

SEINE

SEINE

SEINE

SEINE

SEINE

SEINE

SEINE

SEINE





70°

71°

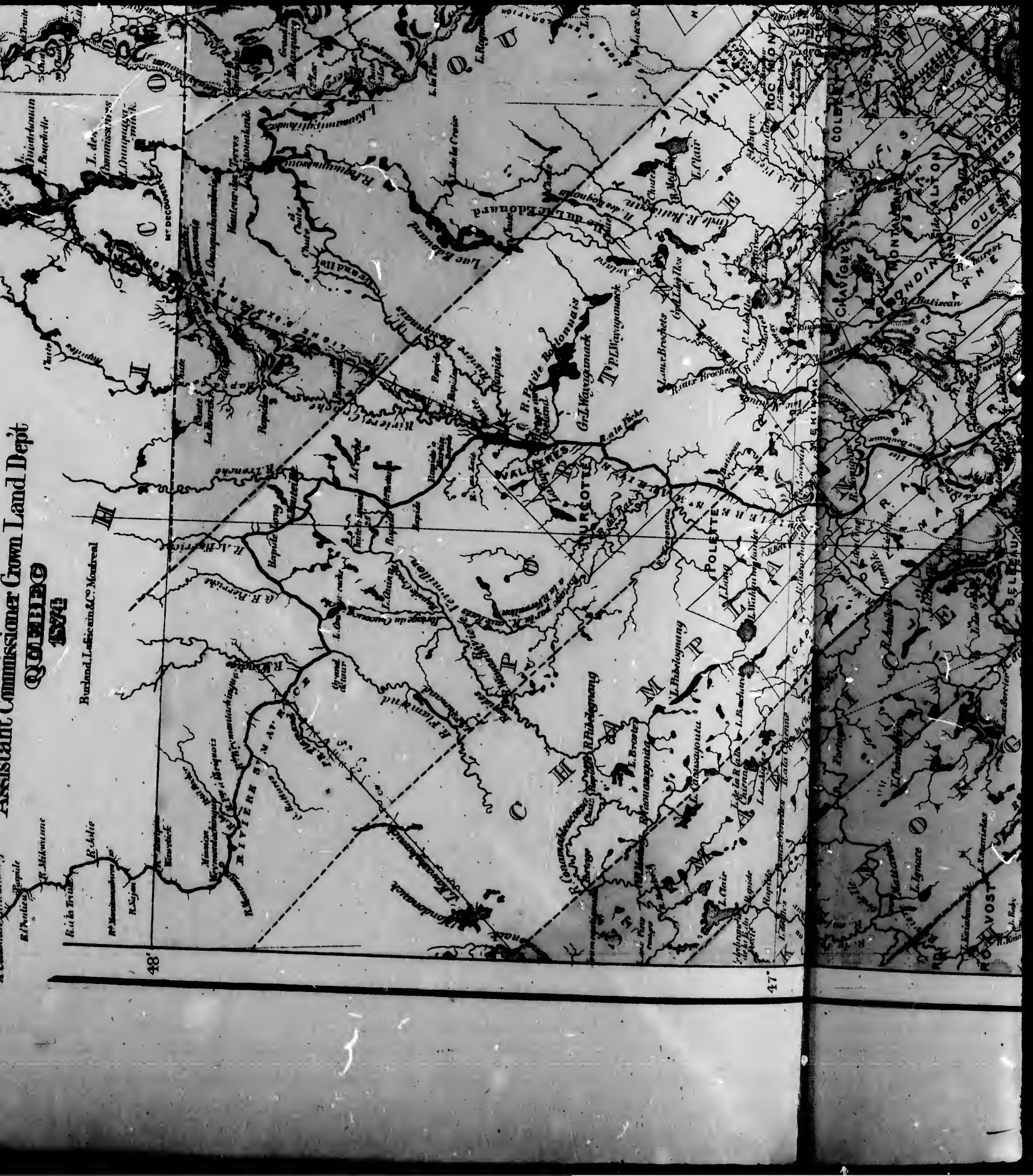


Assistant Commissioner Crown Land Dept

QUEBEC

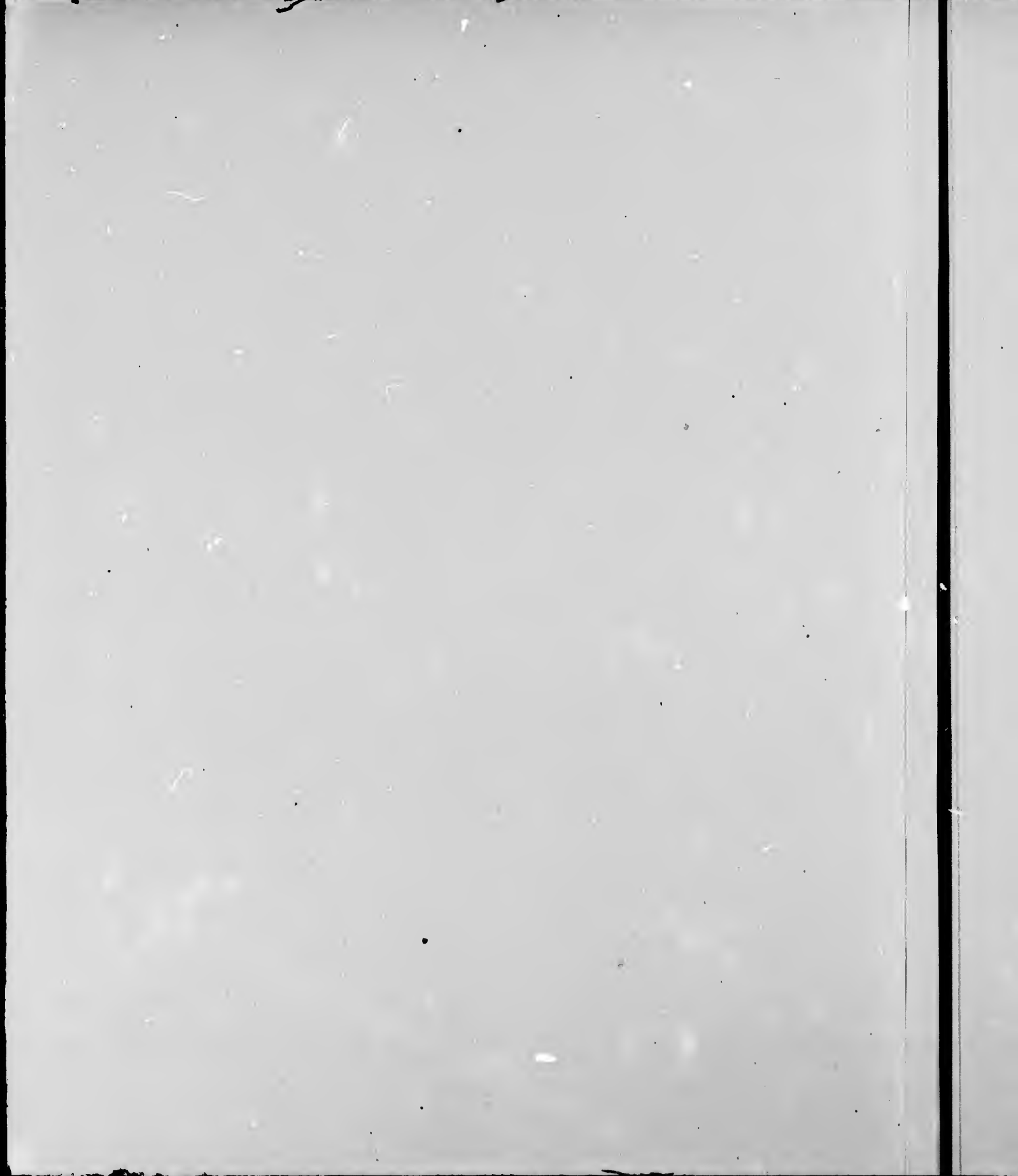
1871

Burand, Lafocain & Co Montreal

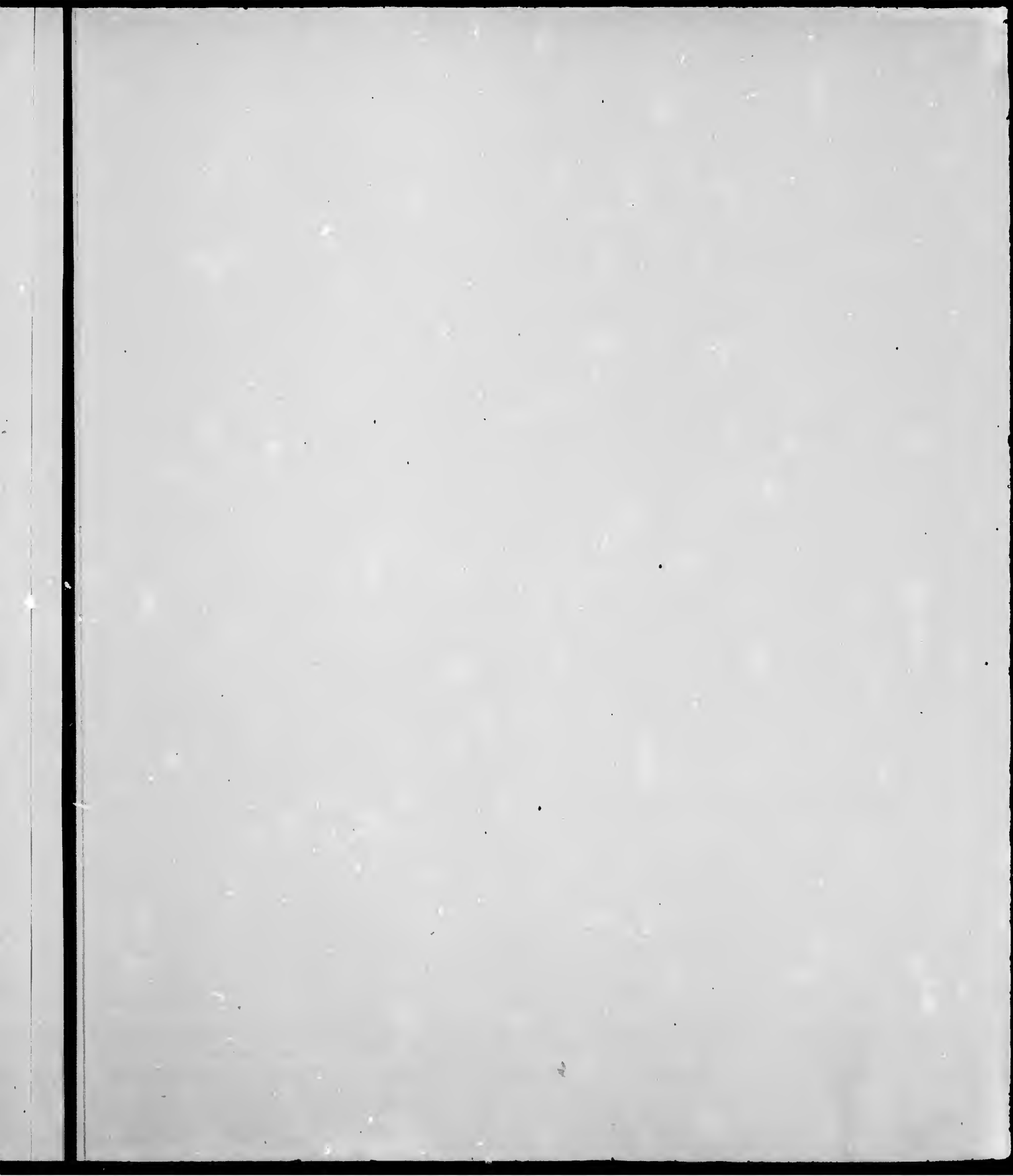












71

**MAP**  
 of the  
**EASTERN PART**  
 of the  
**PROVINCE**  
 of  
**QUEBEC,**  
**CANADA,**

By **EUGÈNE TACHÉ**  
 Assistant Commissioner Crown Land Dept  
**QUEBEC**  
**1874**

Burand, Lafrechin & Co Montreal

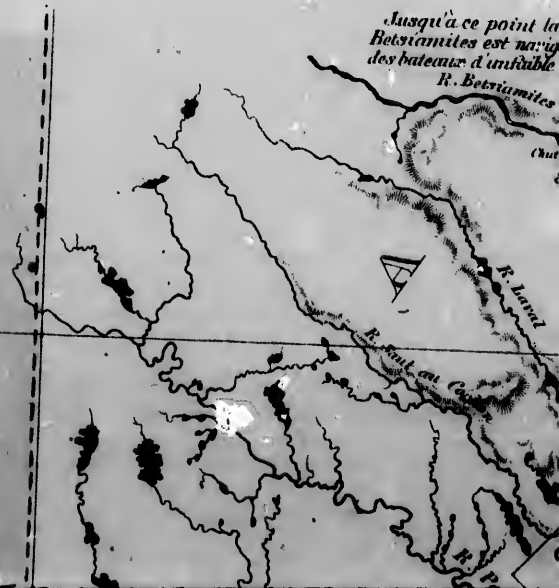
SCALE OF MILES



50°



48°



*Influence de la marée se fait sentir  
 à cet endroit de la rivière*







Influence de la marée se fait sentir  
à qu'au pied de ce rapide.



48

71

CHARLES V

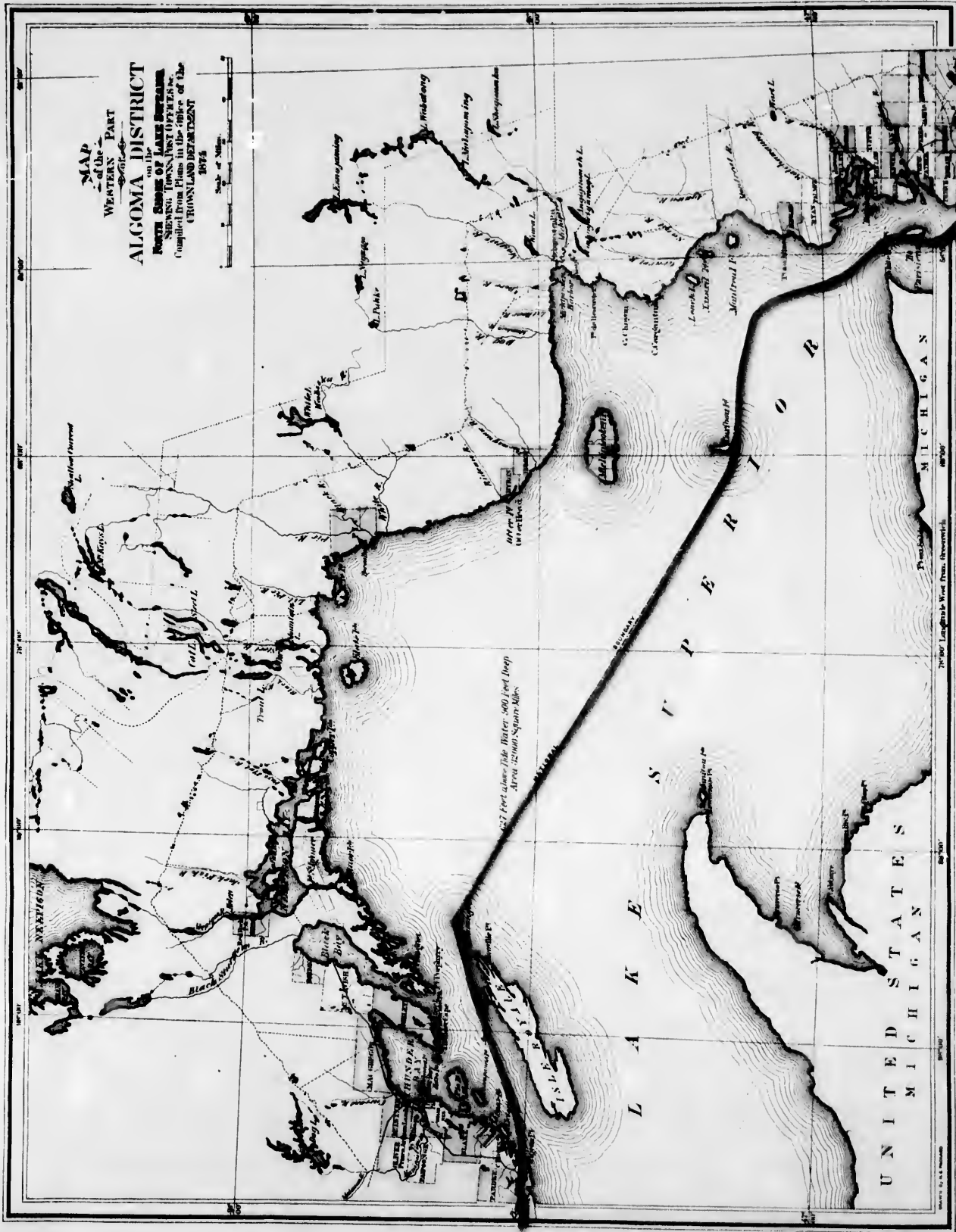








MAP  
of the  
WESTERN PART  
of  
**ALGOMA DISTRICT**  
on the  
NORTH SHORE OF LAKE SUPERIOR  
SHOWING MINNISCOPPIE AND  
CUMPLING ISLANDS AND PARTS OF THE  
CROWN LAND DEPARTMENT  
1874

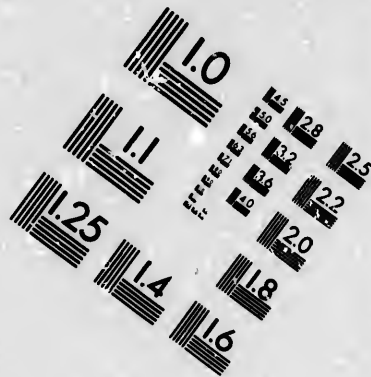
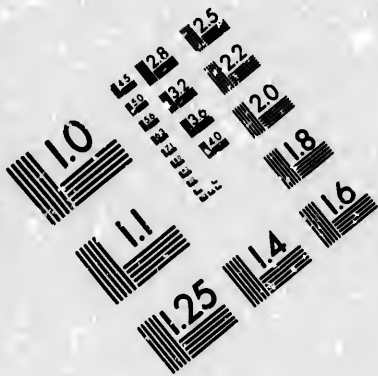


27 feet above tide water: 500 feet deep  
Area 32,000 Square Miles

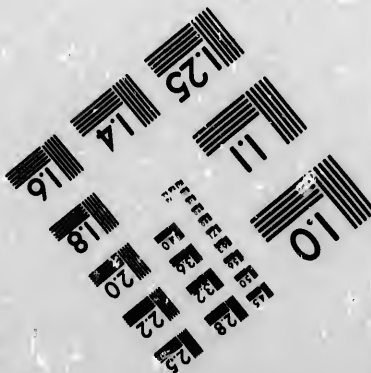
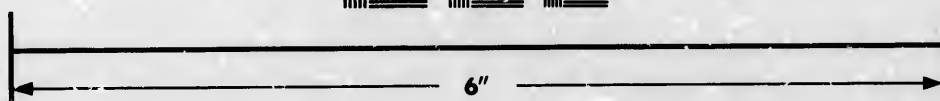
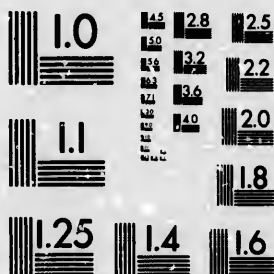
UNITED STATES  
MICHIGAN

Scale: Lengths in Wood. Drawn: A. S. Wood.





**IMAGE EVALUATION  
TEST TARGET (MT-3)**

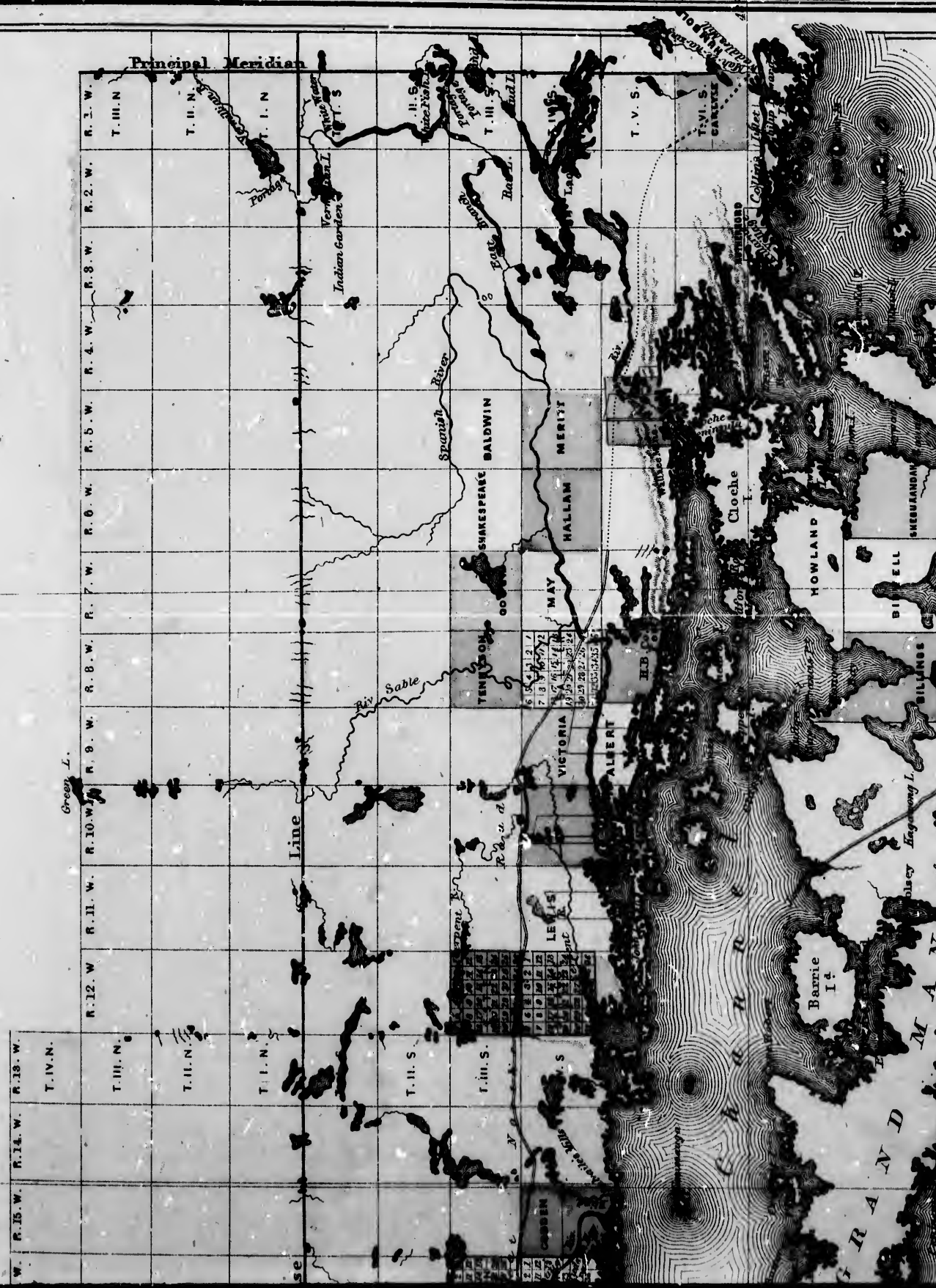


**Photographic  
Sciences  
Corporation**

23 WEST MAIN STREET  
WEBSTER, N.Y. 14580  
(716) 872-4503

13 128  
12 125  
11 22  
10 20  
9

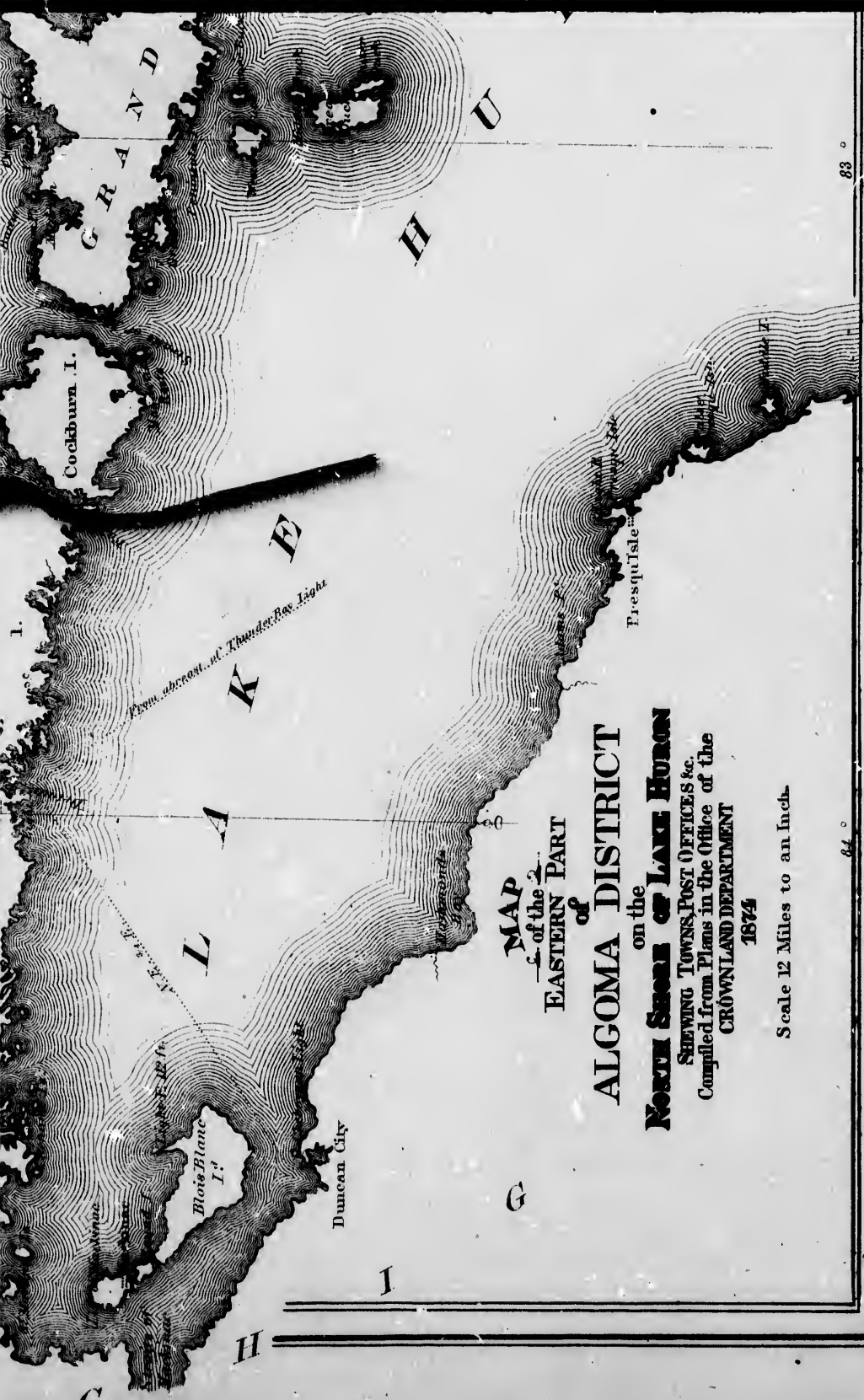
10  
11











**MAP**  
 of the **EASTERN PART**  
 of the **ALGOMA DISTRICT**  
 on the **NORTH SHORE OF LAKE HURON**  
 SHOWING TOWNS, POST OFFICES &c.  
 Compiled from Plans in the Office of the  
 CROWN LAND DEPARTMENT  
 1874

Scale 12 Miles to an Inch.

88

S<sup>t</sup> Joseph I.

128

Cockburn I.

Barrie I.

G R E A T  
L A K E  
H U R O N  
I S L A N D S

Great Duck I.

Cape Huron

N

L

A

K

E

H

U

R

O

45

44

O

H

A

L







76° 75° 46

# QUEBEC





13

42

8.4

MIAMI



Free Land Grants  
colored green, thus

PENNSYLVANIA



80°

79°

Lon



Boundaries of Electoral Districts are indicated thus —

*Their names are given in the following table in which the numbers correspond to those in red upon the Map.*

1. Essex.	31. Norfolk, South.	60. Northumberland, East.
2. Kent.	32. Haldimand.	61. Northumberland, West.
3. Bothwell.	33. Monck.	62. Hastings, North.
4. Lambton.	34. Welland.	63. Hastings, East.
5. Middlesex, North.	35. Niagara.	64. Hastings, West.
6. Middlesex, West.	36. Lincoln.	65. Prince Edward.
7. Middlesex, East.	37. Wentworth, North.	66. Lenox.
8. London.	38. Wentworth, South.	67. Addington.
9. Elgin, West.	39. Hamilton.	68. Kingston.
10. Elgin, East.	40. Hamilton.	69. Frontenac.
11. Oxford, North.	41. Halton.	70. Leeds, South.
12. Oxford, South.	42. Peel.	71. Leeds and Grenville, North.
13. Perth, North.	43. Cardwell.	72. Grenville, South.
14. Perth, South.	44. Simcoe, North.	73. Brockville.
15. Huron, North.	45. Simcoe, South.	74. Dundas.
16. Huron, Centre.	46. York, North.	75. Stormont.
17. Huron, South.	47. York, East.	76. Cornwall.
18. Bruce, North.	48. York, West.	77. Glengary.
19. Bruce, South.	49. Toronto, East.	78. Prescott.
20. Grey, North.	50. Toronto, Centre.	79. Russell.
21. Grey, South.	51. Toronto, West.	80. Ottawa.
22. Grey, East.	52. Ontario, North.	81. Ottawa.
23. Wellington, North.	53. Ontario, South.	82. Carleton.
24. Wellington, Centre.	54. Victoria, North.	83. Lanark, North.
25. Wellington, South.	55. Victoria, South.	84. Lanark, South.
26. Waterloo, North.	56. Durham, East.	85. Renfrew, North.
27. Waterloo, South.	57. Durham, West.	86. Renfrew, South.
28. Brant, North.	58. Peterborough, East.	87. Muskoka District.
29. Brant, South.	59. Peterborough, West.	88. Algoma District.
30. Norfolk, North.		

of the

# ONTARIO

SHEWING  
DISTRICTS,

Scale

Free Land Grants are colored green, thus

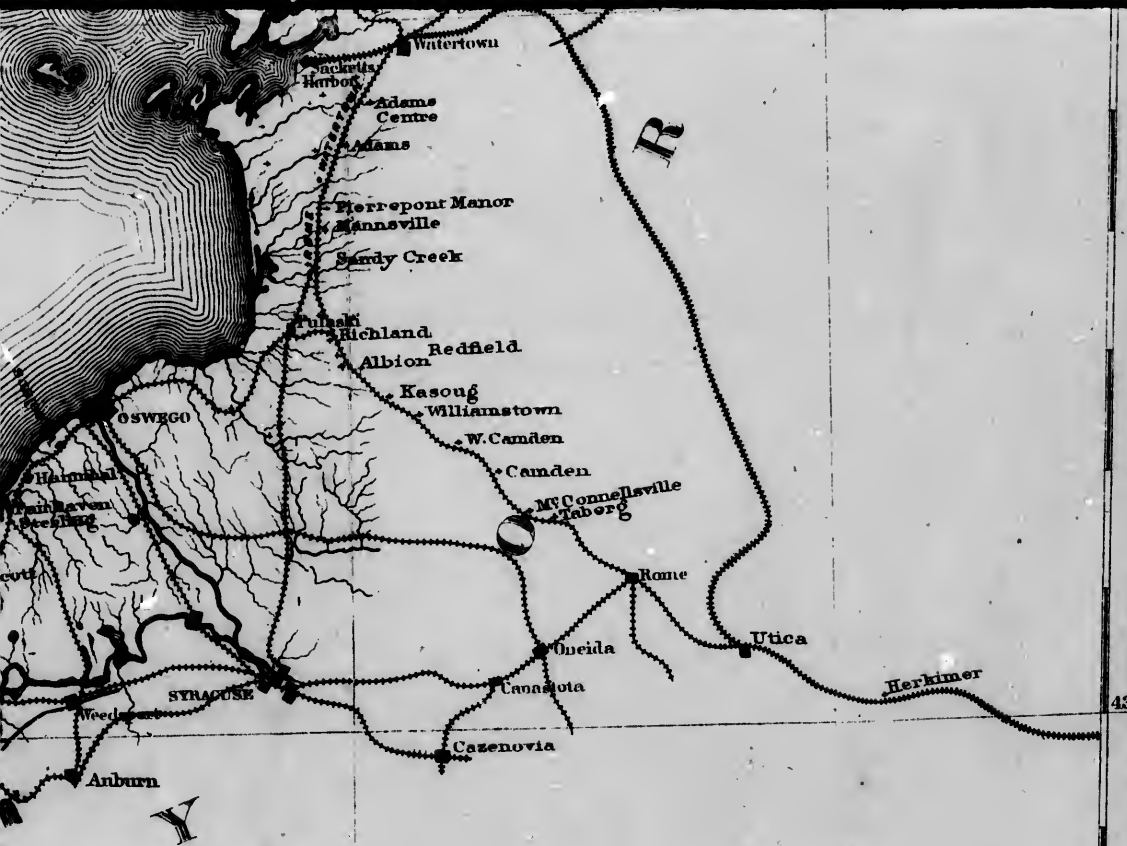


79° Longitude West from Greenwich

78°

77°

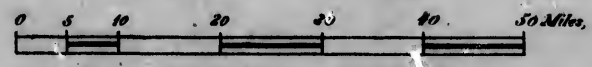




**MAP**  
of the Province of  
**ONTARIO**

SHEWING COUNTIES, ELECTORAL  
DISTRICTS, TOWNSHIPS, RAILWAYS, ETC.

by: H. F. Walling.



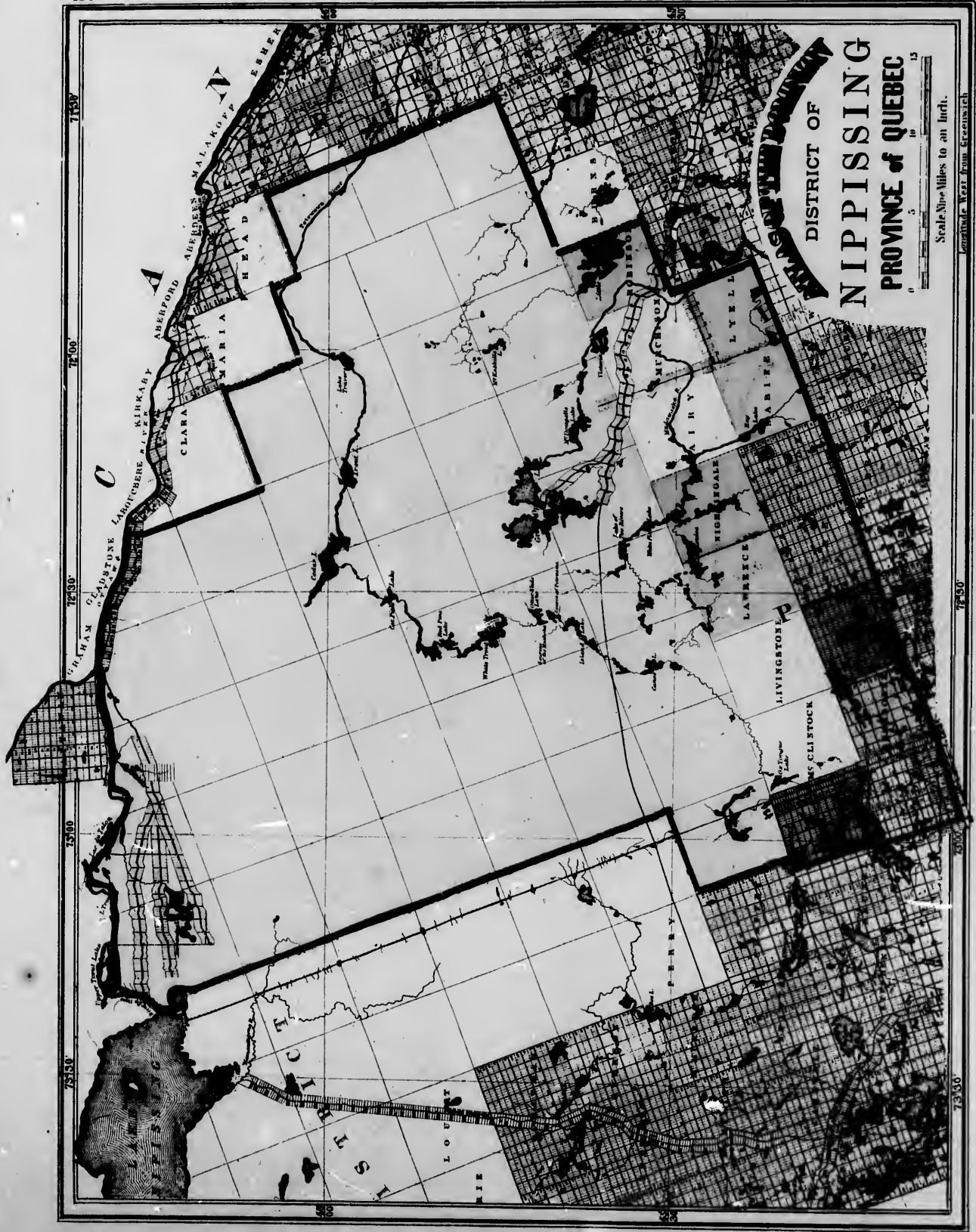
Scale, 20 Miles to an Inch.

76°

75°

43

42



**DISTRICT OF**  
**NIPISSING**  
**PROVINCE of QUEBEC**

Scale Nine Miles to an Inch.  
 Longitude West from Greenwich

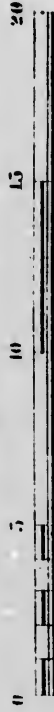
75° 30' 75° 00' 74° 30' 74° 00'

73° 30' 73° 00' 72° 30' 72° 00'



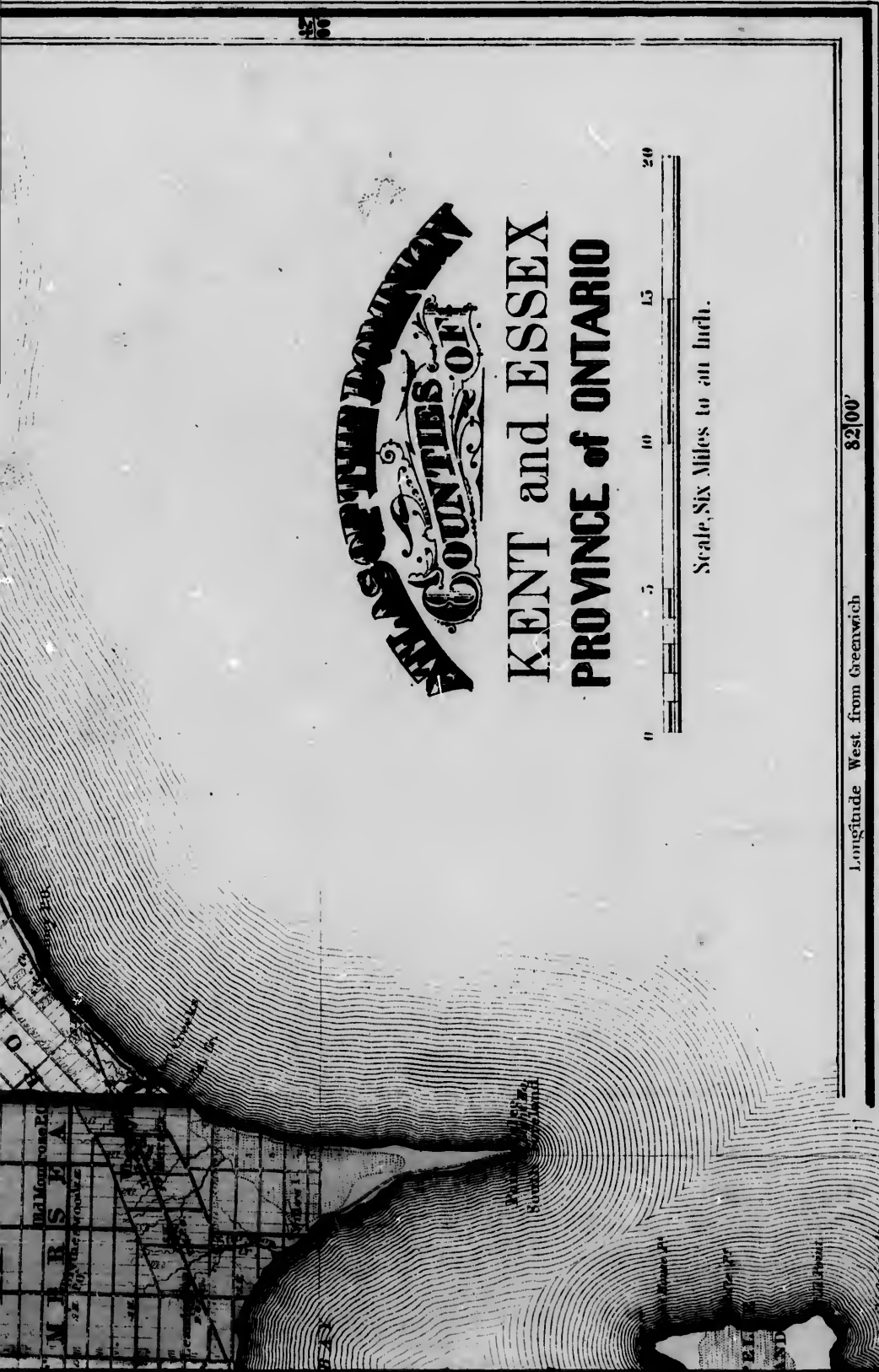
**FRAMES OF THE DOMINION**  
**COUNTIES OF**

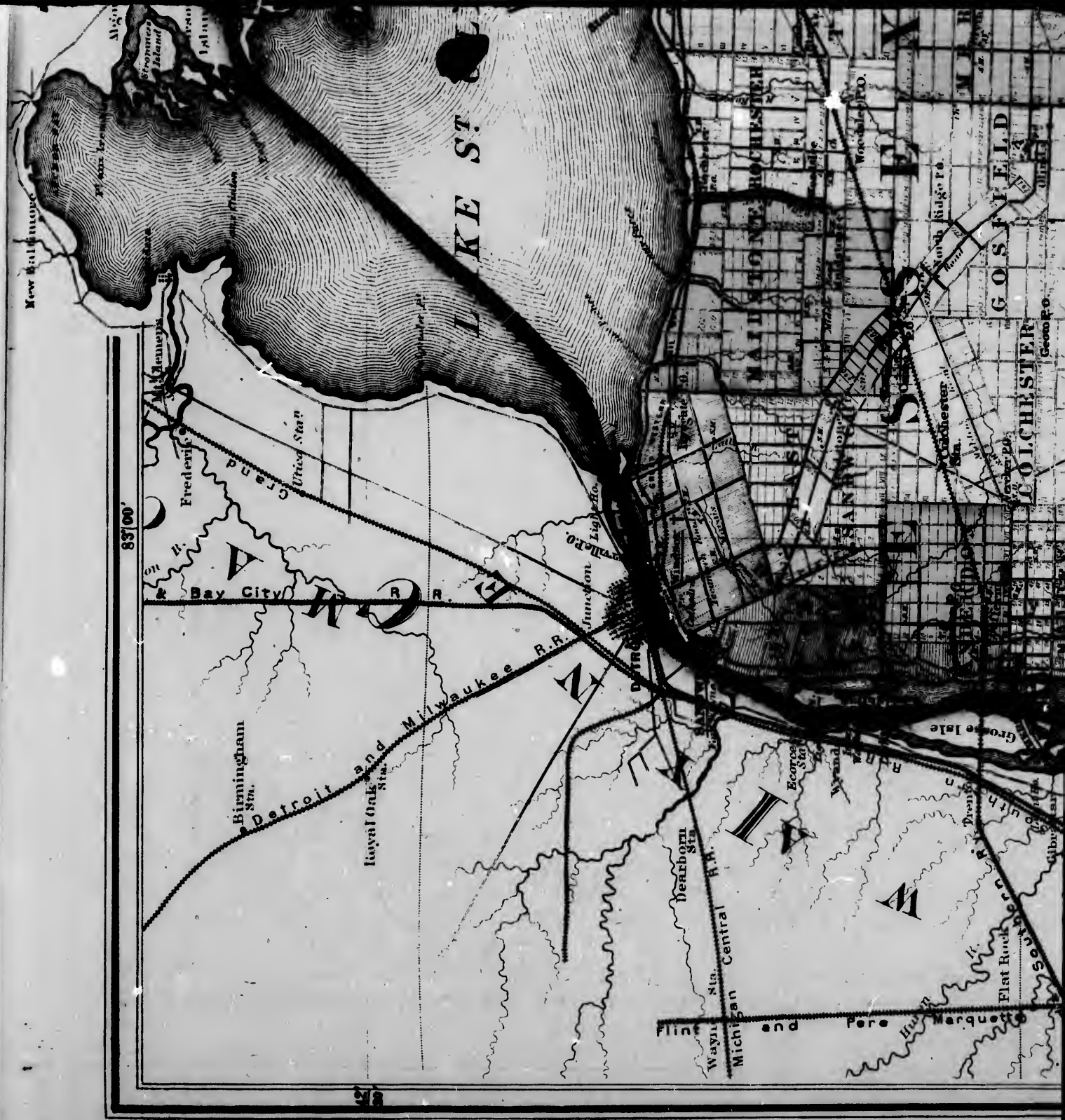
**KENT and ESSEX**  
**PROVINCE of ONTARIO**



Scale, Six Miles to an Inch.

Longitude West from Greenwich 82°00'





New Baltimore

83°00'

Bay City

Birmingham  
Stn.

Detroit and Milwaukee R.R.

Royal Oak  
Stn.

Juniper  
Light Co.

Dearborn  
Stn.

Central  
Michigan R.R.

Flint and Pere Marquette

Wayne  
Stn.

Ecorse  
Stn.

W

Groves Lake

Flat Rock

Southern R.R.

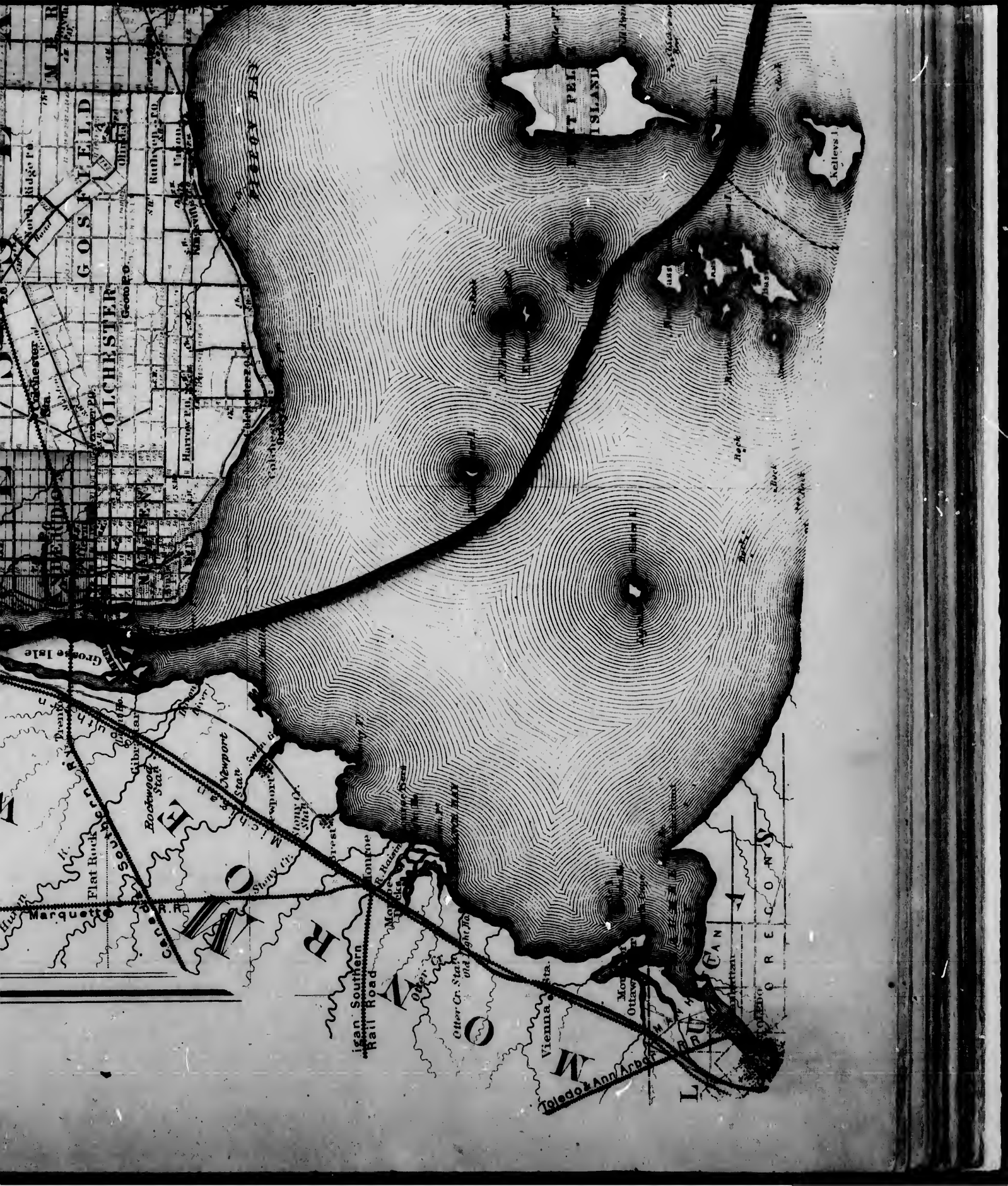
LAKE ST. CLAIR

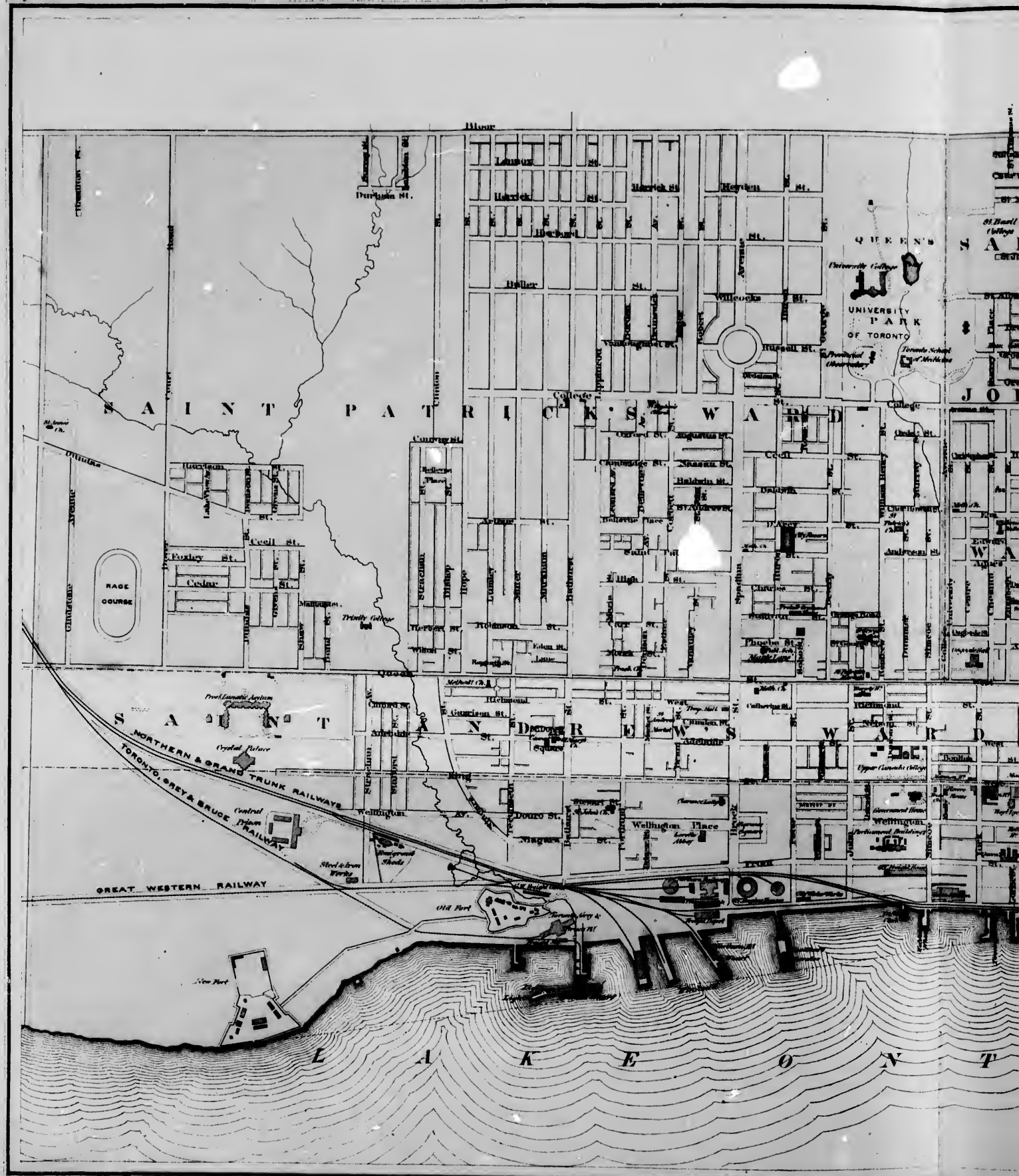
MAINTENANCE HOCHSIEHER

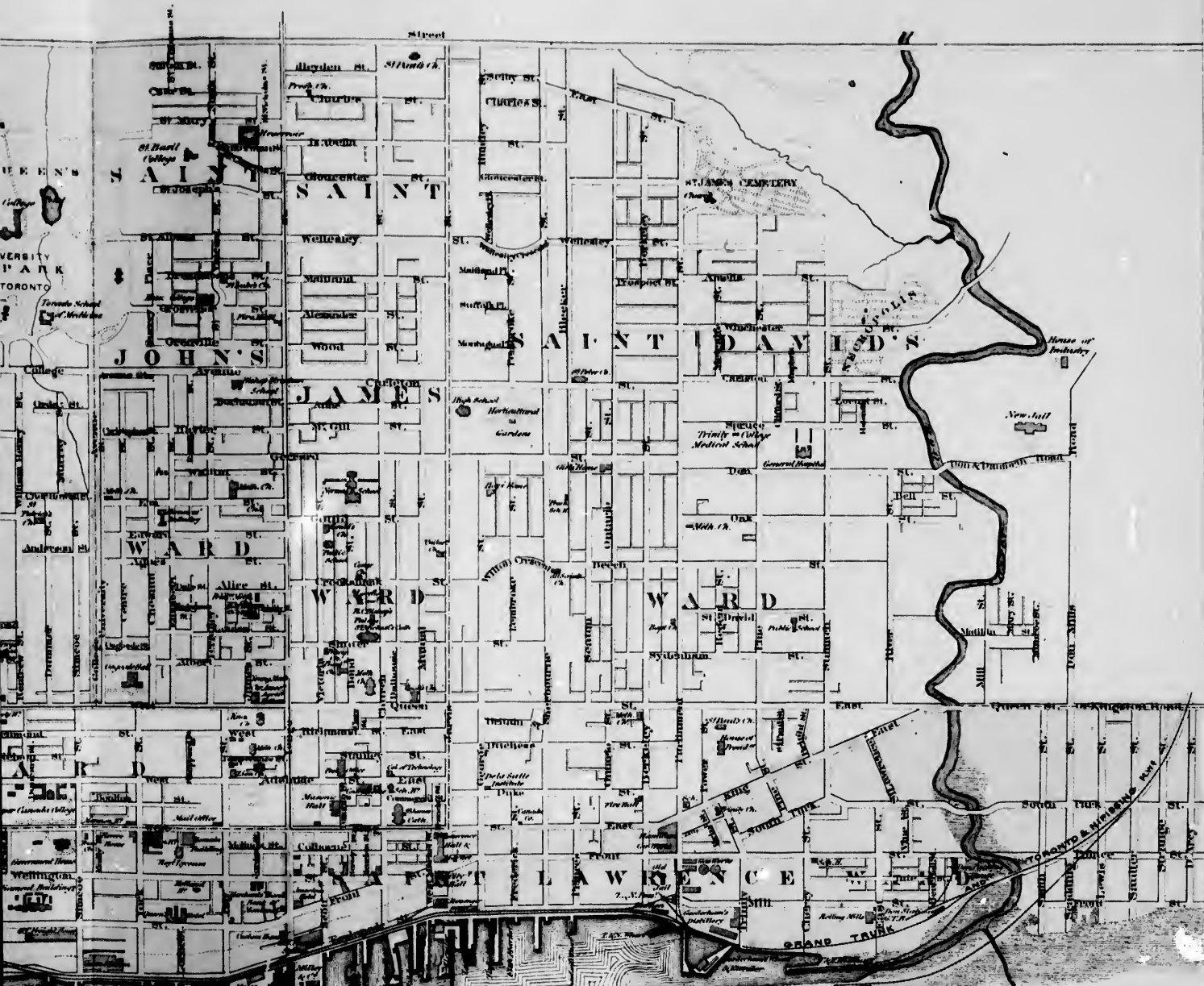
W

GOSFIELD  
ROCHESTER

Geo. P. O.

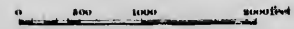






**CITY OF TORONTO.**

Reduced by permission from  
**WADSWORTH & UNWIN'S**  
 Large Map.

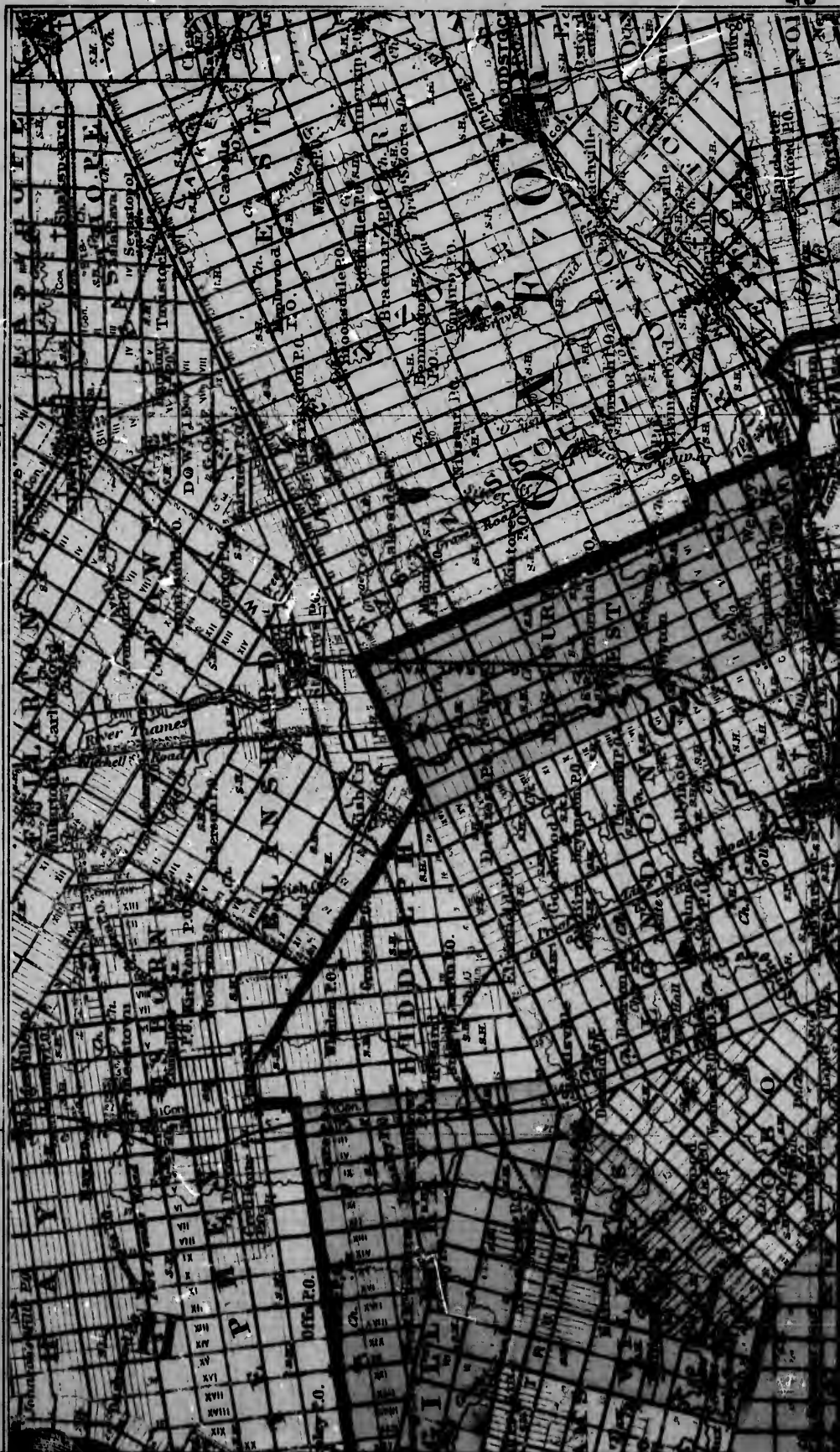


N T A R I O

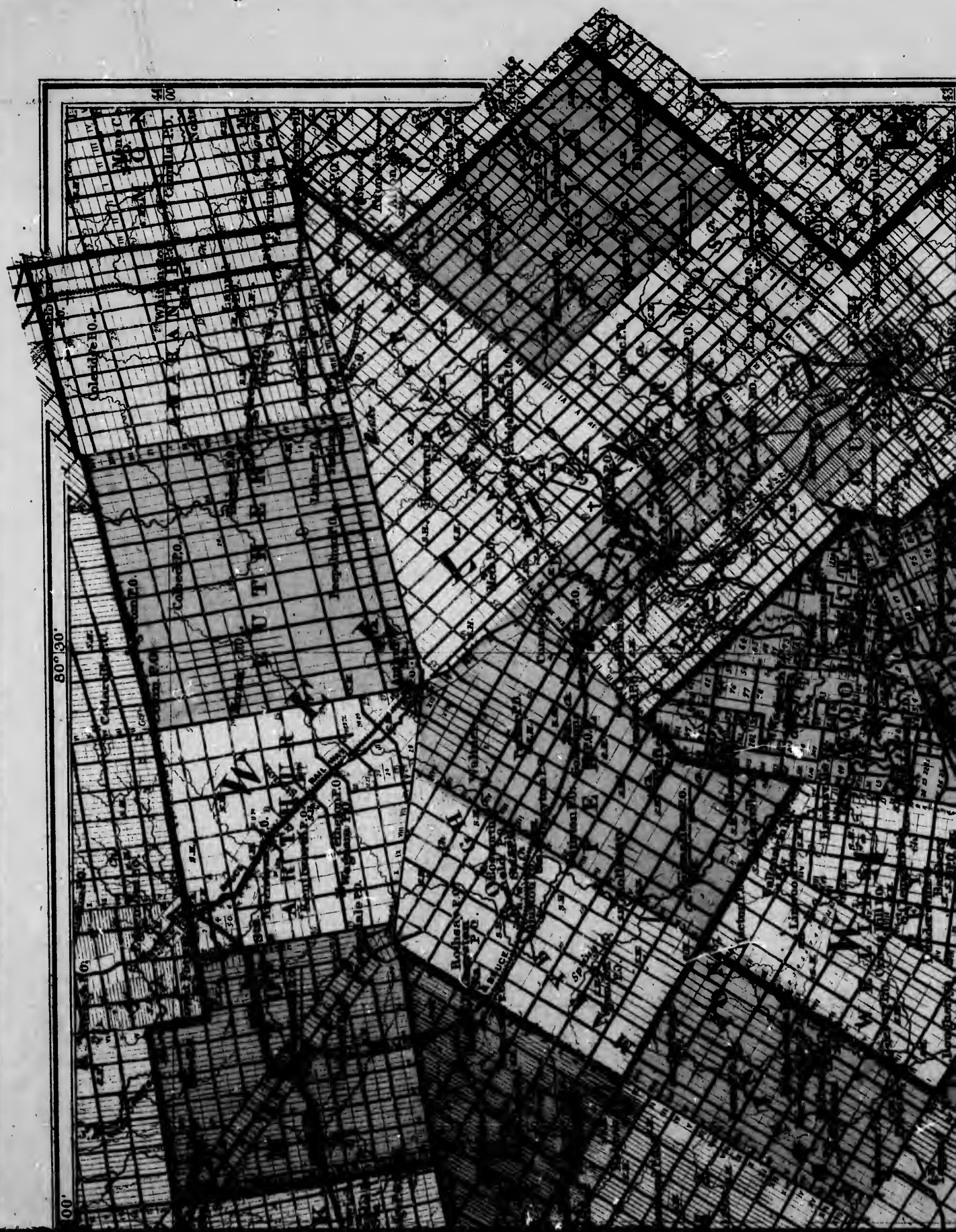


81° 30'

81° 00'









**COUNTIES OF**  
**HURON, WELLINGTON,**  
**PERTH AND WATERLOO**

**HURON, WELLINGTON,  
 PERTH AND WATERLOO.**

**PROVINCE OF ONTARIO**

Longitude West from Greenwich

80°30'

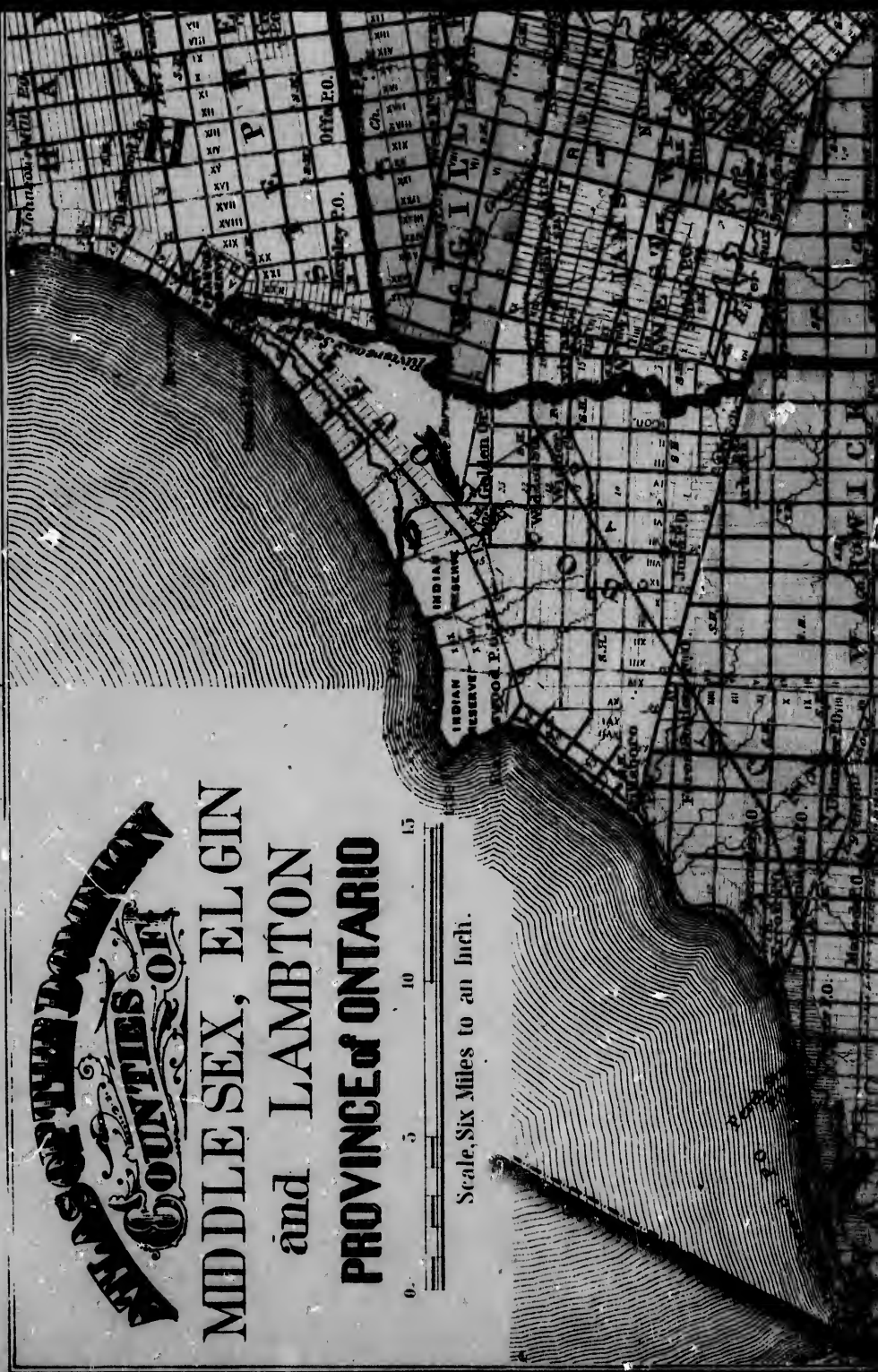
82° 00'

**THE PROVINCE OF ONTARIO**  
**COUNTIES OF**

**MIDDLESEX, ELGIN**  
**and LAMBTON**  
**PROVINCE OF ONTARIO**



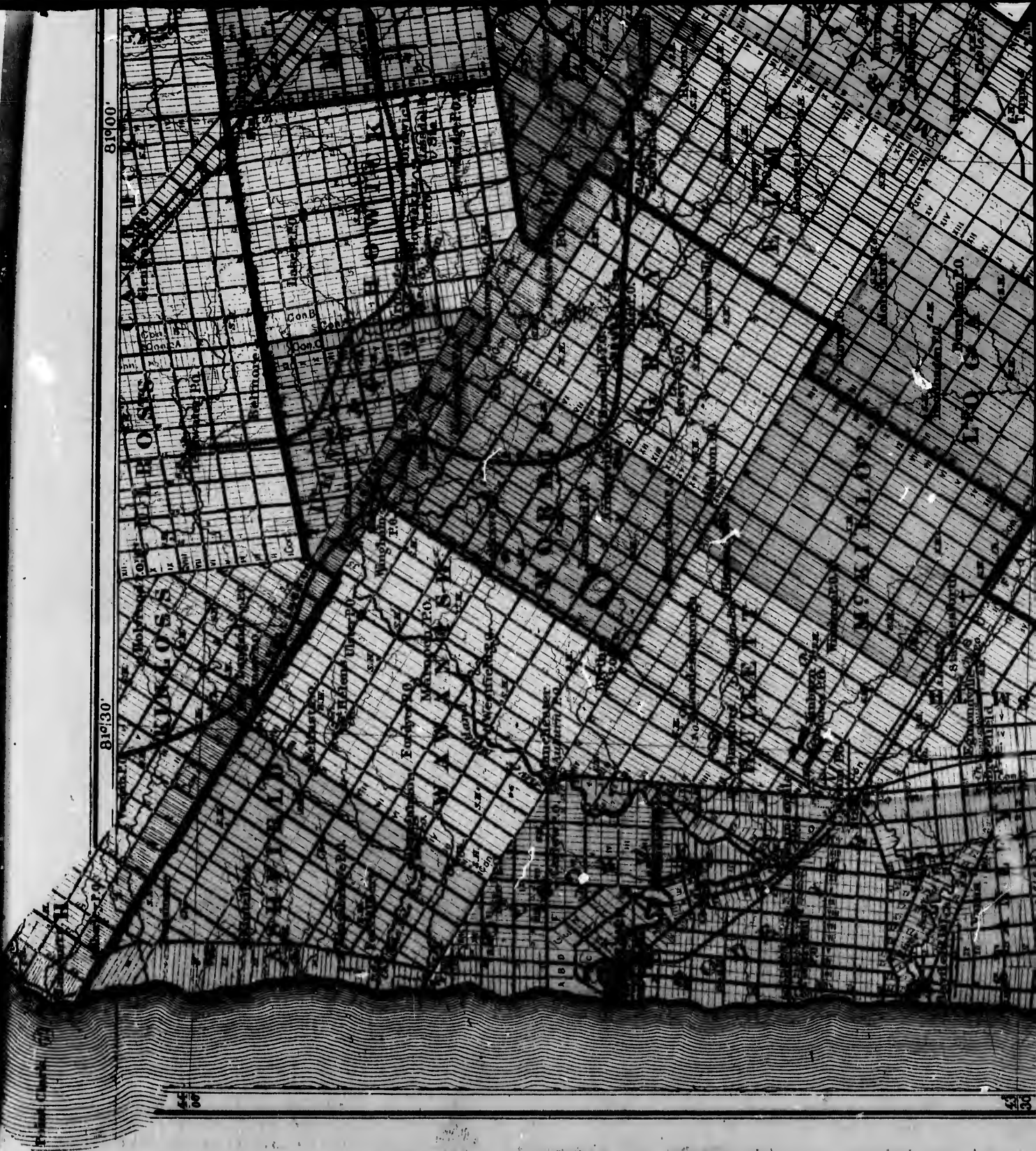
Scale, Six Miles to an Inch.





81°00'

81°30'



45  
06

45  
30



HURON,  
PERTH A

PRO

Scale, Six Miles to an Inch.



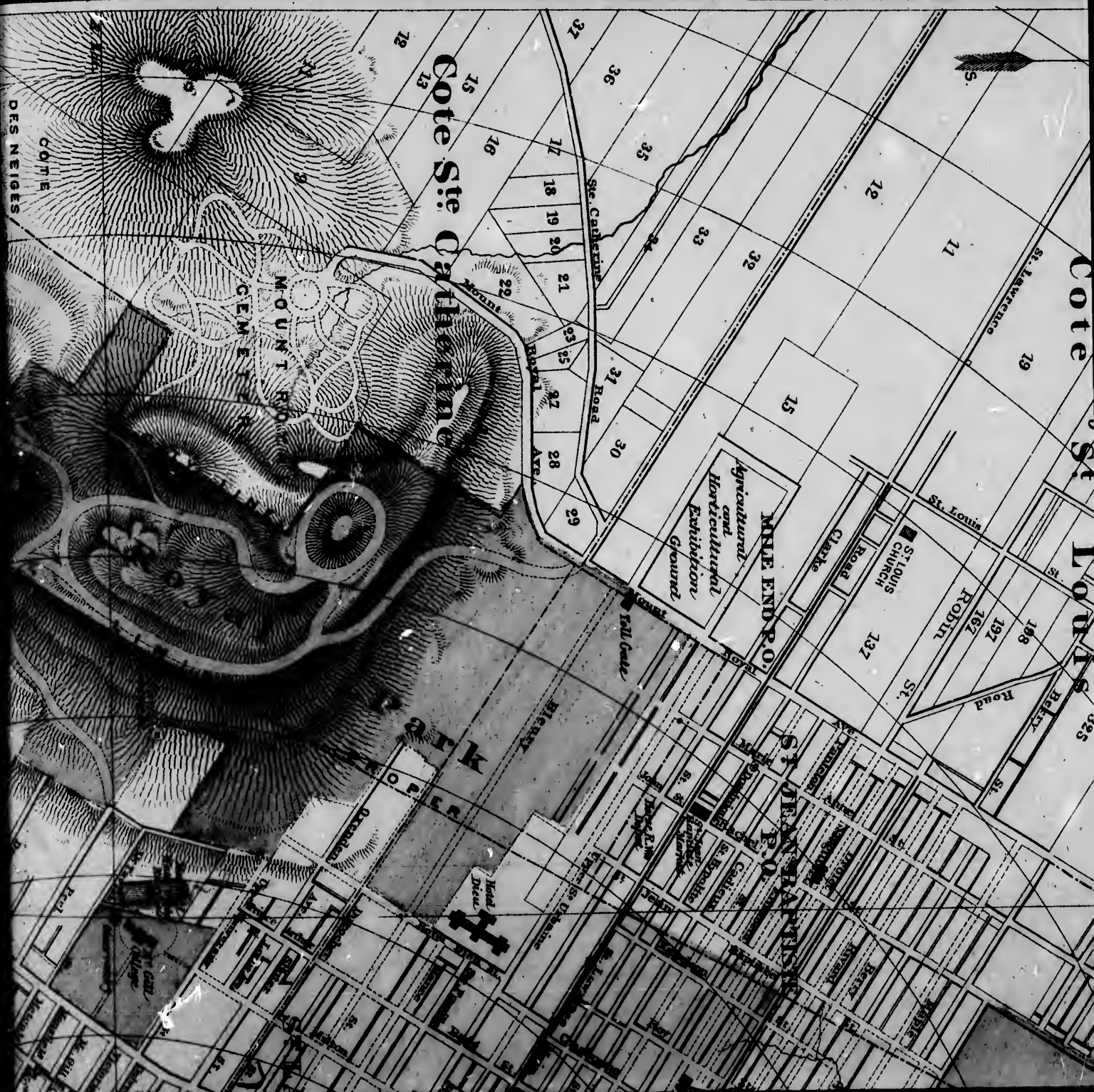
60° 00'

Longitude









Cote Ste  
Louis  
095

Cote Ste Catherine

COTE  
DES NEIGES

MOUNTAIN  
CEMETERY

Agricultural  
and  
Horticultural  
Exhibition  
Ground

MILE END P.O.

ST. LOUIS  
CHURCH

197  
198  
199

167  
168  
169

137  
138  
139

ST. LOUIS  
P.O.

Bleury

MER  
OL

Hotel  
New







t. Paul

3401  
3406  
3407  
Road  
3401  
3402  
3403  
3404  
3405  
3406

PAULINE ISLAND  
OR  
ST. PAUL'S ISLAND

3167  
3170  
3171  
3172

Wellington  
3258

Sebastopol St.  
Grand Trunk Railway Shops

P.O.

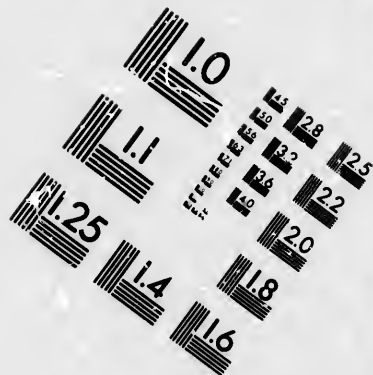
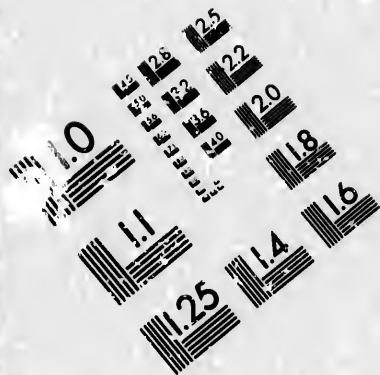




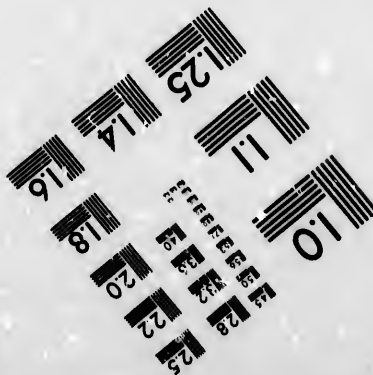
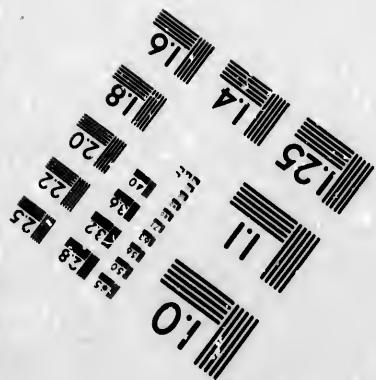
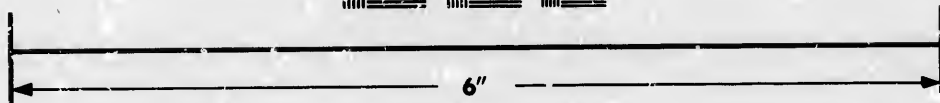
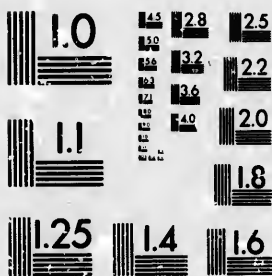








**IMAGE EVALUATION  
TEST TARGET (MT-3)**



**Photographic  
Sciences  
Corporation**

23 WEST MAIN STREET  
WEBSTER, N.Y. 14580  
(716) 872-4503

45 28 25  
38 32 22  
30 20  
18

67 57  
01

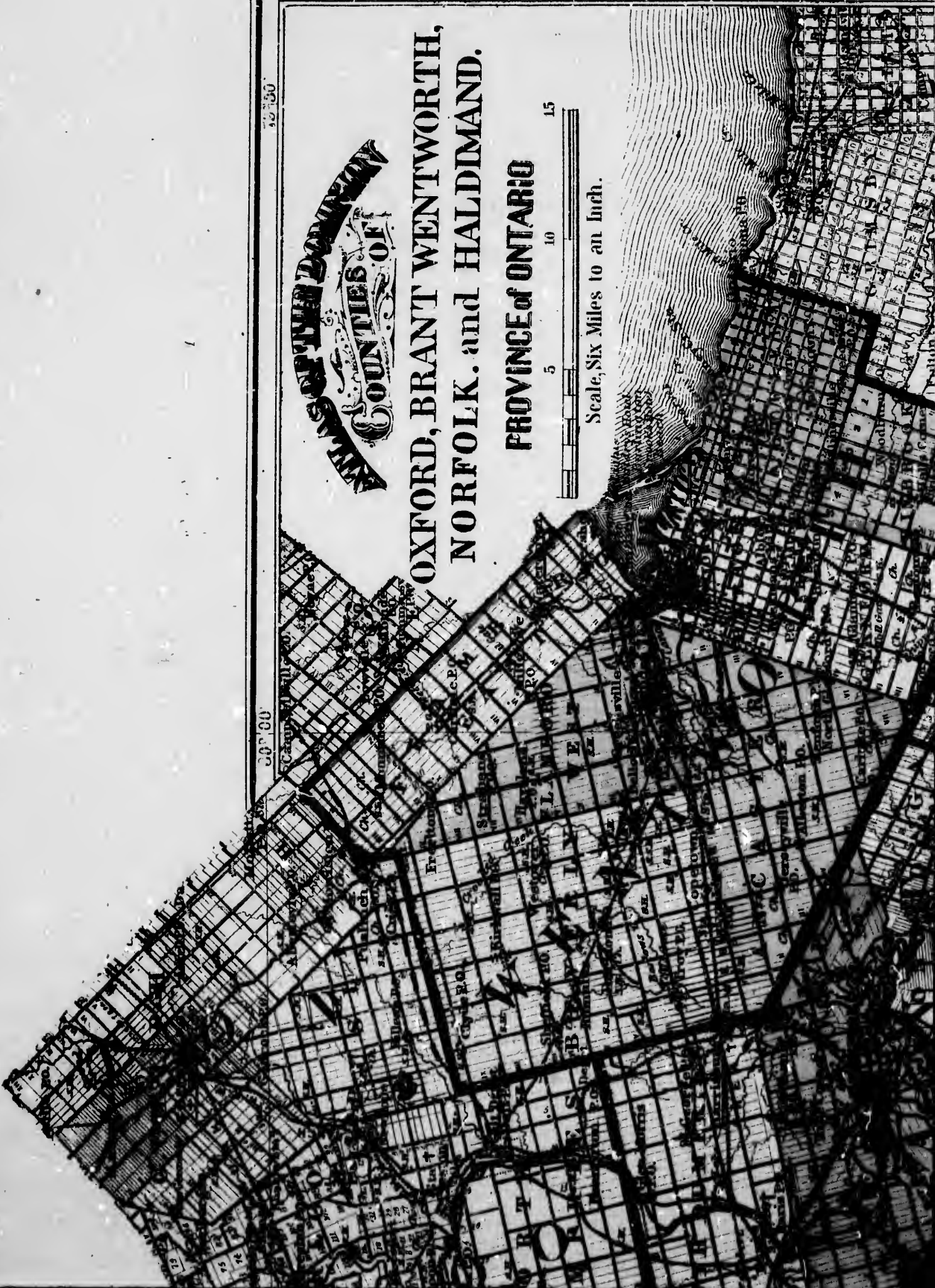
**THE UNINCORPORATED TOWNSHIP OF  
COUNTIES OF**

**OXFORD, BRANT WENTWORTH,  
NORFOLK. and HALDIMAND.**

**PROVINCE of ONTARIO**



Scale, Six Miles to an Inch.





Longitude West from Greenwich 79°30'

COUNTY OF  
KING  
OF  
NEW YORK

POINT





8100







43°  
00'



79°30'

Longitude West from Greenwich



Map from Greenwich

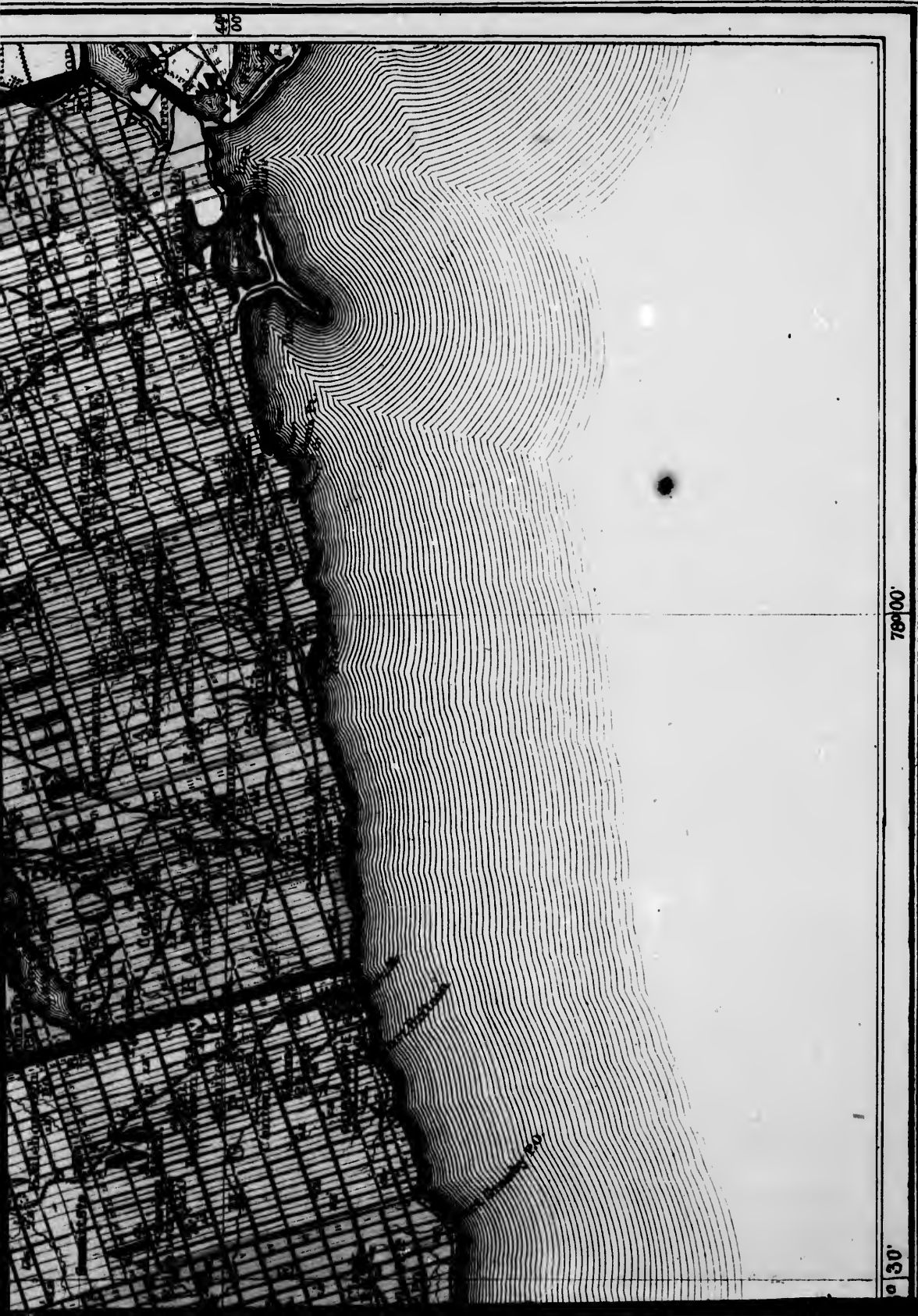
79° 00'

49° 00'









78° 00'

30'

79°00'

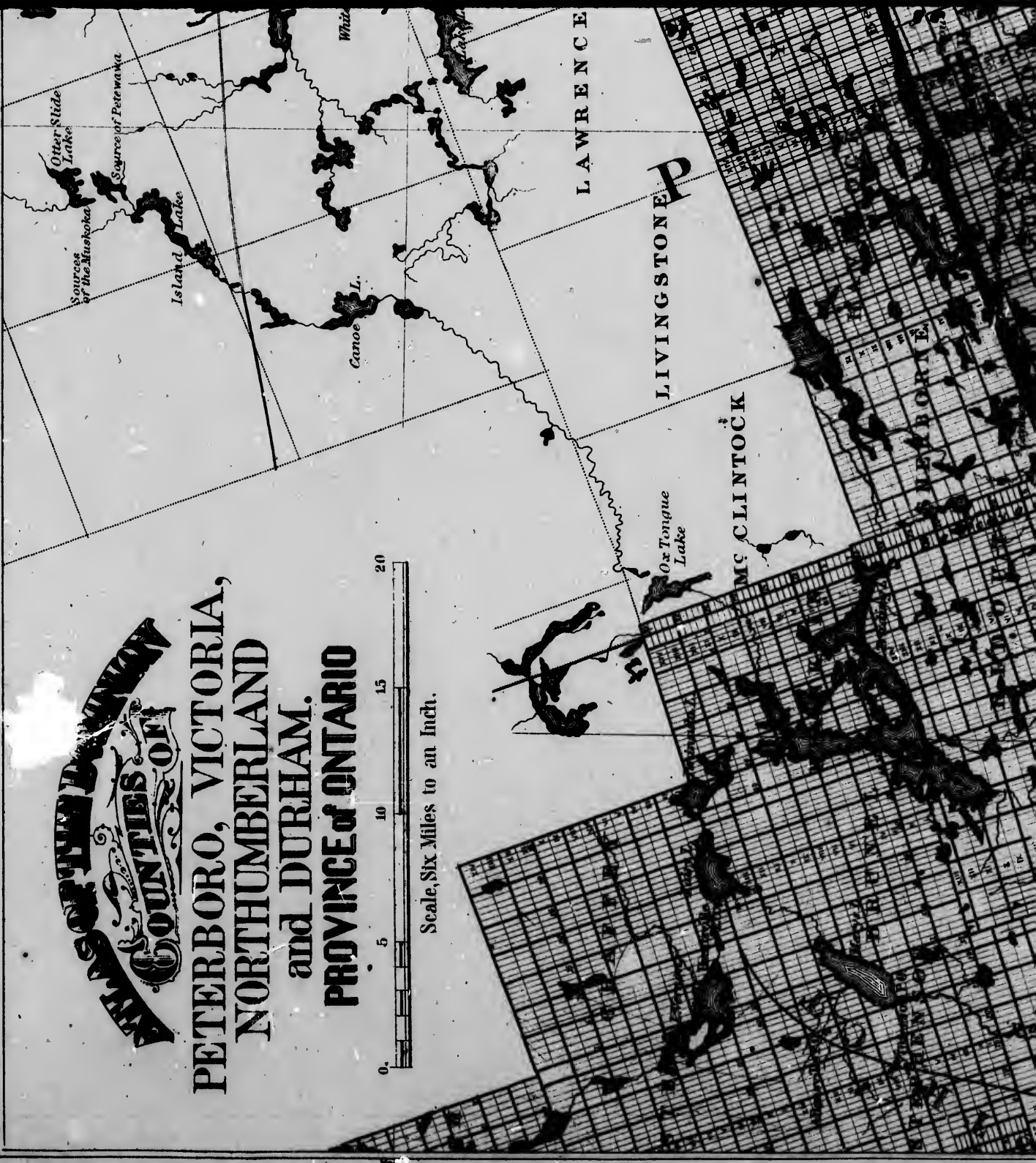
78°30'



# PETERBORO, VICTORIA, NORTHUMBERLAND and DURHAM. PROVINCE of ONTARIO



Scale, Six Miles to an Inch.







1900

1905

1910

1915

1920

1925

1930

1935

1940

1945

1950

1955

1960

1965

1970

1975

1980

1985

1990

1995

2000

2005

2010

2015

2020

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2030

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2070

2075

2080

2085

2090

2095

2100

2105

2110

2115

2120

2125

2130

2135

2140

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2150

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2190

2195

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2245

2250

2255

2260

2265

2270

2275

2280

2285

2290

2295

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2305

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2645

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2655

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2670

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2685

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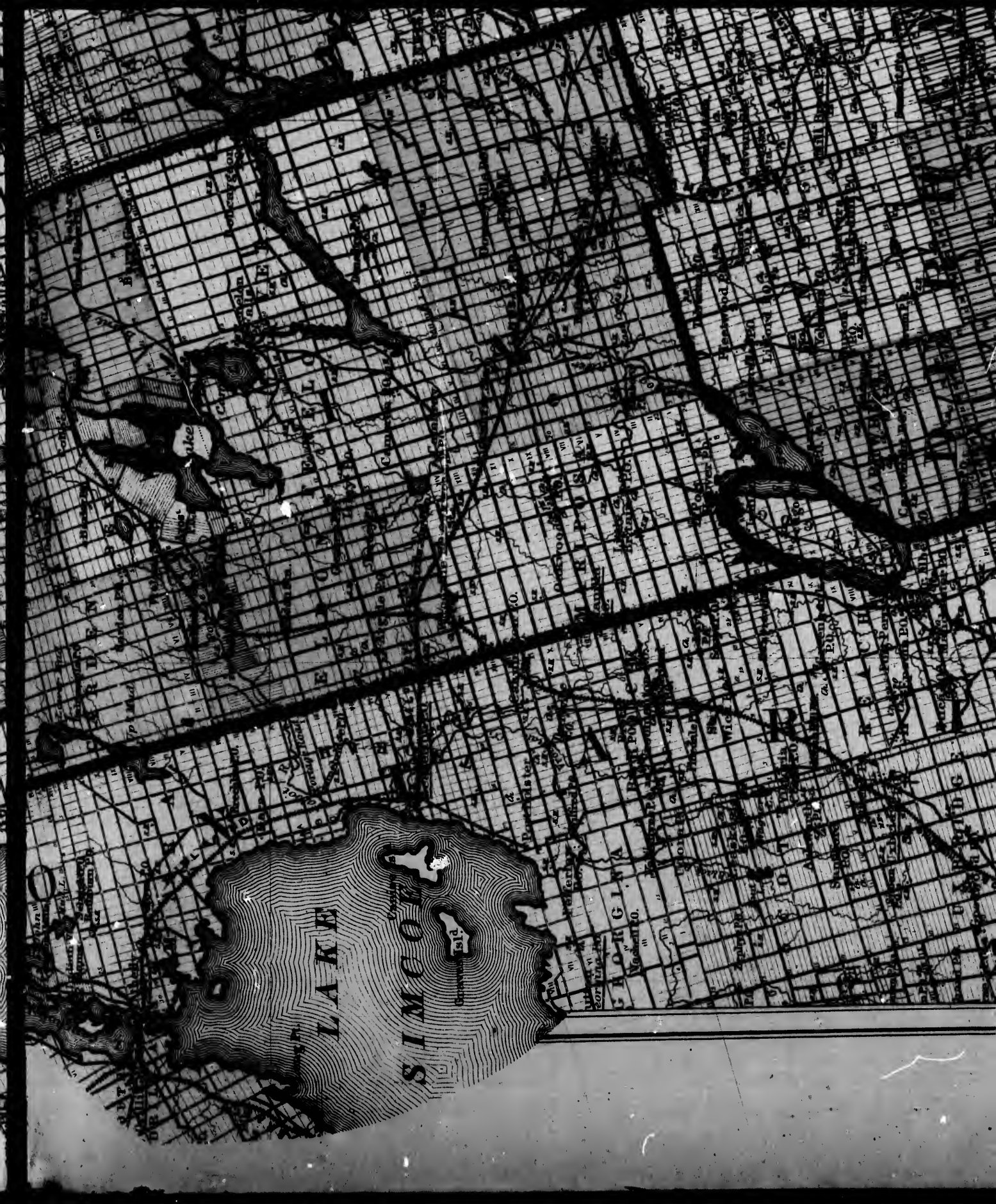
2745

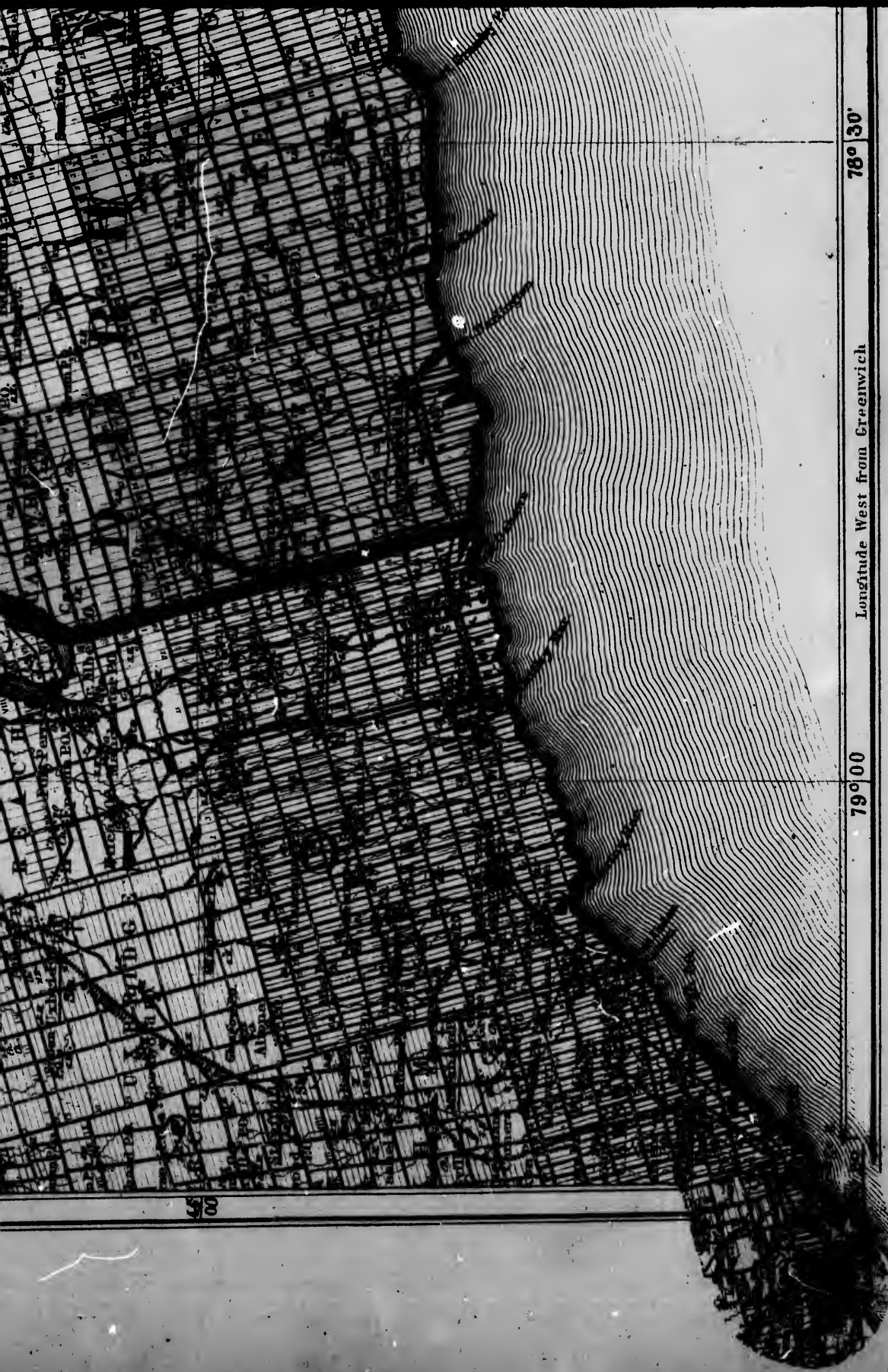
2750

2755

2760

2765





45  
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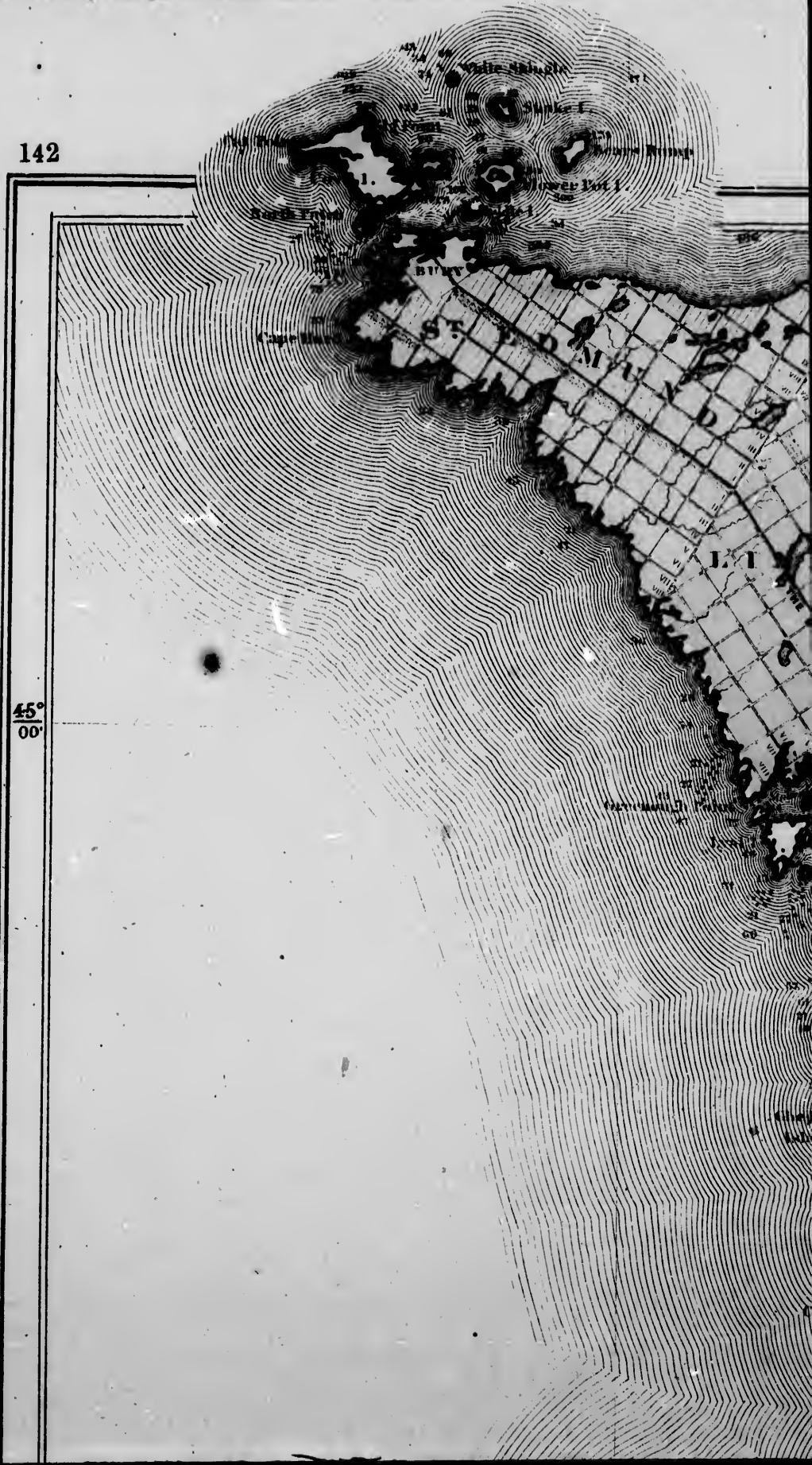
79° 00

Longitude West from Greenwich

78° 30'

142

45°  
00'



81°00'

# ATLAS OF THE DOMINION OF THE COUNTY OF

## BRUCE

### PROVINCE OF ONTARIO



Scale, Six Miles to an Inch.



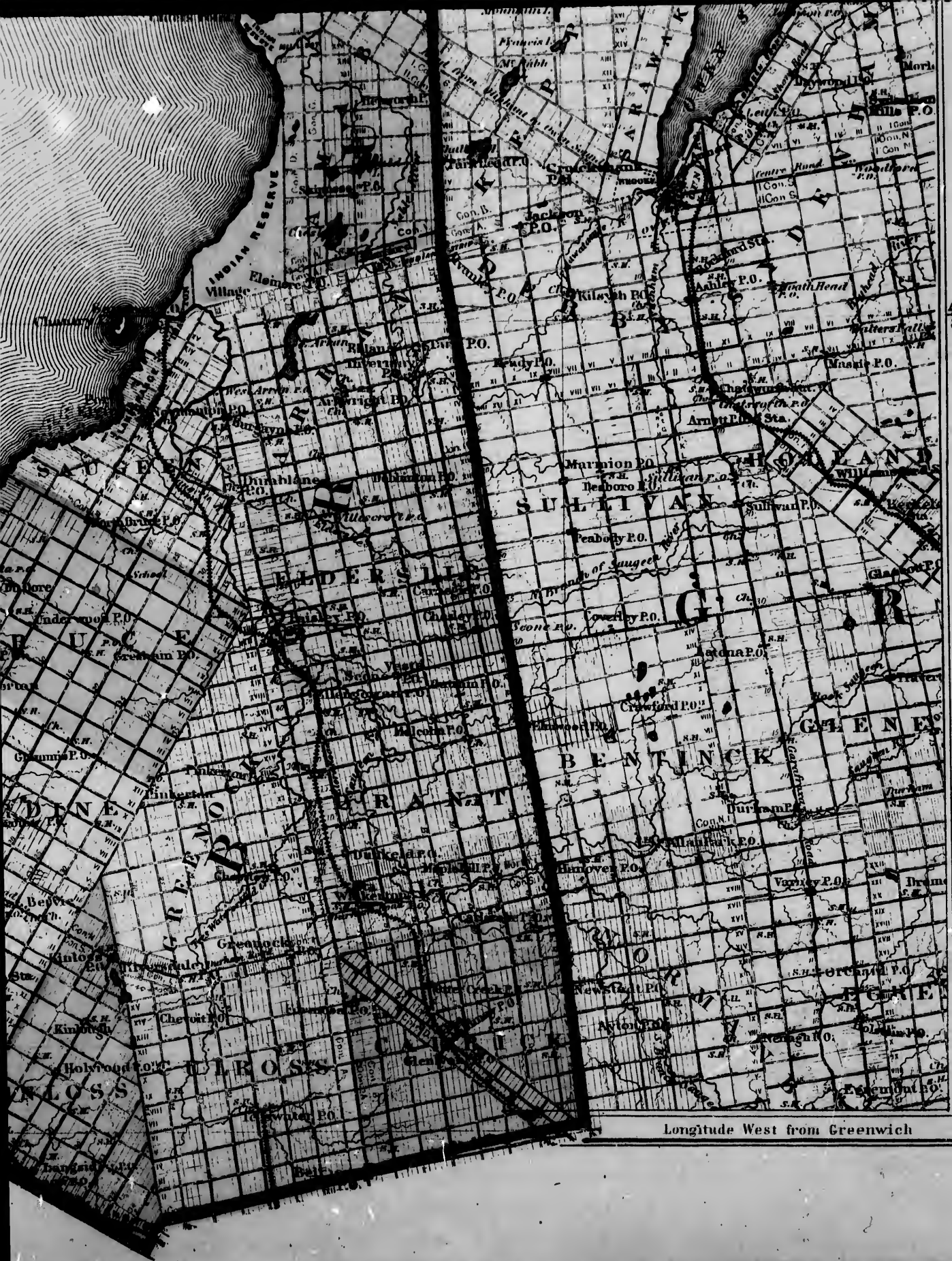
45°  
00'











48  
30

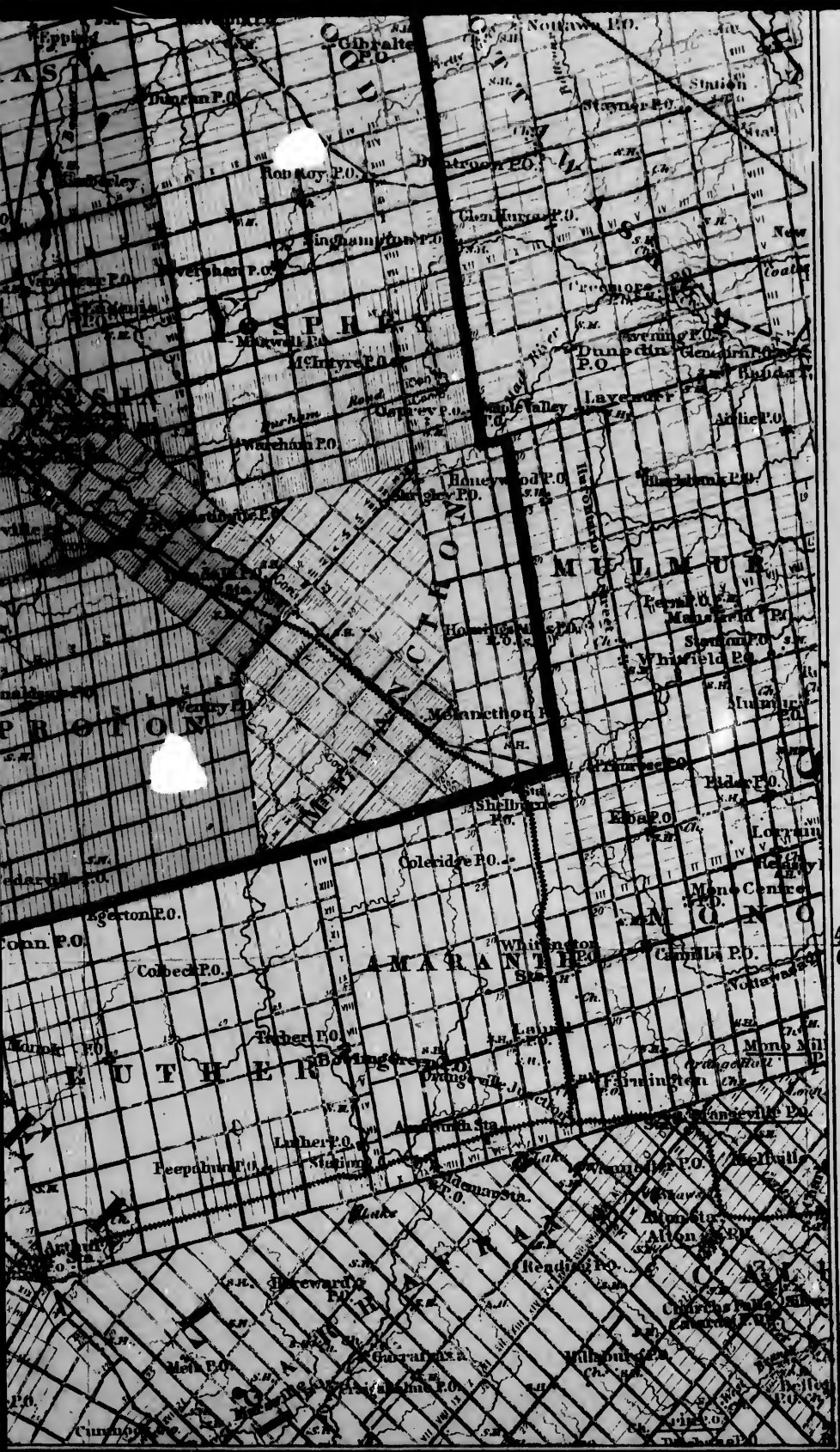
Longitude West from Greenwich



44  
00

81° 00

80 30

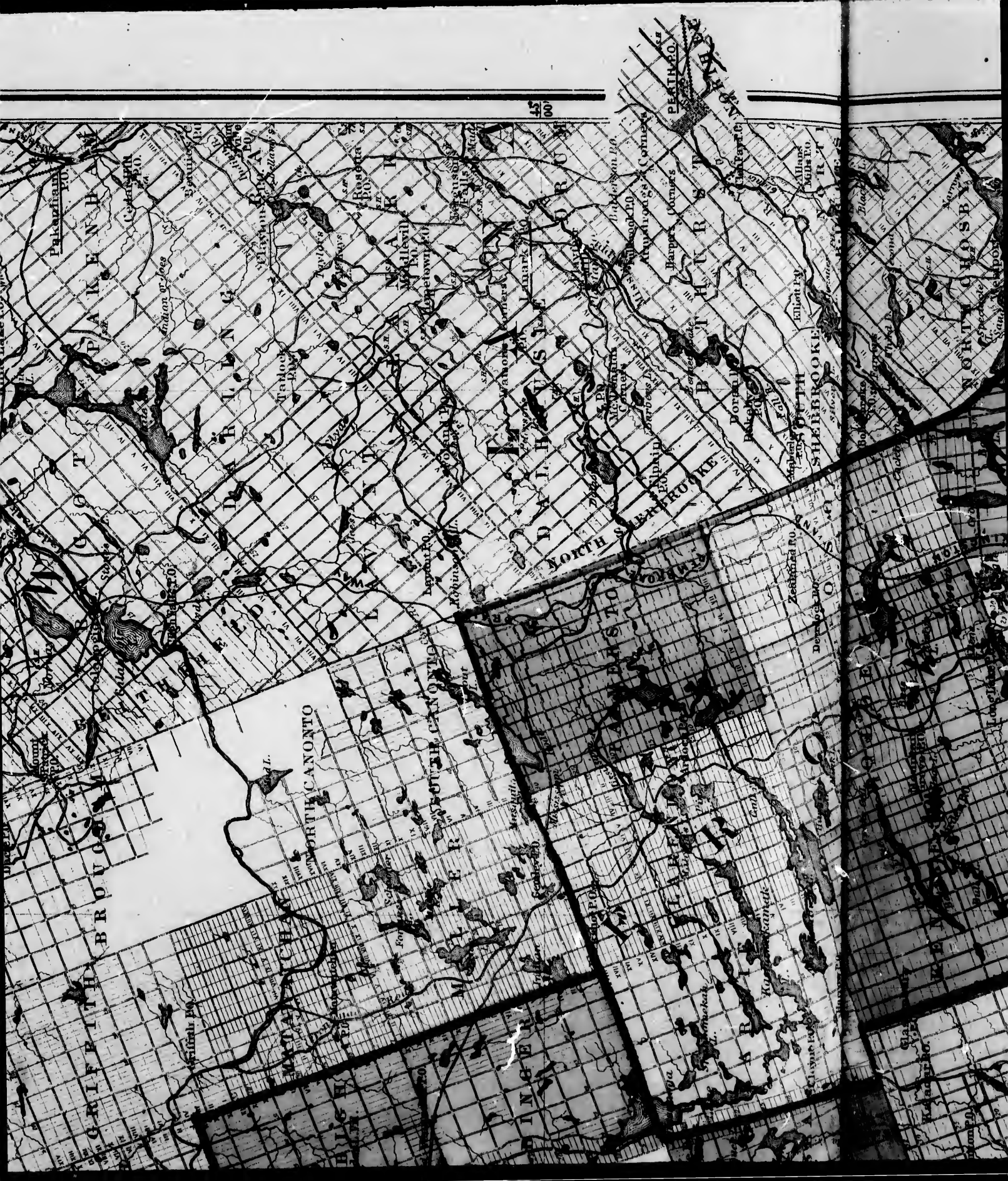


80°30'

Longitude West from Greenwich

44  
00





45  
100

PESH P.O.

Parkville P.O.

PARKVILLE

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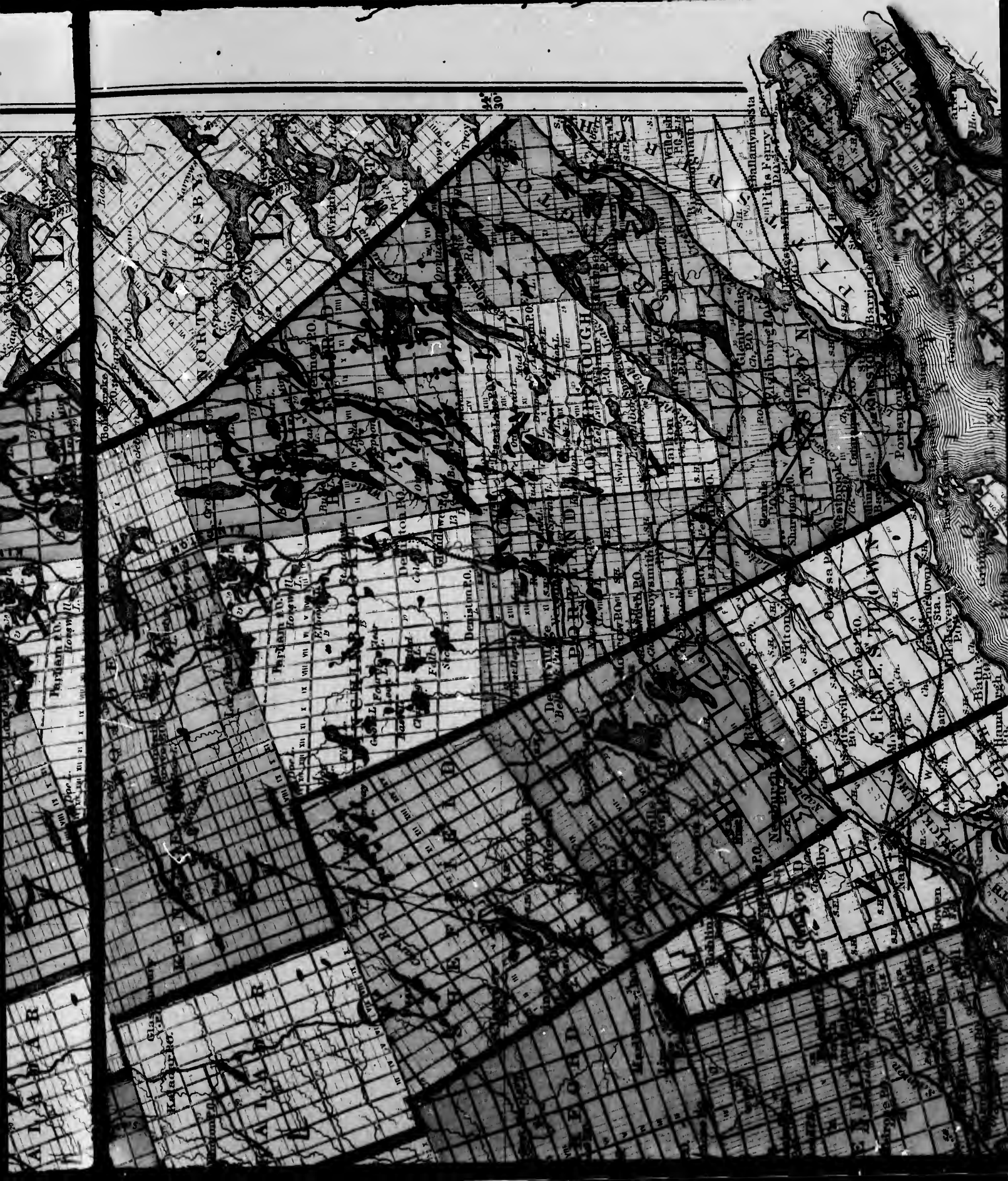
ROSETTA

ROSETTA

ROSETTA

ROSETTA

ROSETTA



AARHUS

COPENHAGEN

BREMEN

HAMBURG

STUTTGART

MUNICH

DRESDEN

BERLIN

HAMBURG

STUTTGART

MUNICH

WIK

ROSENBERG

WIK

ROSENBERG

WIK

ROSENBERG

WIK

ROSENBERG

WIK

ROSENBERG

WIK



# AREAS OF THE DOMINION COUNTIES OF

HASTINGS, FRONTENAC,  
ADDINGTON, PRINCE EDWARD  
and LENOX.  
PROVINCE OF ONTARIO



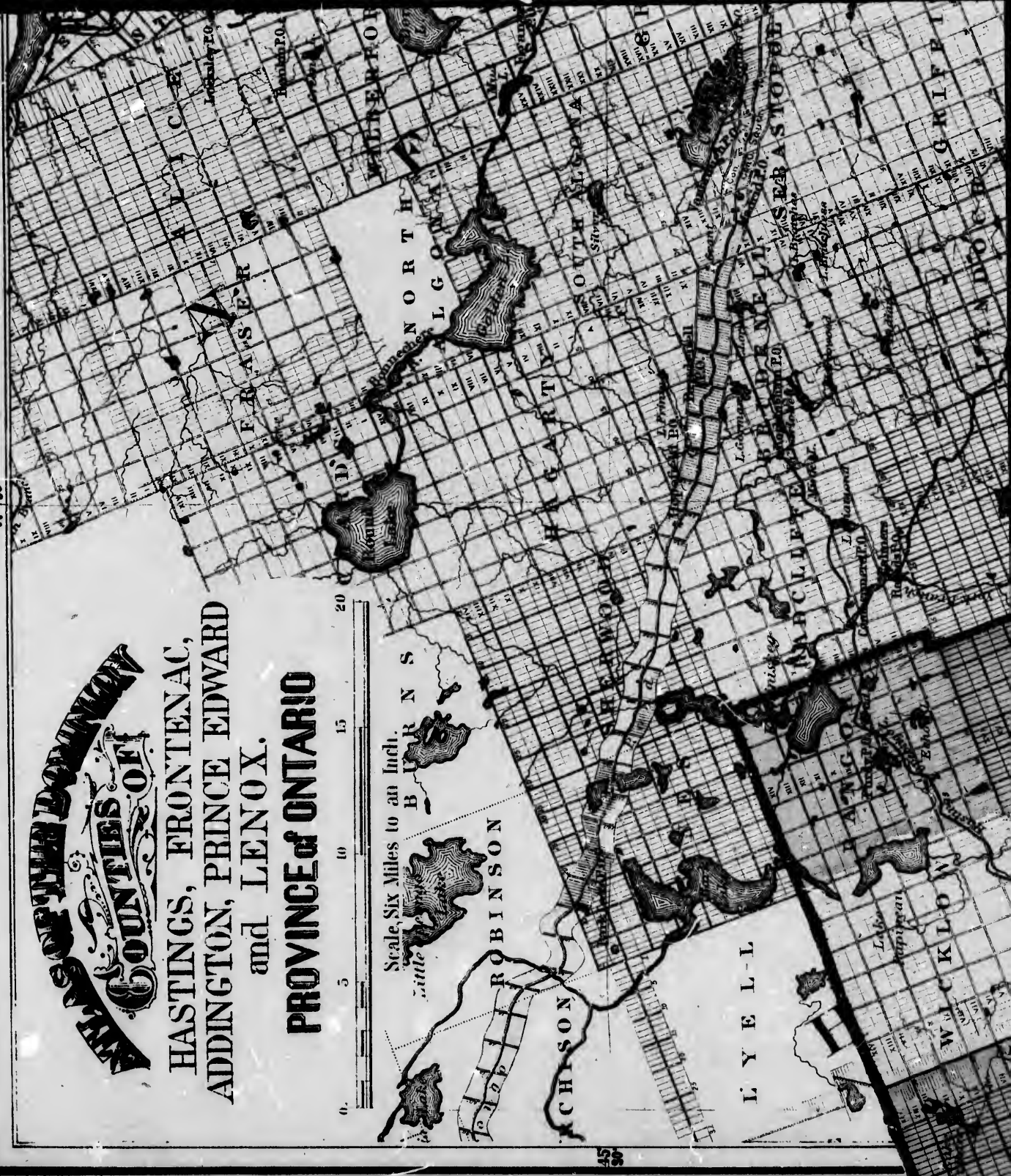
Scale, Six Miles to an Inch.

BURTON

ROBINSON

CHESON

LYELL







EFFINGHAM

Rock 1.

WICKLOW

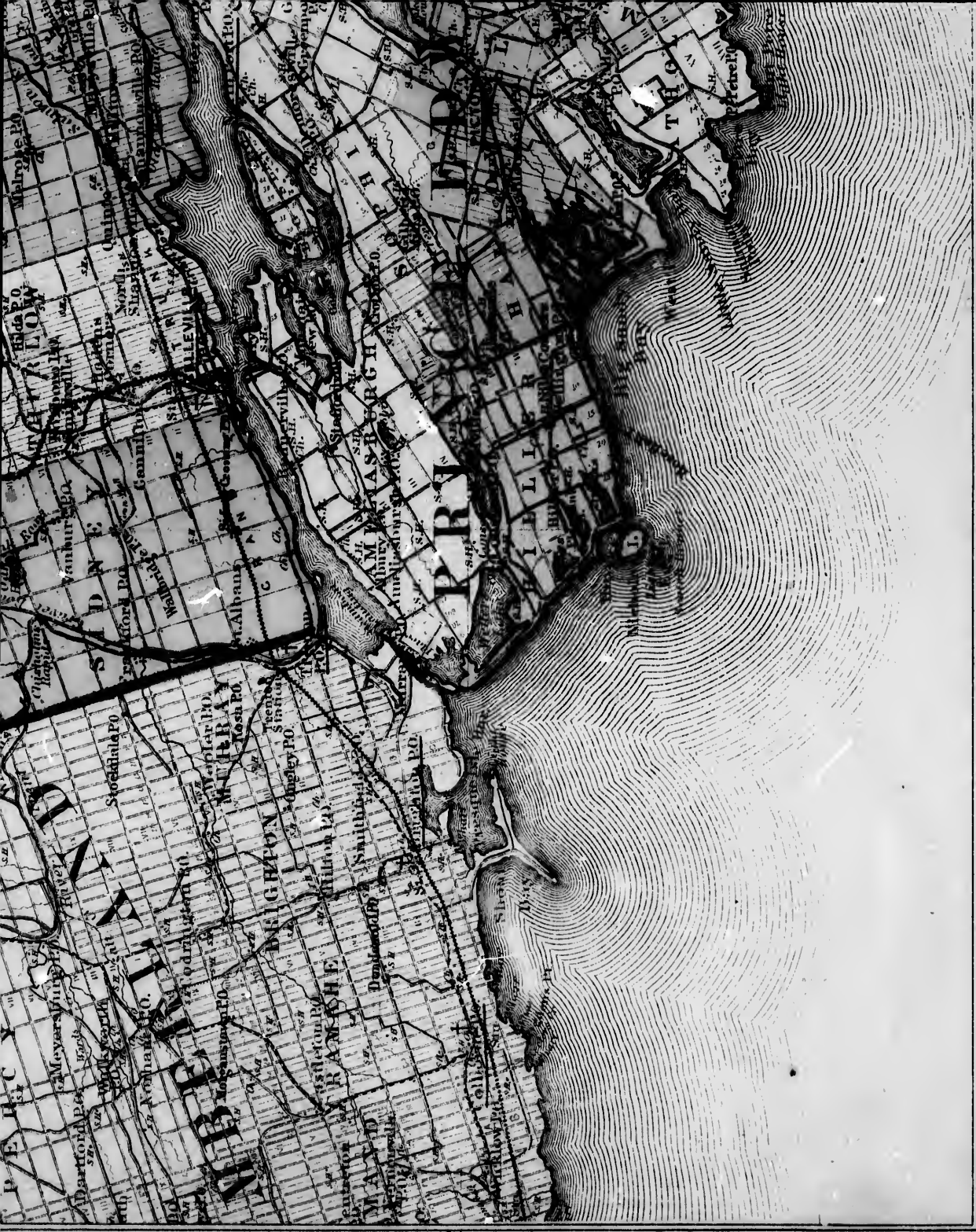
WOLSTON

WICKLOW

WICKLOW

15  
08



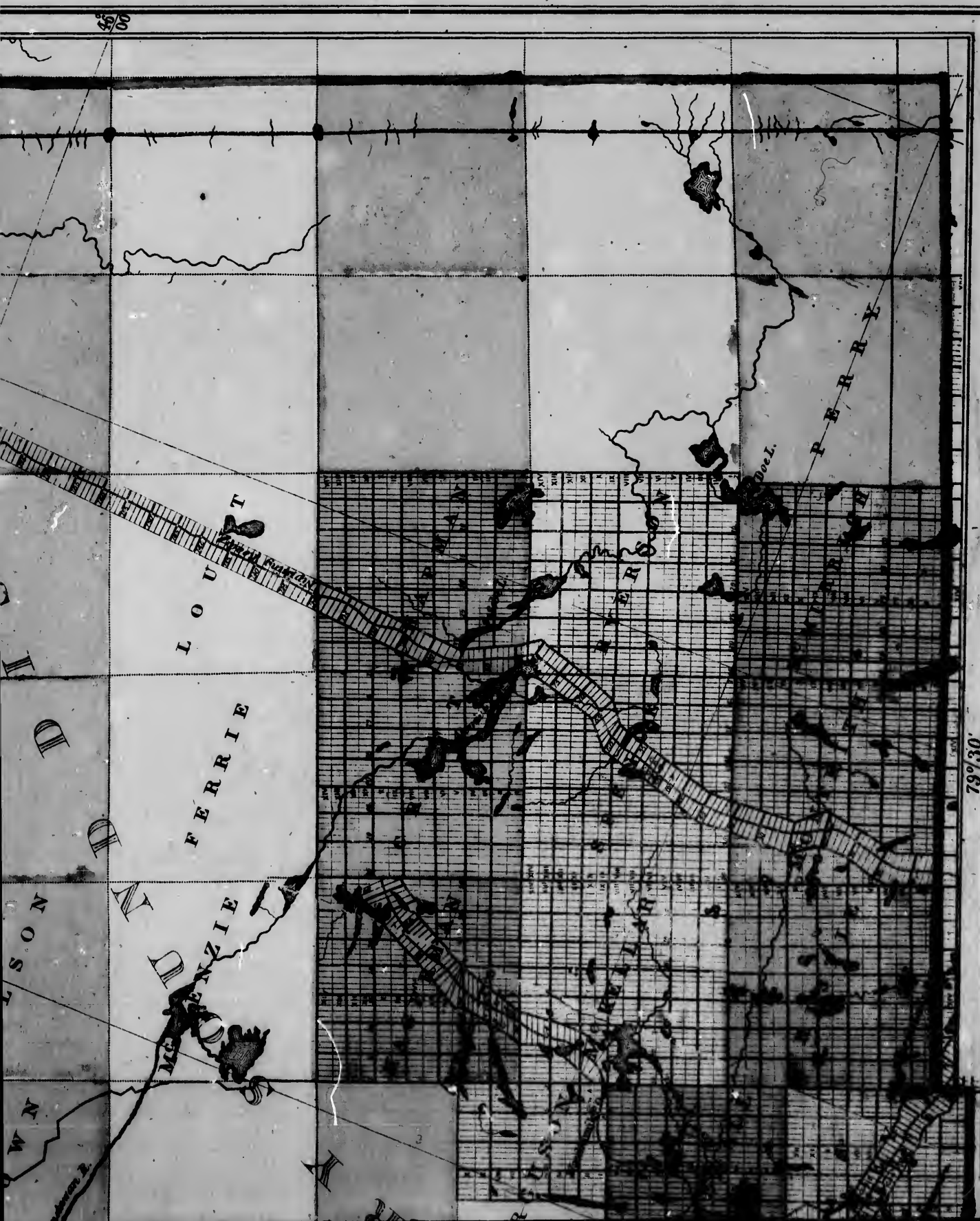


77° 30'

45° 30'



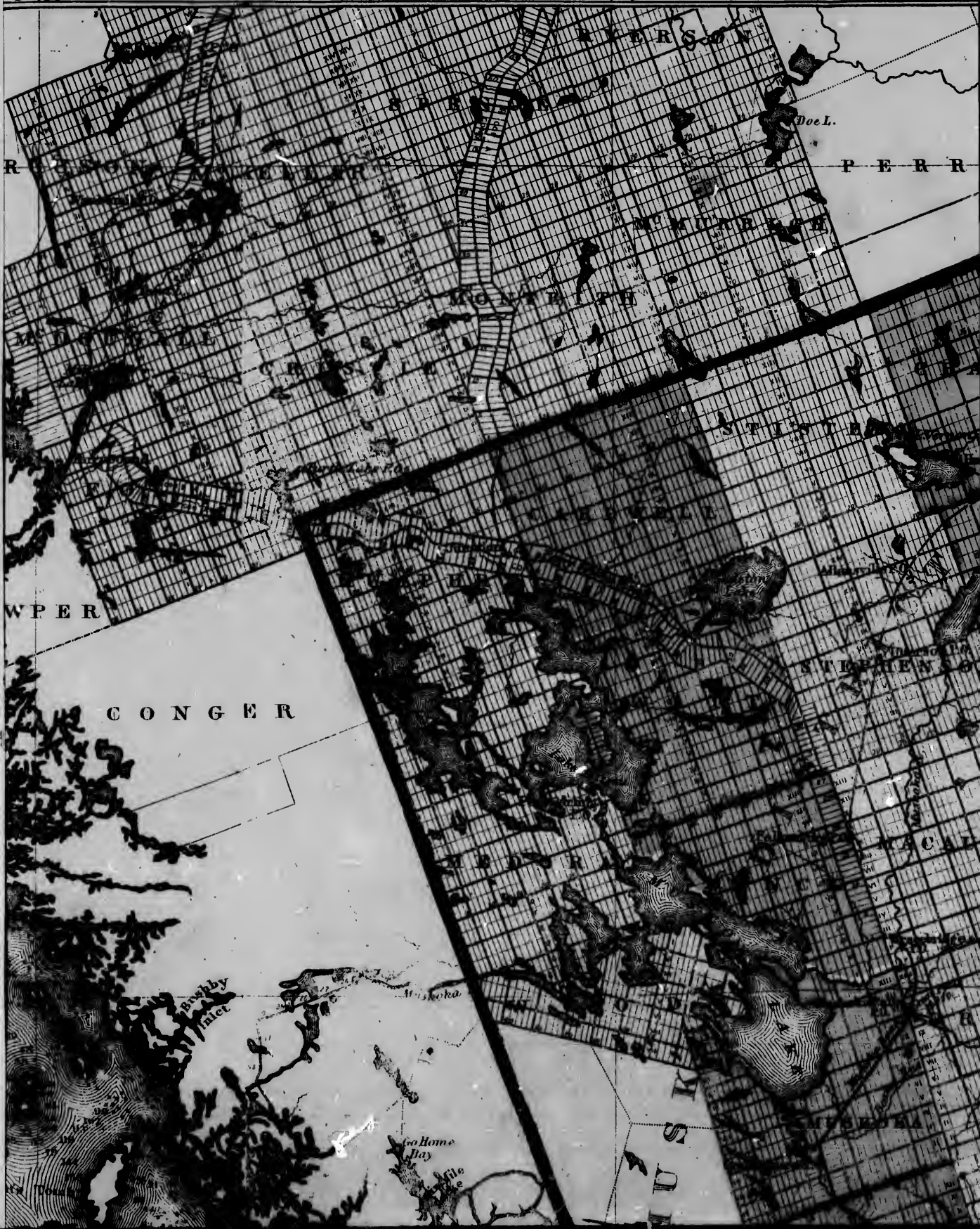
95/30



79°30'

80°00'

79°30'



CONGER

WPER

PERRSON

Doe L.

PERR

Bosby  
Mishoka

Go Home  
Bay

K

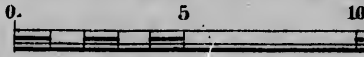
U

79°00'

ATLAS OF THE DOMINION  
DISTRICT OF

MUSKOKA

PROVINCE of ONTARIO



Scale, Six Miles to an Inch.

...L.  
P E R R Y

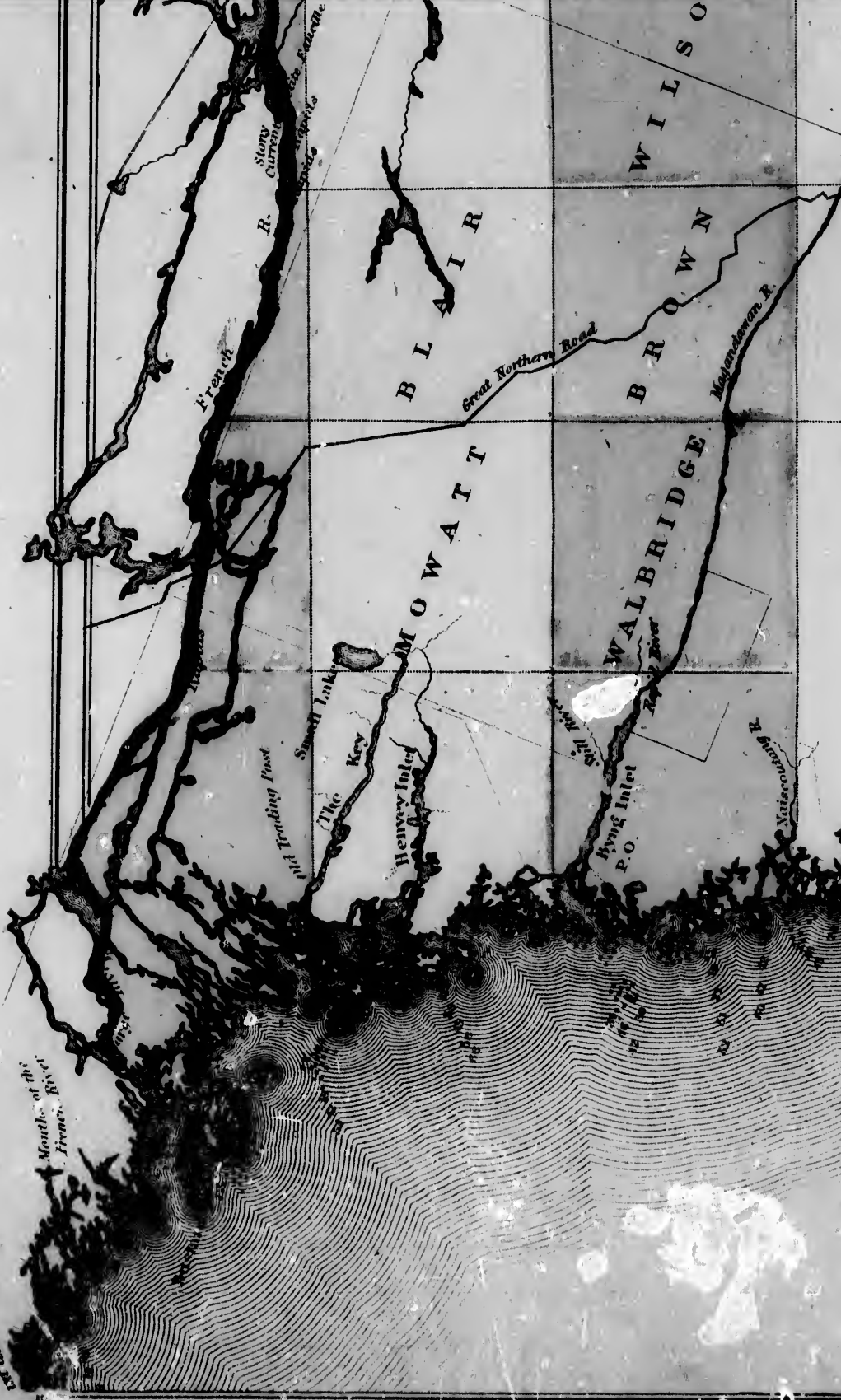


45  
30

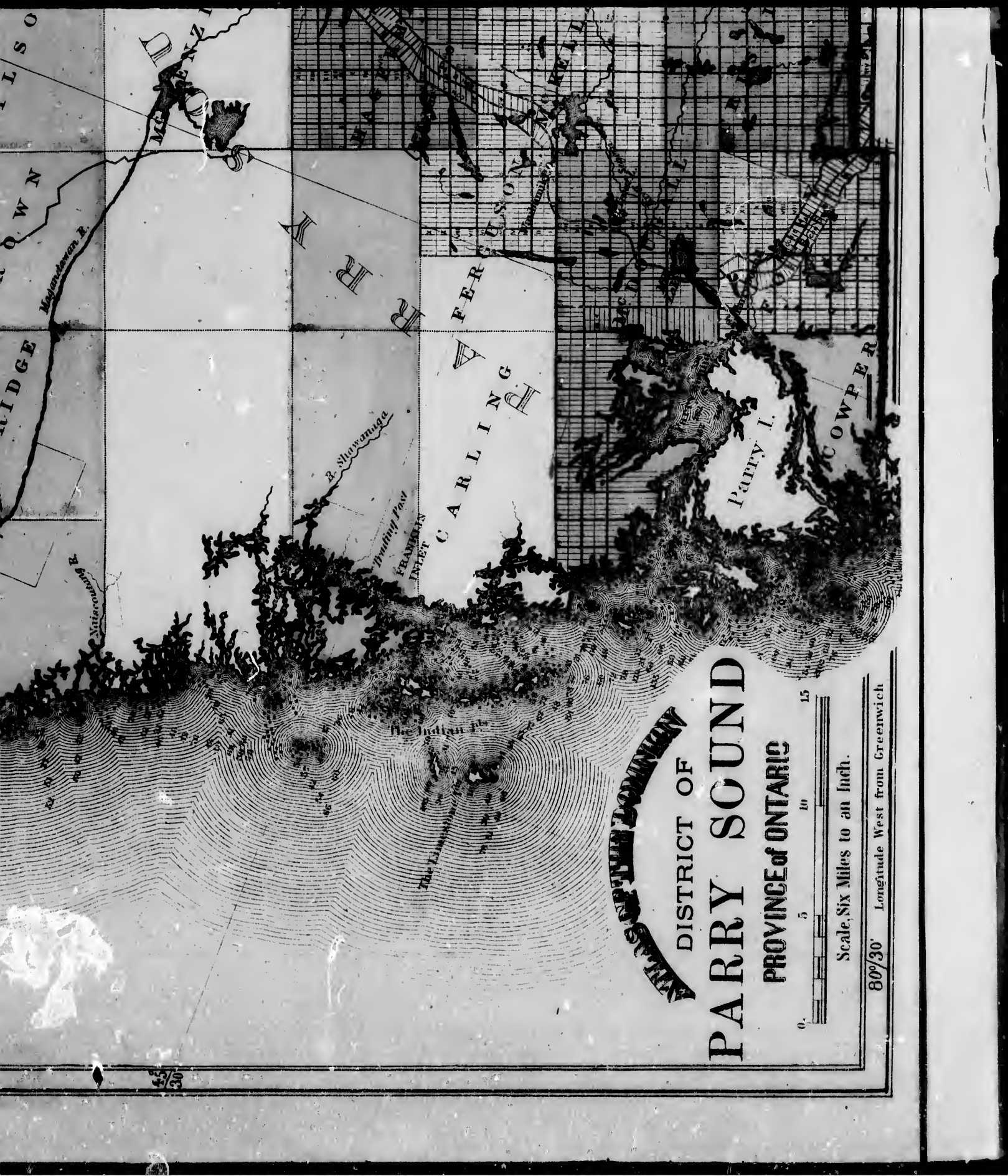
45  
00

of the Gironde

Mouth of the  
French River







**WESTERN DOMINION**

DISTRICT OF  
**PARRY SOUND**

PROVINCE OF ONTARIO



Scale, Six Miles to an Inch.

80°/30' Longitude West from Greenwich



80°00'

79°30'

Longitude West from Green

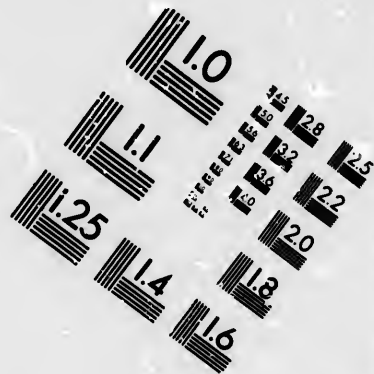
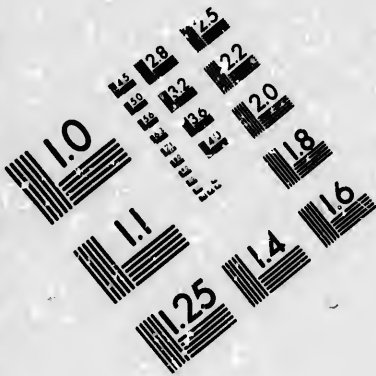


ude West from Greenwich

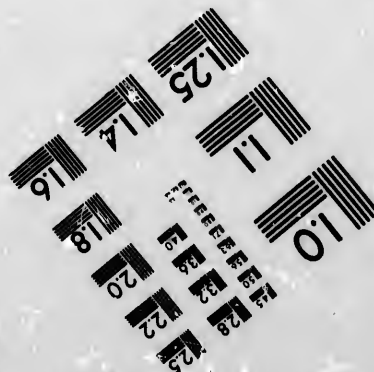
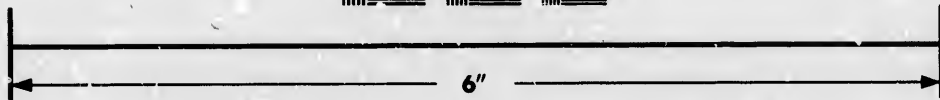
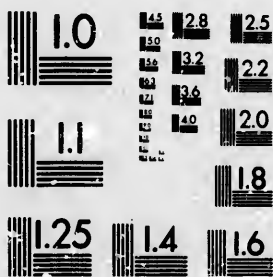
79° 00

44  
30





**IMAGE EVALUATION  
TEST TARGET (MT-3)**



**Photographic  
Sciences  
Corporation**

23 WEST MAIN STREET  
WEBSTER, N.Y. 14580  
(716) 872-4503

15 28 25  
32 22  
20

10





HUNTERSTON

GAUJIER

TRACY

RE...

MAUD

WILLIAMS

SULLIVAN

CHATELAIN

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POINCEPOT

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SAINT PERROT

CHARNOCKS

AMHERST

WATERLOO

JOHNSVILLE

VERGENNES

PLATTSBURGH

LAUREL

PLATTSBURGH

CLINTON

CHAMPLAIN

ALBANY

WATERVILLE

WOODS FALLS

COOPERVILLE

ALBANY

7 F 00

73 30

Scale of Feet

Scale of Miles

Scale of Feet

Scale of Feet









DRAWN BY H.S. PACKARD

30

7,500

FROM



0°

79°30'





80°00'

# ATLAS OF THE DOMINION COUNTY OF SIMCOE

## PROVINCE OF ONTARIO

45°  
00'



Scale, Six Miles to an Inch.

### AS A U G A B A Y



44°  
30'

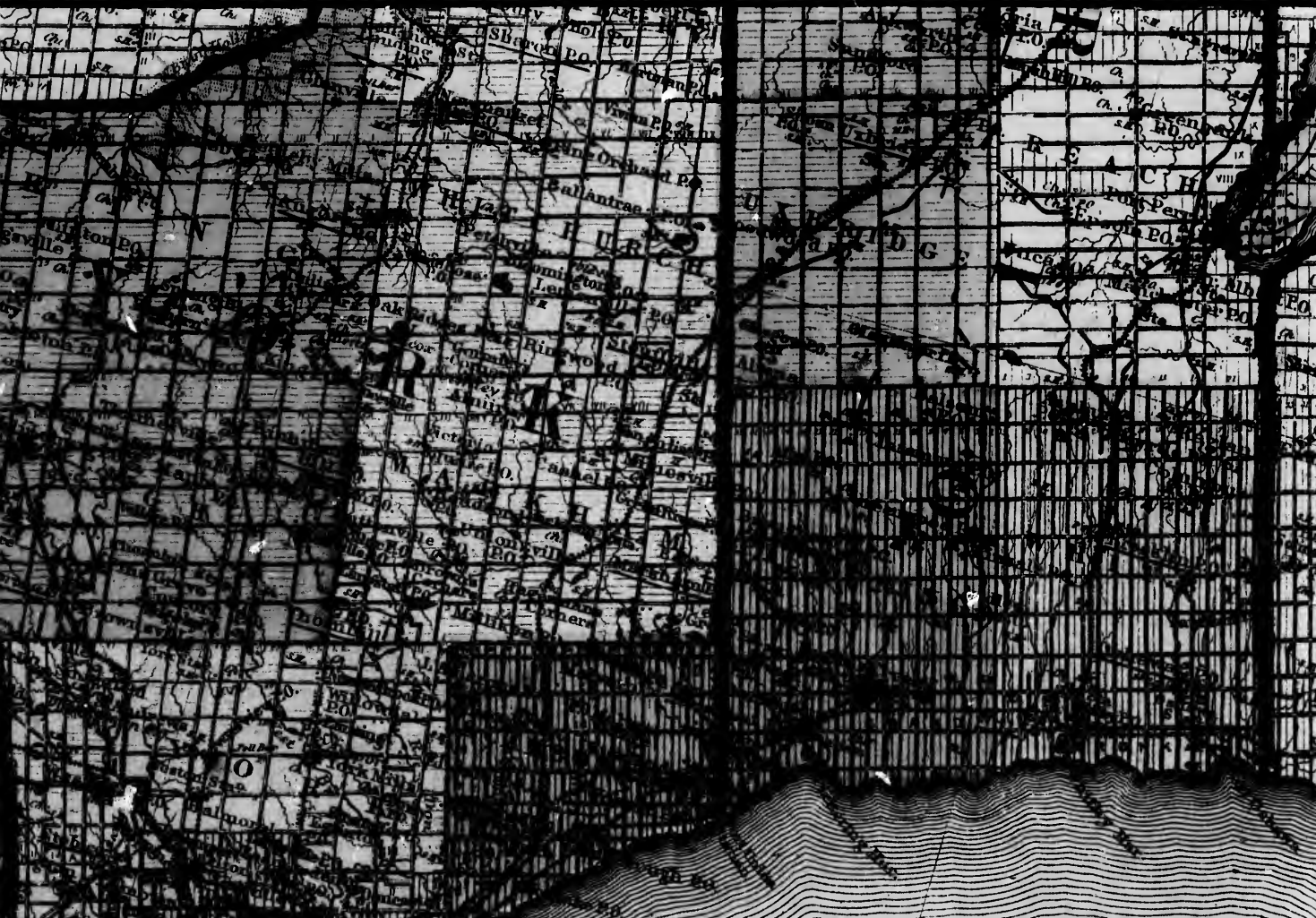
79° 30'



45° 00'

44° 30'

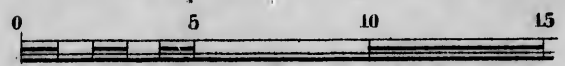




**ATLAS OF THE DOMINION**  
**COUNTIES OF**

**HALTON, PEEL, YORK,  
AND ONTARIO.**

**PROVINCE of ONTARIO**



Scale, Six Miles to an Inch.

Longitude West from Greenwich

79°00'





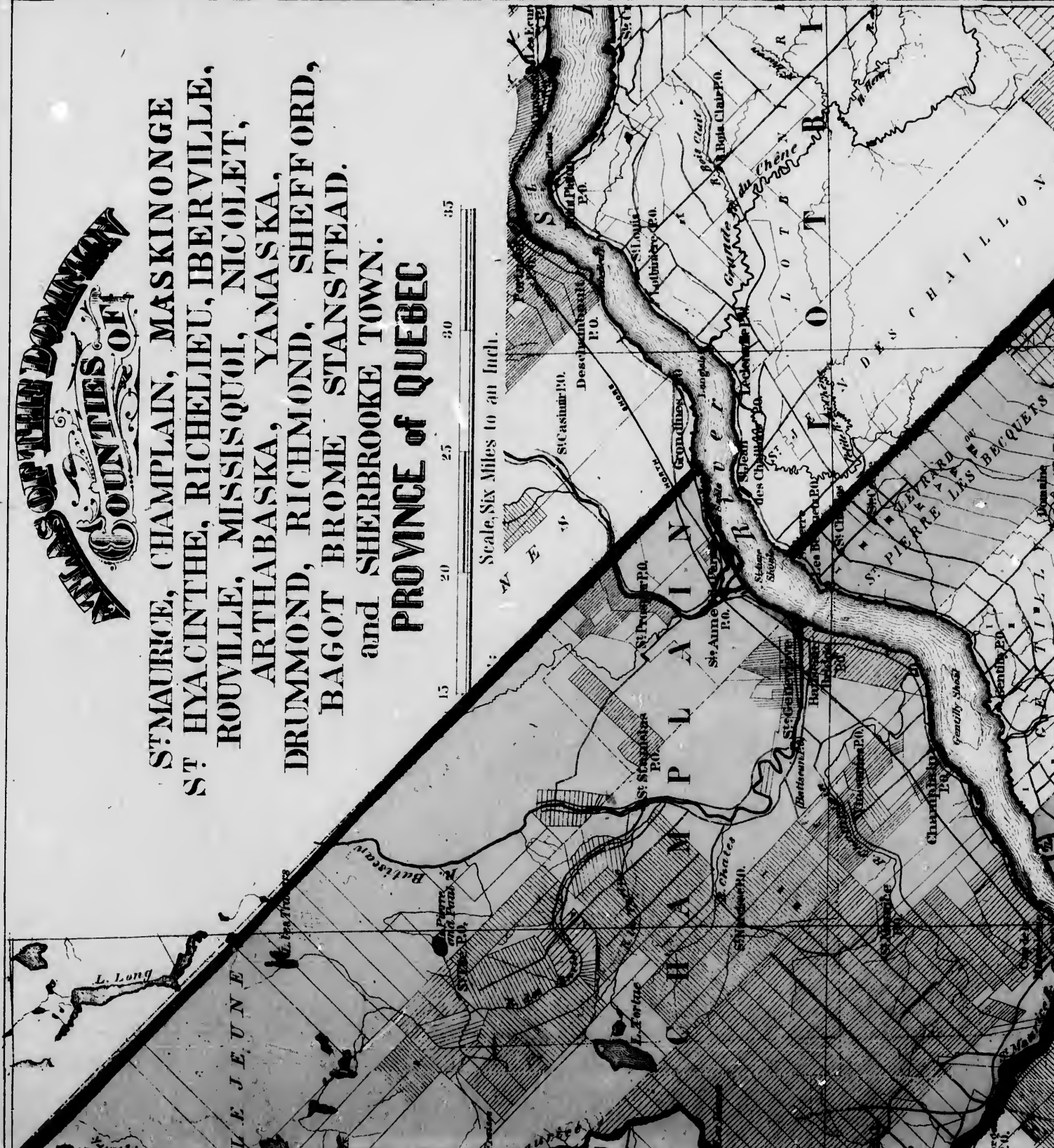
# THE SOUTHERN DOMINION COUNTIES OF

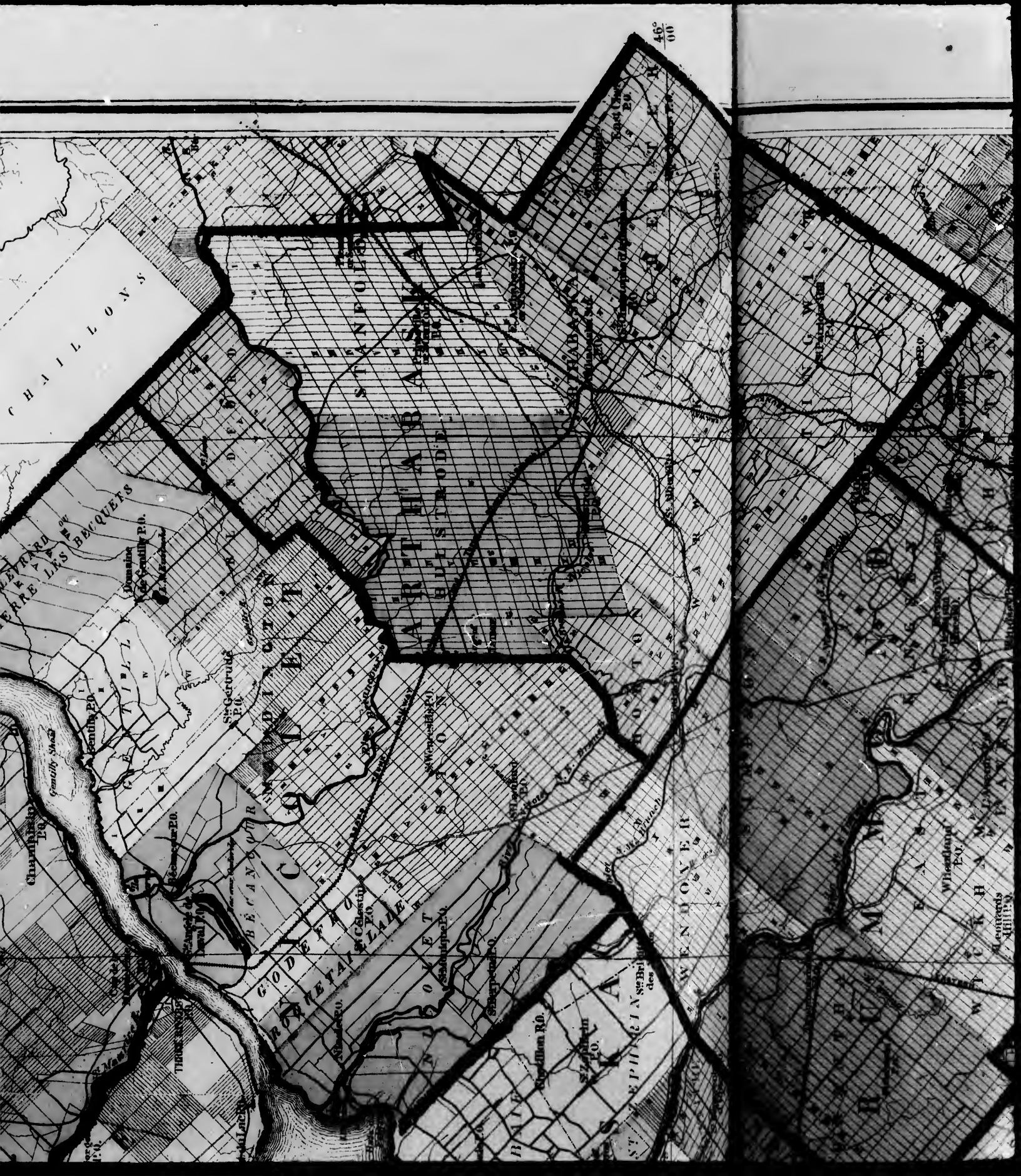
ST MAURICE, CHAMPLAIN, MASKINONGE  
 ST HYACINTHE, RICHELIEU, IBERVILLE,  
 ROUVILLE, MISSISQUOI, NICOLET,  
 ARTHABASKA, YAMASKA,  
 DRUMMOND, RICHMOND, SHEFFORD,  
 BAGOT BROME STANSTEAD.  
 and SHERBROOKE TOWN.  
**PROVINCE of QUEBEC**

15 20 25 30 35

Scale, Six Miles to an Inch.

16  
30





46°  
00'

CHAILLONS

ERRARD  
M. BEAUVETS

Chapelle  
P.O.

THURGOOD  
P.O.

Monnaie  
de la Ville  
P.O.

RECOVER  
P.O.

Sir Gertrude  
P.O.

St. Charles  
P.O.

St. Joseph  
P.O.

St. Louis  
P.O.

St. Anne  
P.O.

St. Jean  
P.O.

St. Michel  
P.O.

St. Paul  
P.O.

St. Pierre  
P.O.

St. Vincent  
P.O.

St. George  
P.O.

St. Mark  
P.O.

St. Luke  
P.O.

St. John  
P.O.

St. James  
P.O.

St. Philip  
P.O.

St. Andrew  
P.O.

ST. JACQUES  
PARK

ST. ANNE  
PARK

ST. LOUIS  
PARK

ST. GEORGE  
PARK

ST. MARK  
PARK

ST. LUKE  
PARK

St. Lawrence River

WENDOVER

Wendover

Wendover

Wendover















7300

St Albans

St Albans

St Albans

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St Albans





46°  
00'

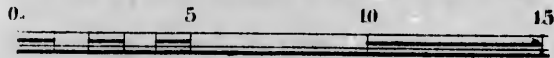
65°  
30'

77°00'

76°30'

ATLAS OF THE DOMINION  
**COUNTY OF**  
**RENFREW**

PROVINCE of ONTARIO

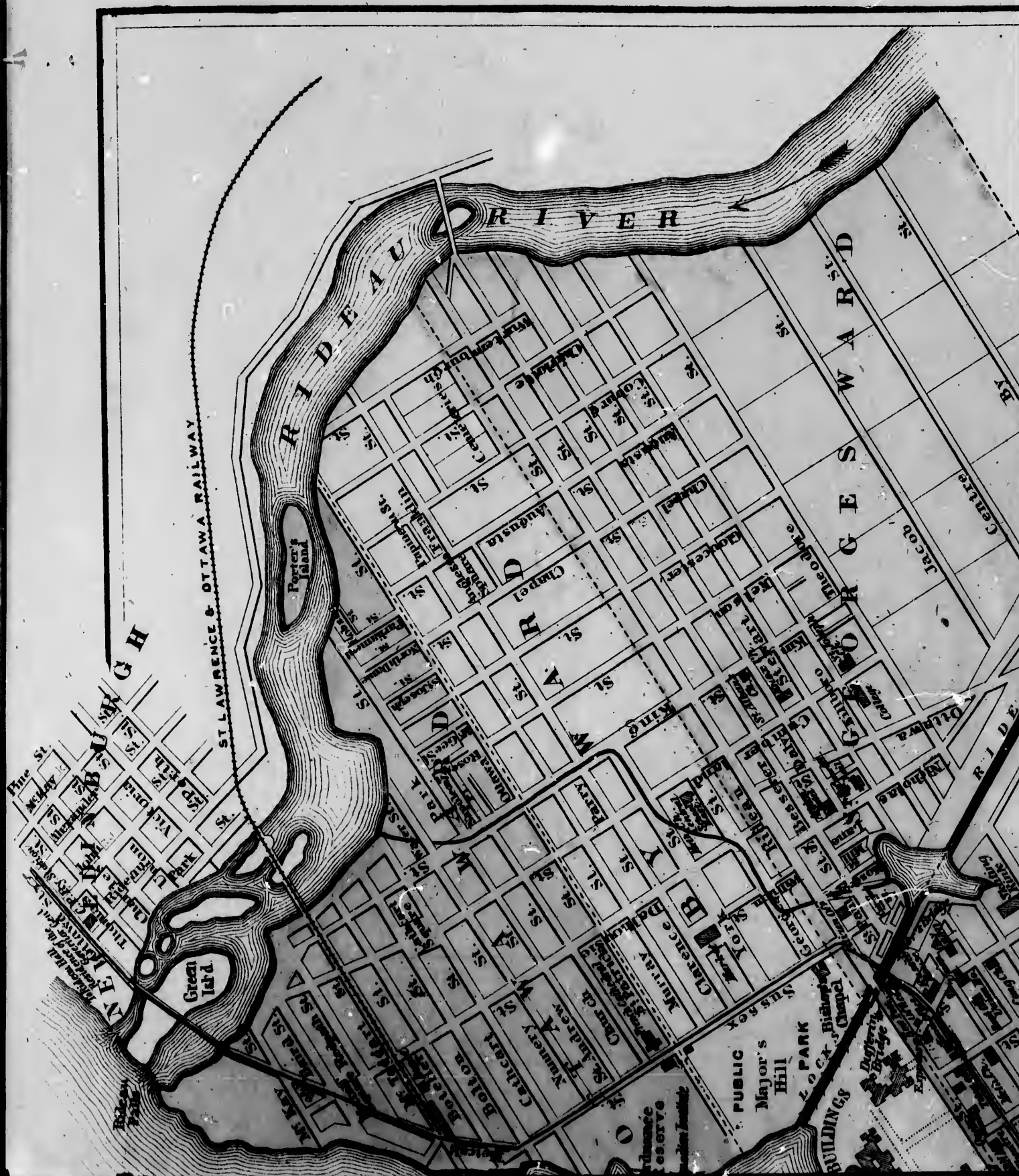


Scale, Six Miles to an Inch.

46  
00







RIDEAU RIVER

ST LAWRENCE & OTTAWA RAILWAY

HUGHES

ROGESSWARD

Green Isld

Posters Island

PUBLIC  
Major's Hill

PARK  
BISHOP'S CHURCH

CHURCH

WATER

KING

ST. GEORGE

ST. JAMES

ST. JOHN

ST. ANDREW

ST. NICHOLAS

ST. GEORGE

ST. JAMES

ST. JOHN

ST. PETER

ST. PAUL

ST. MARY

ST. ELIZABETH

ST. ANNE

ST. AGNES

ST. URSULA

ST. CLARE

ST. FRANCIS

ST. VINCENT

ST. ROSE

ST. THOME

ST. CECILIA

ST. AGATHA

ST. BARBARA

ST. DOROTHEA

ST. MARGARETA

ST. GERTRUDE

ST. EUPHEMIA

ST. ANASTASIA

ST. LUCIA

ST. PRISCA

ST. FELICITAS

ST. PERPETUA

ST. AGATHE

ST. GENEVIEVE

ST. MARGARETE

ST. EUSEBIA

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ST. DELECLUSE

ST. GENEVIEVE

ST. MARGARETE

ST. EUSEBIA

ST. VERONIQUE

ST. EUDOCIMA

ST. ODILE







PLAN OF  
**OTTAWA**

Carleton County  
ONTARIO

Scale 64 Rods to an Inch







76° 00'

75° 30'

45° 30'

45° 00'







74°30'



45  
30

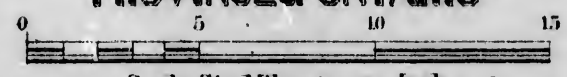
45  
00





**AREA OF THE DOWNMAN**  
**COUNTIES OF**

**LANARK, LEEDS, GRENVILLE**  
**and CARLETON.**  
**PROVINCE OF ONTARIO**

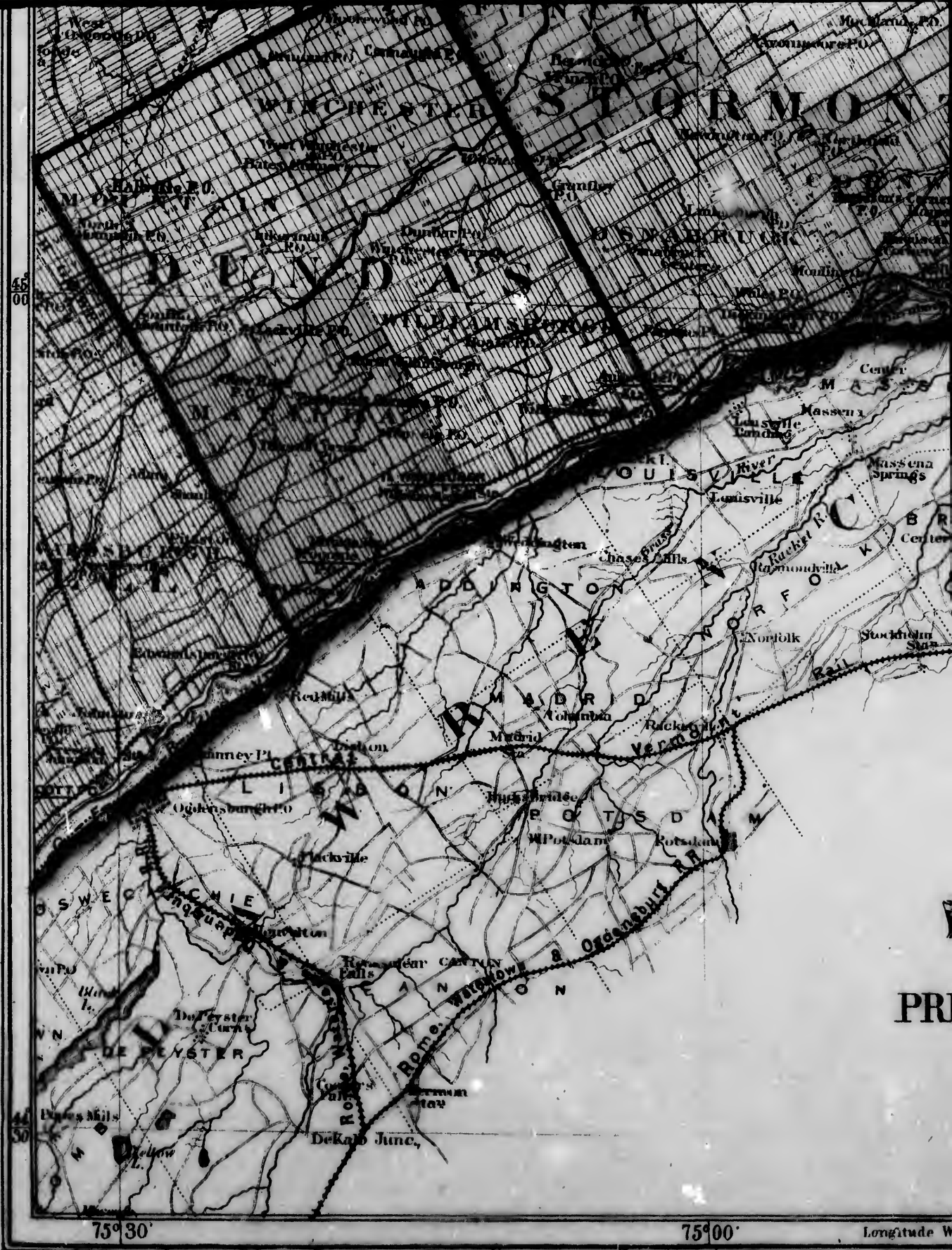


Scale, Six Miles to an Inch.

Longitude West from Greenwich

75° 30'

Latitude 44° 30'



75° 30'

75° 00'

Longitude W



45  
00

**ATLAS OF THE DOMINION**  
**COUNTIES OF**

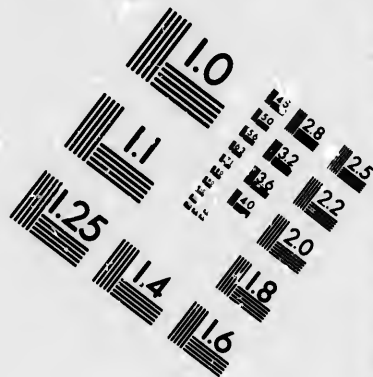
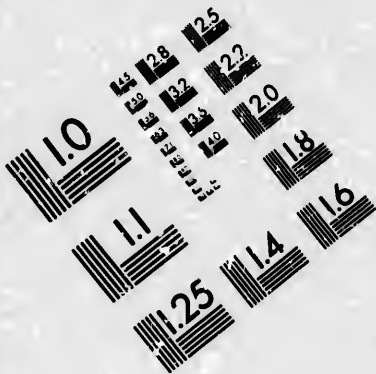
**DUNDAS, RUSSELL,  
 PRESCOTT, STORMONT  
 and GLENGARY.**

**PROVINCE of ONTARIO**

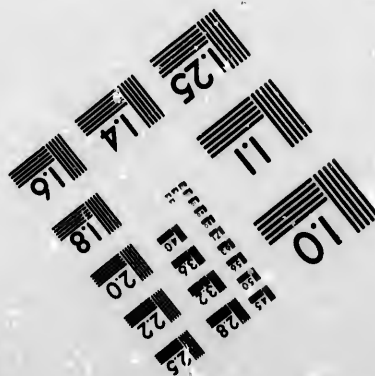
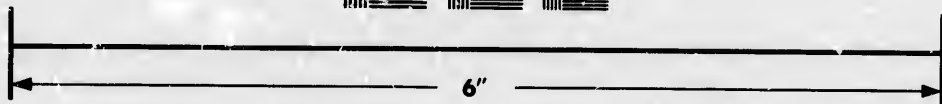
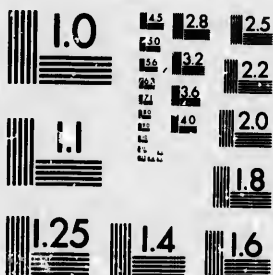


46  
30





**IMAGE EVALUATION  
TEST TARGET (MT-3)**



**Photographic  
Sciences  
Corporation**

23 WEST MAIN STREET  
WEBSTER, N.Y. 14580  
(716) 872-4503



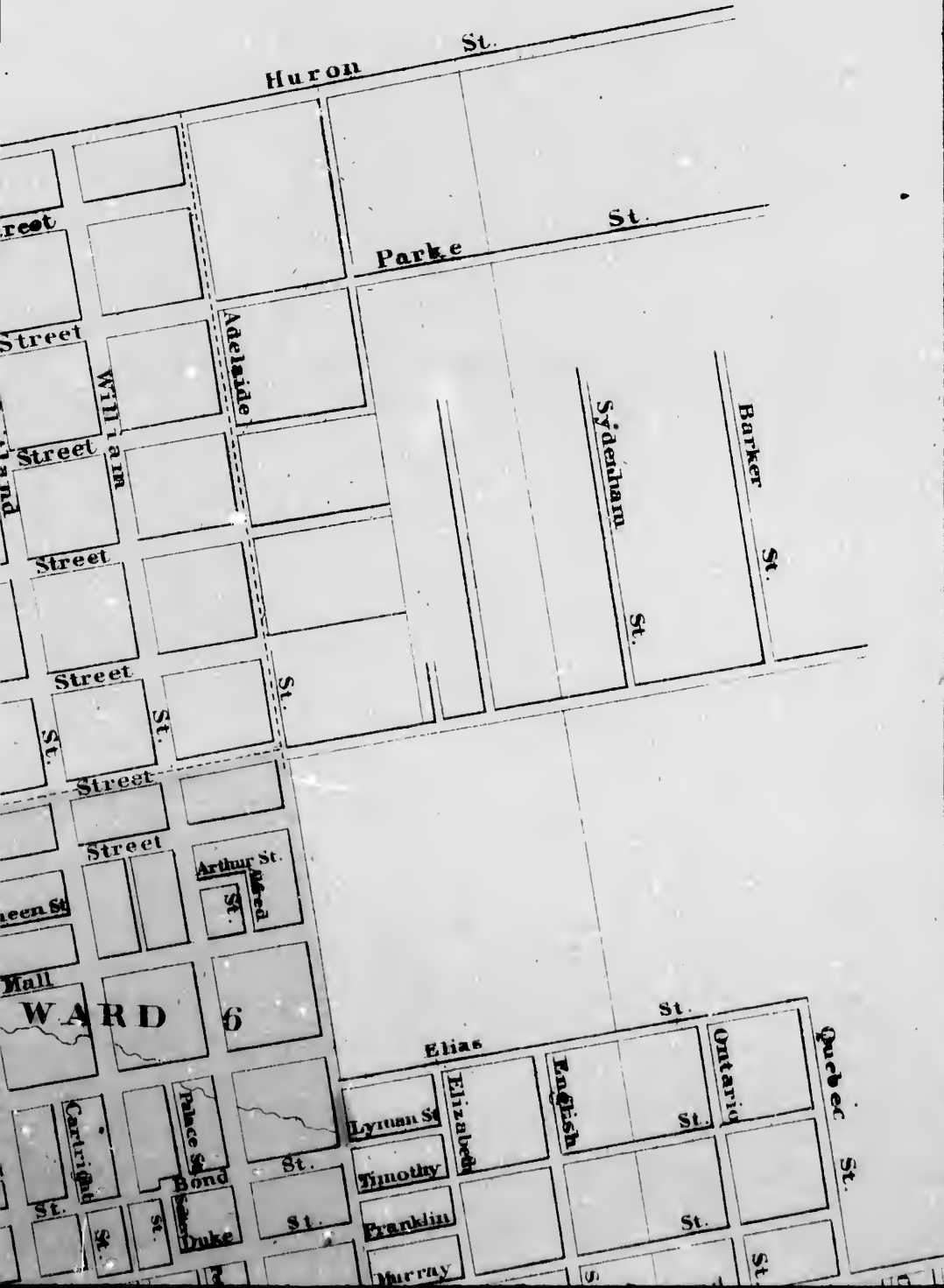
18  
20  
22  
25  
32  
36  
48

10







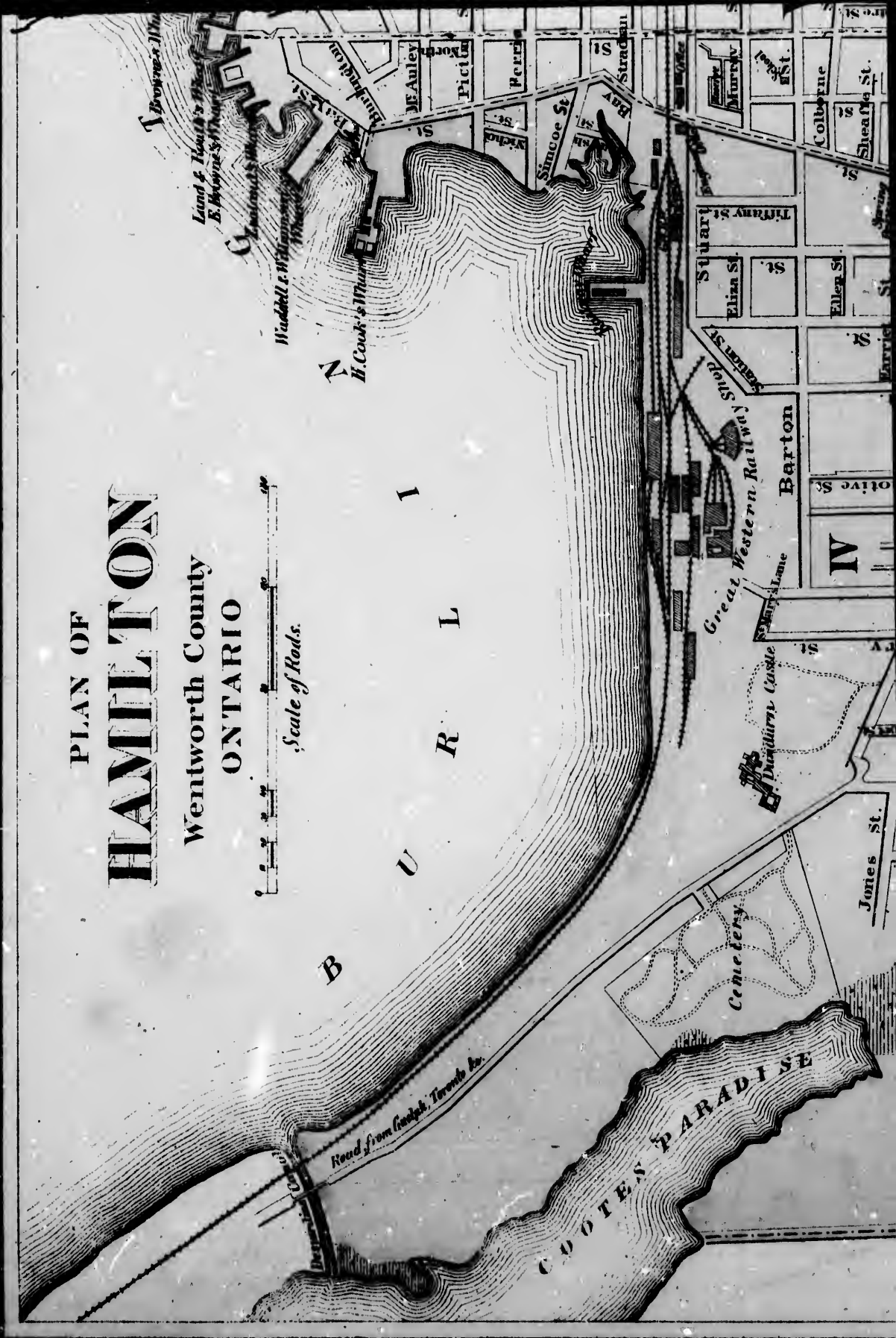


PLAN OF  
**HAMILTON**

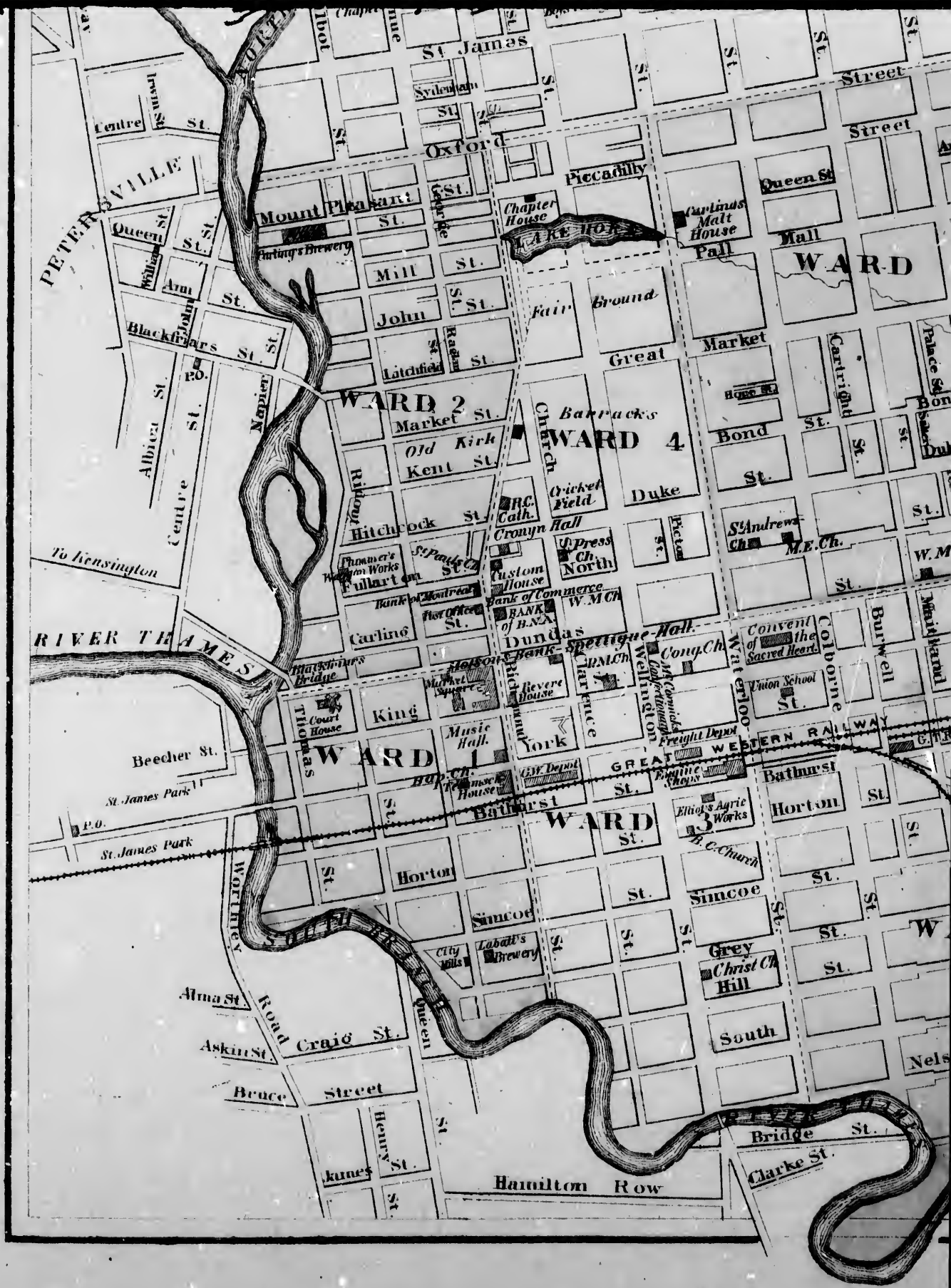
Wentworth County  
ONTARIO



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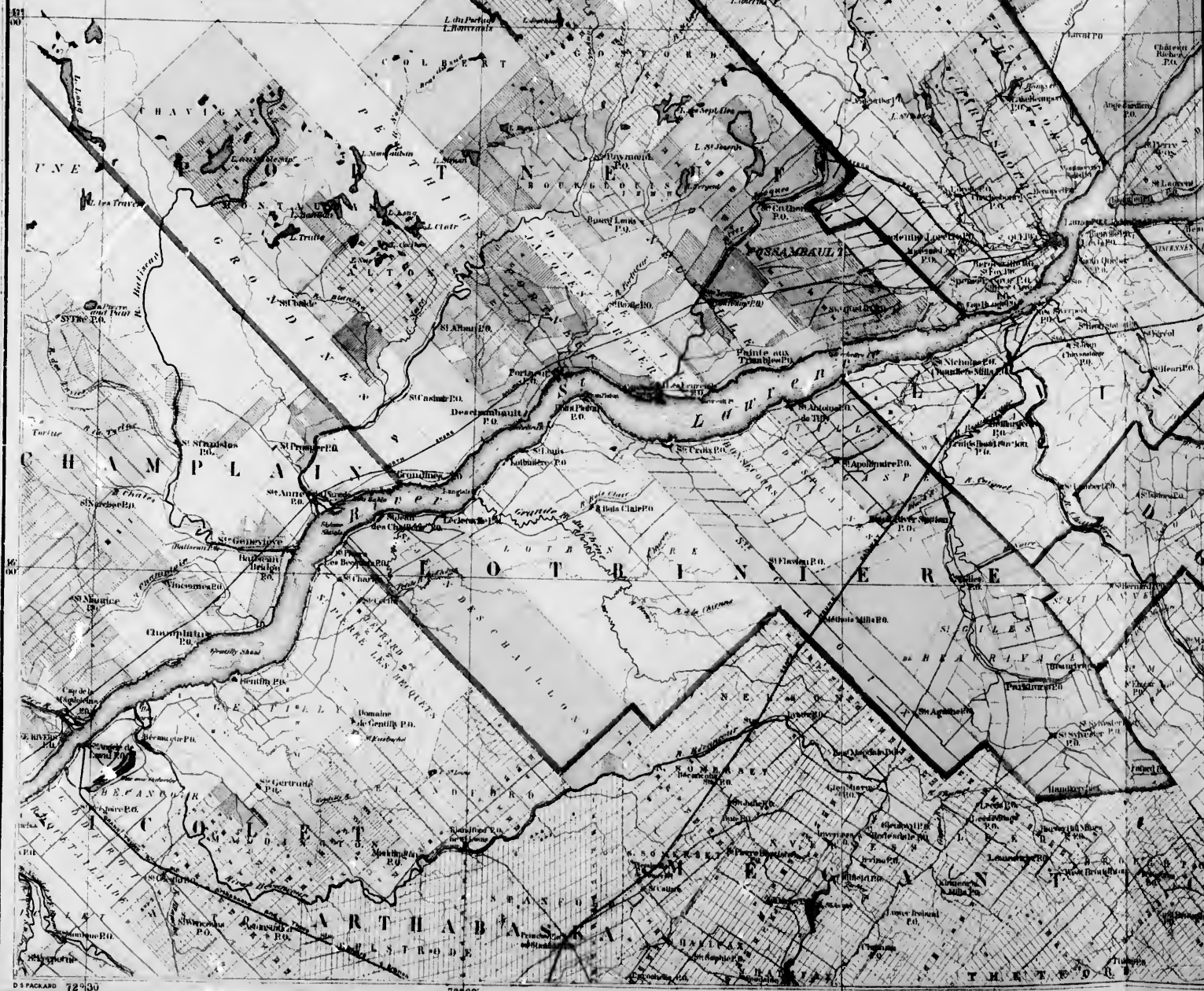




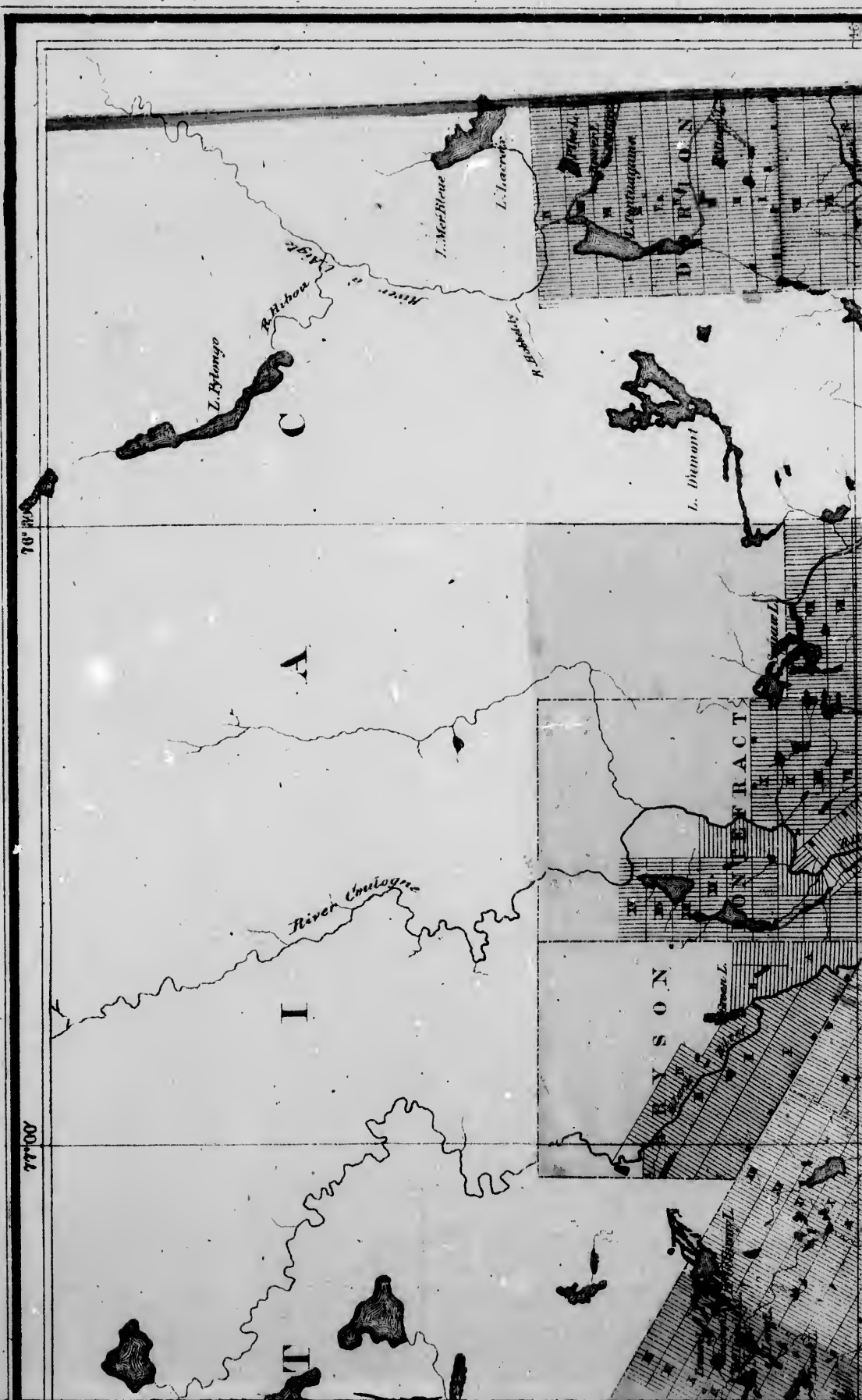
# ATLAS OF THE DOMINION OF THE COUNTIES OF

## QUEBEC, MONTMORENCY, PORTNEUF, LISLET, MONTMAGNY, BELLECHASSE, DORCHESTER, LEVIS AND LOTBINIÈRE.

### PROVINCE of QUEBEC













77° 00'

78° 00'



Howanaton P.O.

es des Jou-chims.







46° 00'



R

E



T

**ARMS OF THE DOMINION**  
**COUNTY OF**

**PONTIAC**

**PROVINCE OF QUEBEC**

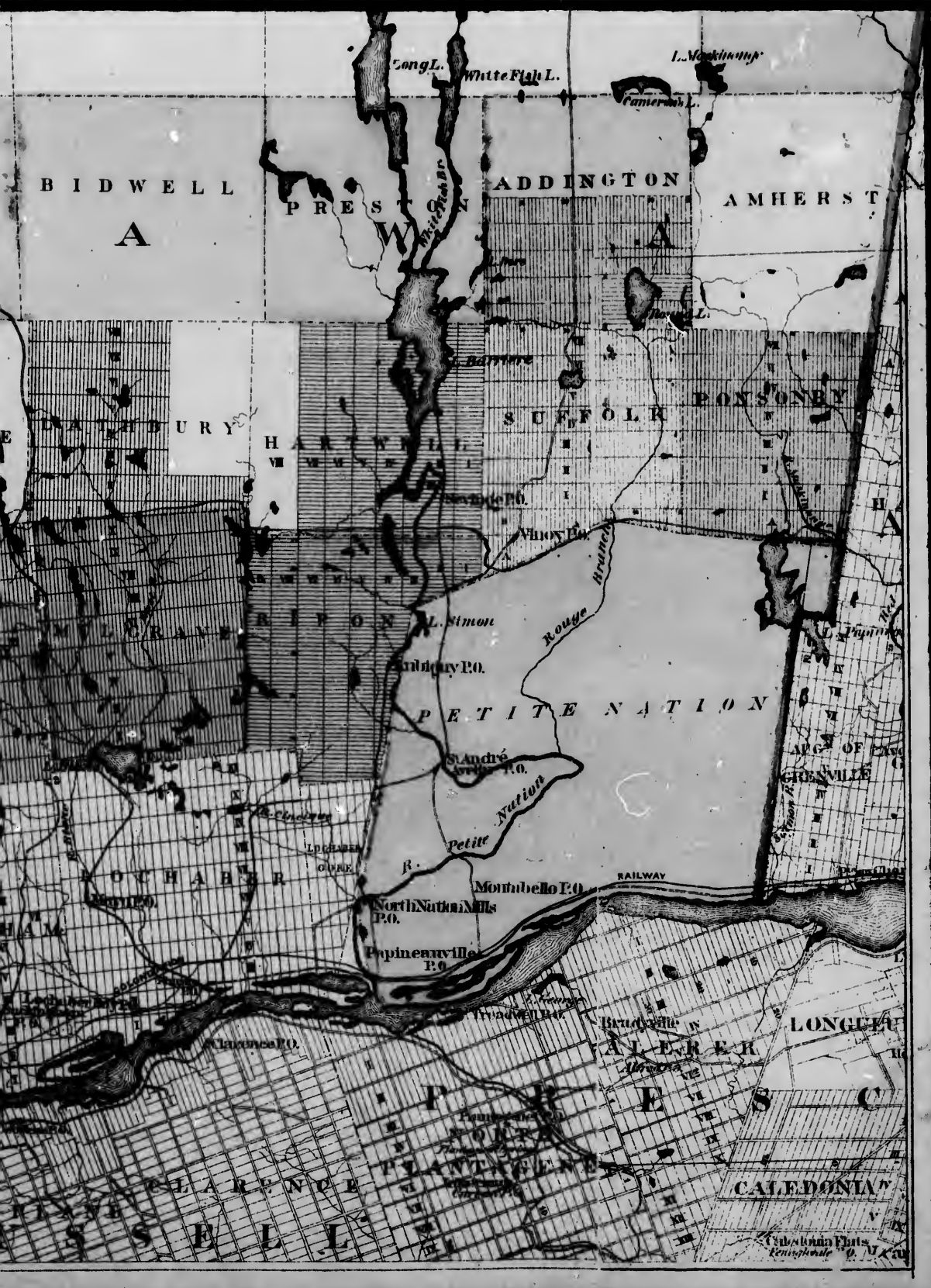


Scale, Six Miles to an Inch.

27° 30'

77° 30'



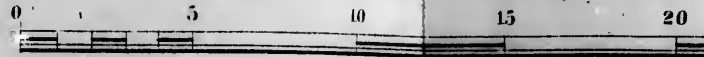




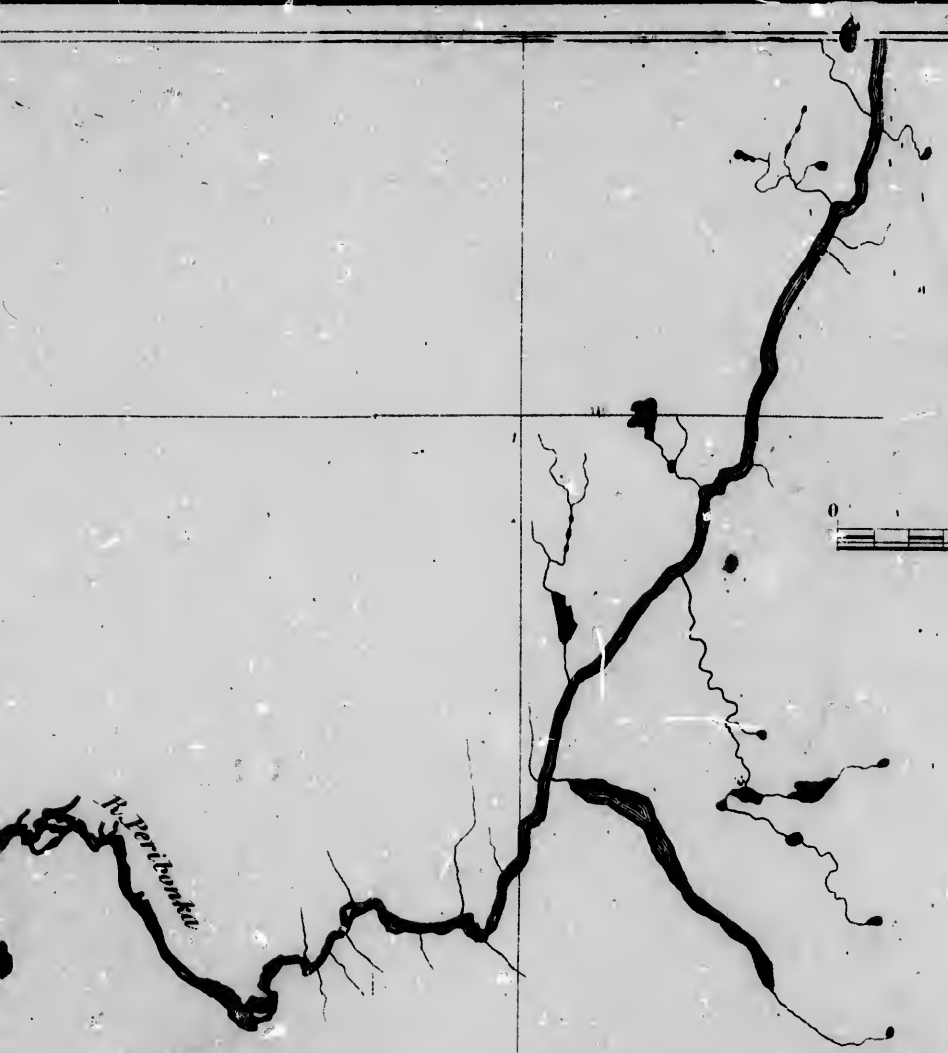
71

WAS OF THE D  
COUNTY

CHICOUTIMI and part of  
PROVINCE of Q



Scale, Six Miles to



L. Chabot

L. Labordé

TACHÉ

BOURGET

FALARDEAU

LABAARRE

KINGSAMI

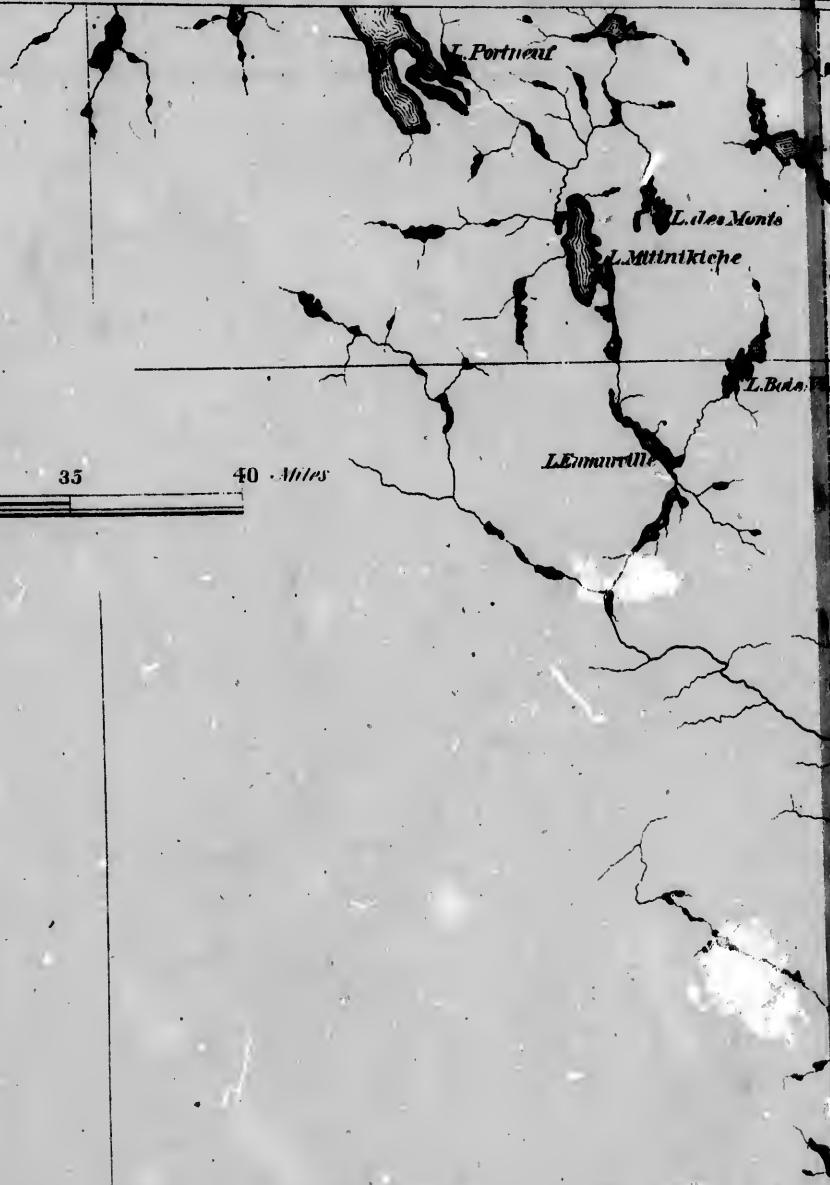
**PART OF THE DOMINION  
COUNTY OF**

**UTIMI and part of SAGUENAY**

**PROVINCE of QUEBEC**

15 20 25 30 35 40 Miles

Scale. Six Miles to an Inch.



EAU

U T I M I



DEMEULES

L A K E S T J O H N

CASHUAE METCHOUAN

OR

P I K O U A G A M I

INDIAN LANDS OF ONIATCHOUAN

ROBERVAL

CHARLEVILLE

METABETCHOUAN

M E

L. Oniatchouan

L. Bouchette

(Commissioners' L.

L. Onagtagamack

Trout L.

L. Annabetchouan  
or  
Carp L.

R. Metabetchouan

Belle R.





BELLEFLEUR

TACHE

BOURGET

FALARDEAU

T

SIGNAL

LABAARRE

KENO GAM I

JONQUÈRE

CHICOUTIMI

West C.

MESY

PLESIS

LARTIGUE

SIMON

FER

BOILLEAU

G. L. Halla

Charles L.

L. Chabot

L. Simon

L. Anabelish  
or  
Carp L.

Belle R.

Belle River L.

R. aux Forces

L. Viduane

R. Chicoutimi

R. Chicoutimi

L. de Méth

L. Raquette

L. la Loutre

L. la Loutre

L. Longue

L. Simoncouche

R. Pailler

R. de la Haie

L. Ménard

DEAU

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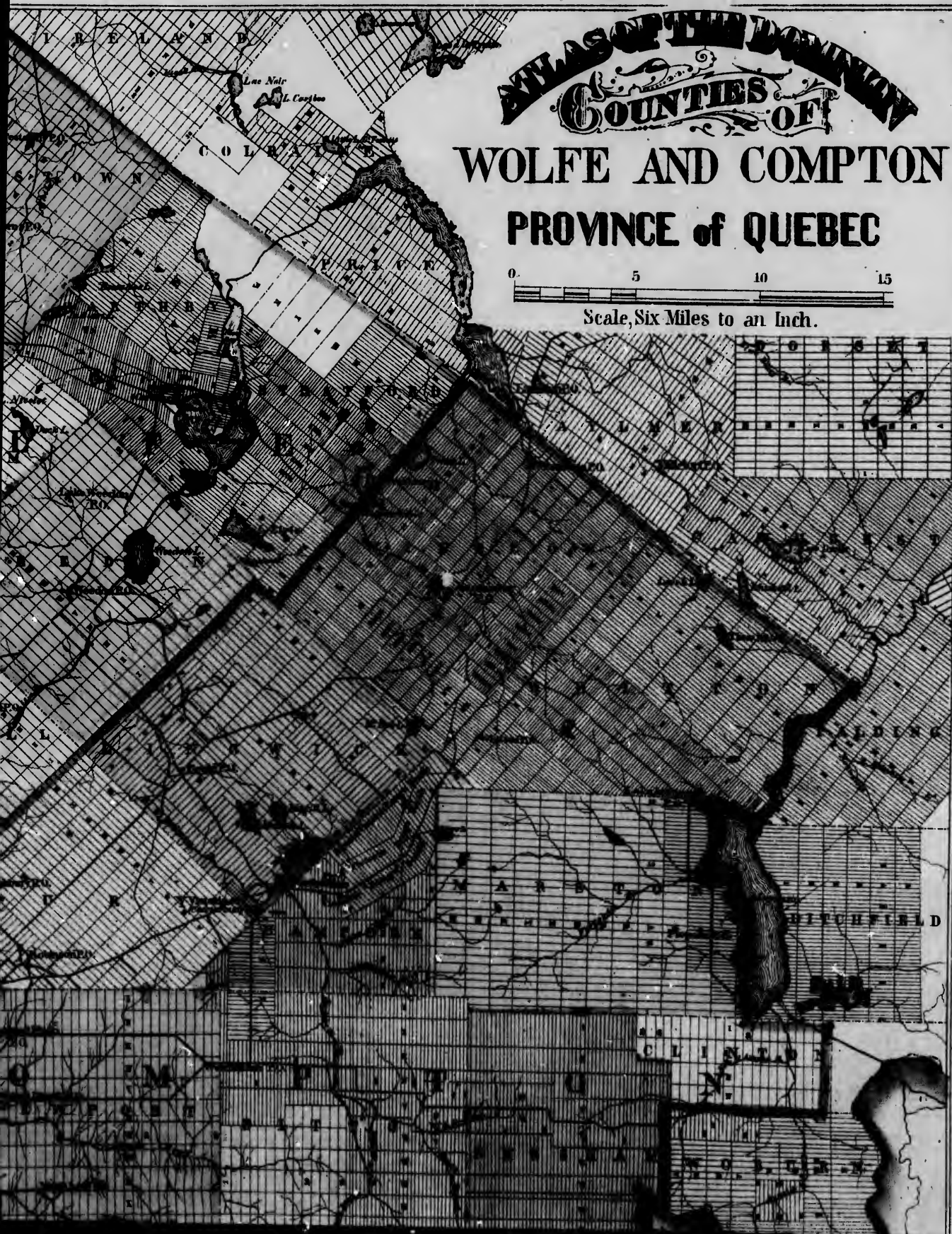


**ATLAS OF THE DOMINION**  
**COUNTIES OF**

**WOLFE AND COMPTON**  
**PROVINCE of QUEBEC**



Scale, Six Miles to an Inch.





71°00'



46°  
30'

46°  
00'



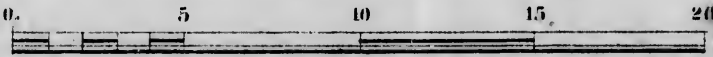




45°  
30'

**ATLAS OF THE DOMINION  
COUNTIES OF**

**BEAUCE AND MEGANTIC  
PROVINCE of QUEBEC**



Scale, Six Miles to an Inch.



DE MONTS

68°00'

68°16'

L A F L E C H E

Y

MANICOUAGAN

E

C

N

E

R

M

*Lac de l'Assommoir*

*R. Manicouagan*

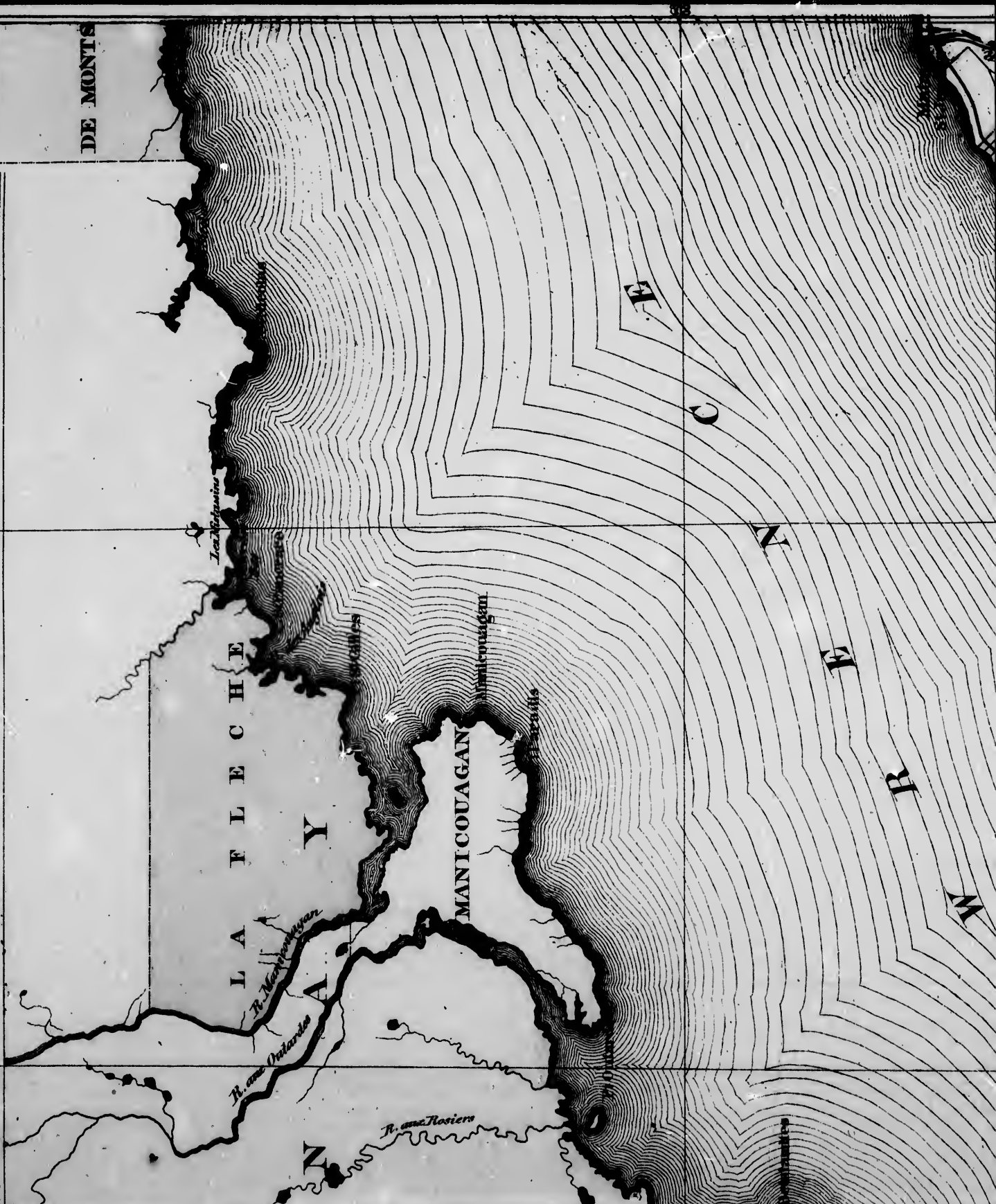
*R. aux Outardes*

*R. aux Rosiers*

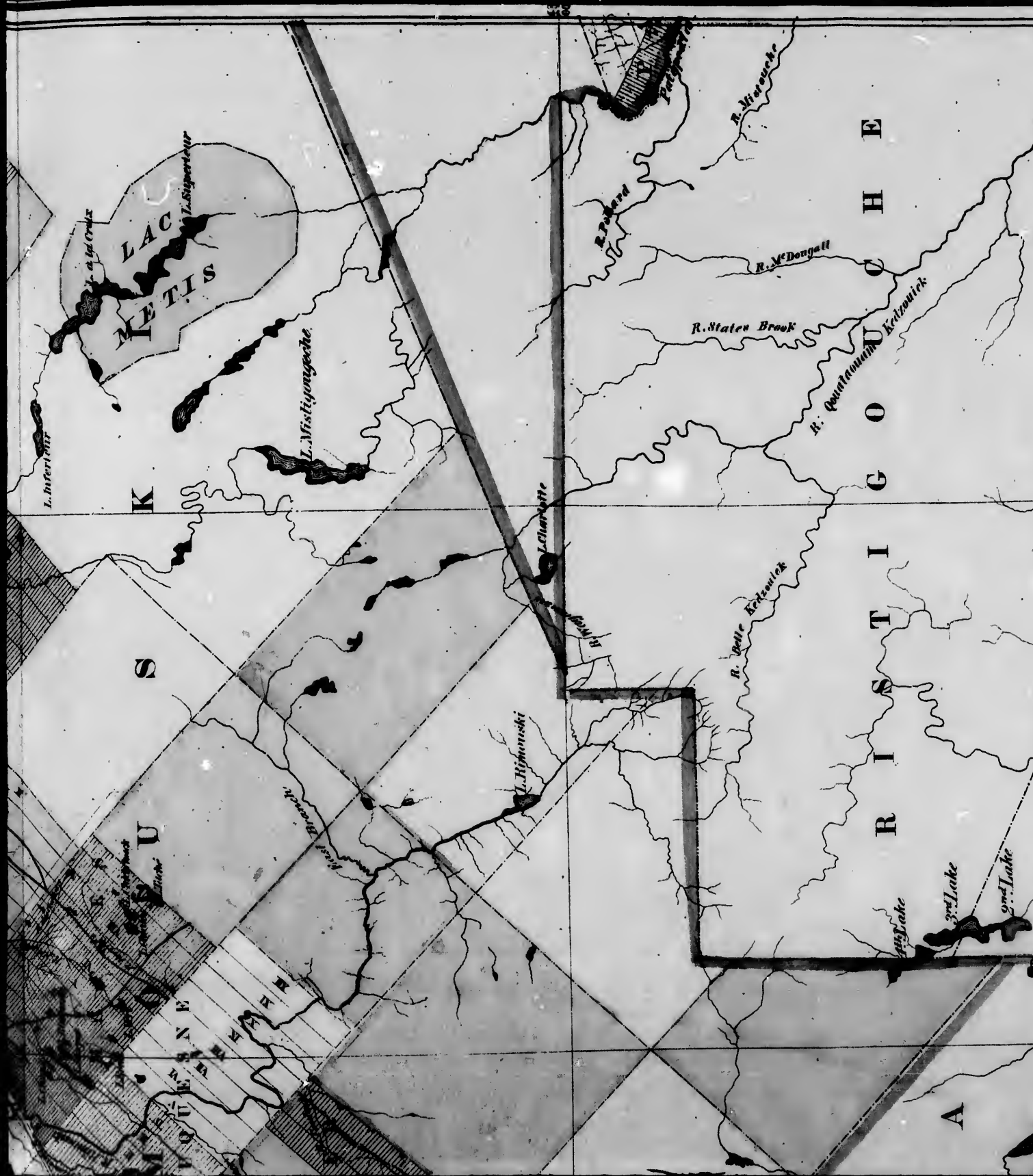
*Lac de la Chapelle*

*Lac de l'Éclaircie*

*Lac de la Rivière*







LAC  
METIS

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R

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S

Lake

2<sup>nd</sup> Lake

3<sup>rd</sup> Lake

4<sup>th</sup> Lake

L. Superior

L. St Ignace

L. St Ignace

L. St Ignace

R. St Ignace

R. States Brook

R. McDougall

R. Quatman Keweenaw

R. Belle Keweenaw

R. Howard

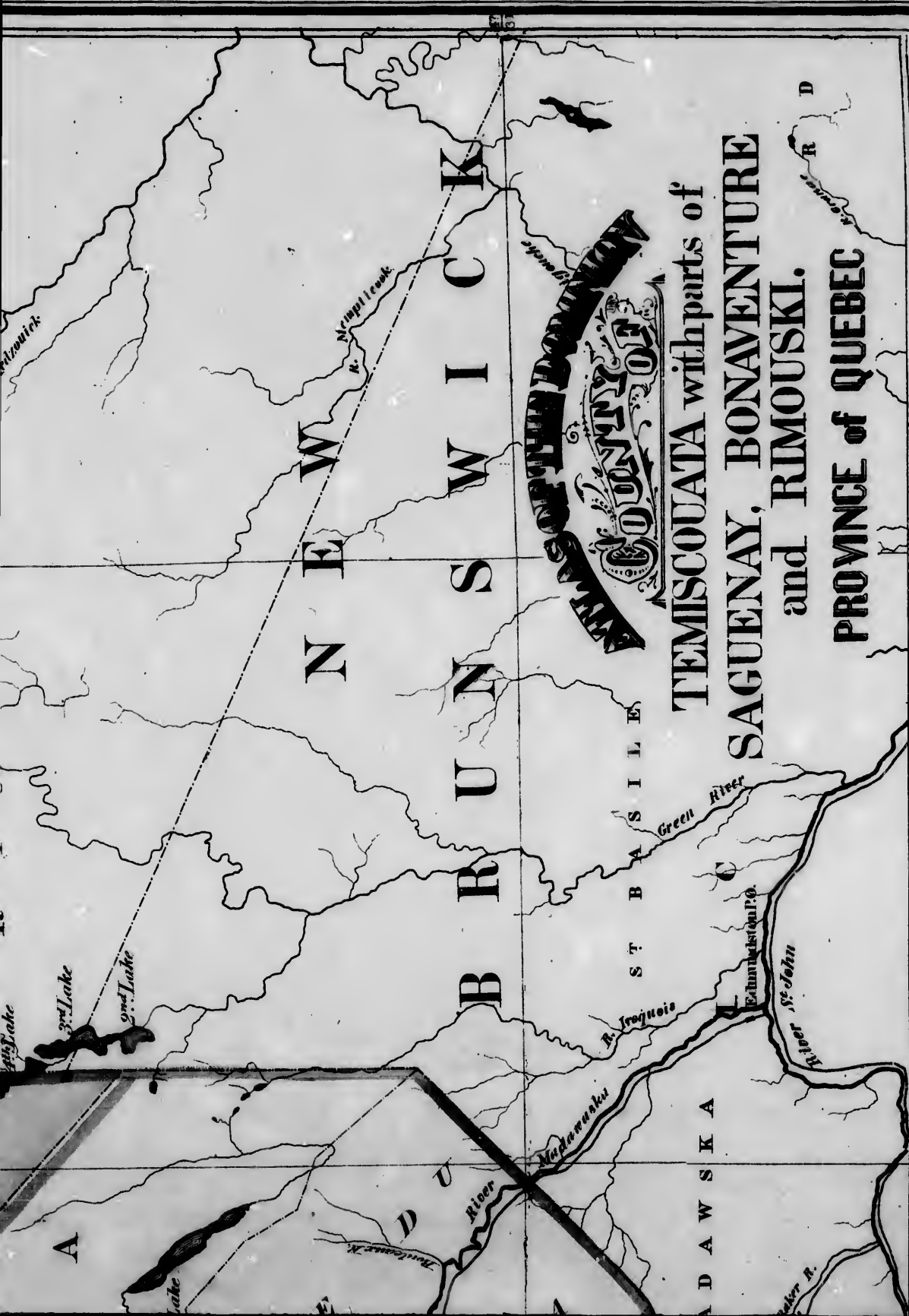
R. Misaukee

1<sup>st</sup> Lake

2<sup>nd</sup> Lake

3<sup>rd</sup> Lake

4<sup>th</sup> Lake



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THE COUNTY OF  
TEMISCOUATA

TEMISCOUATA with parts of  
SAGUENAY, BONAVENTURE  
and RIMOUSKI.  
PROVINCE of QUEBEC

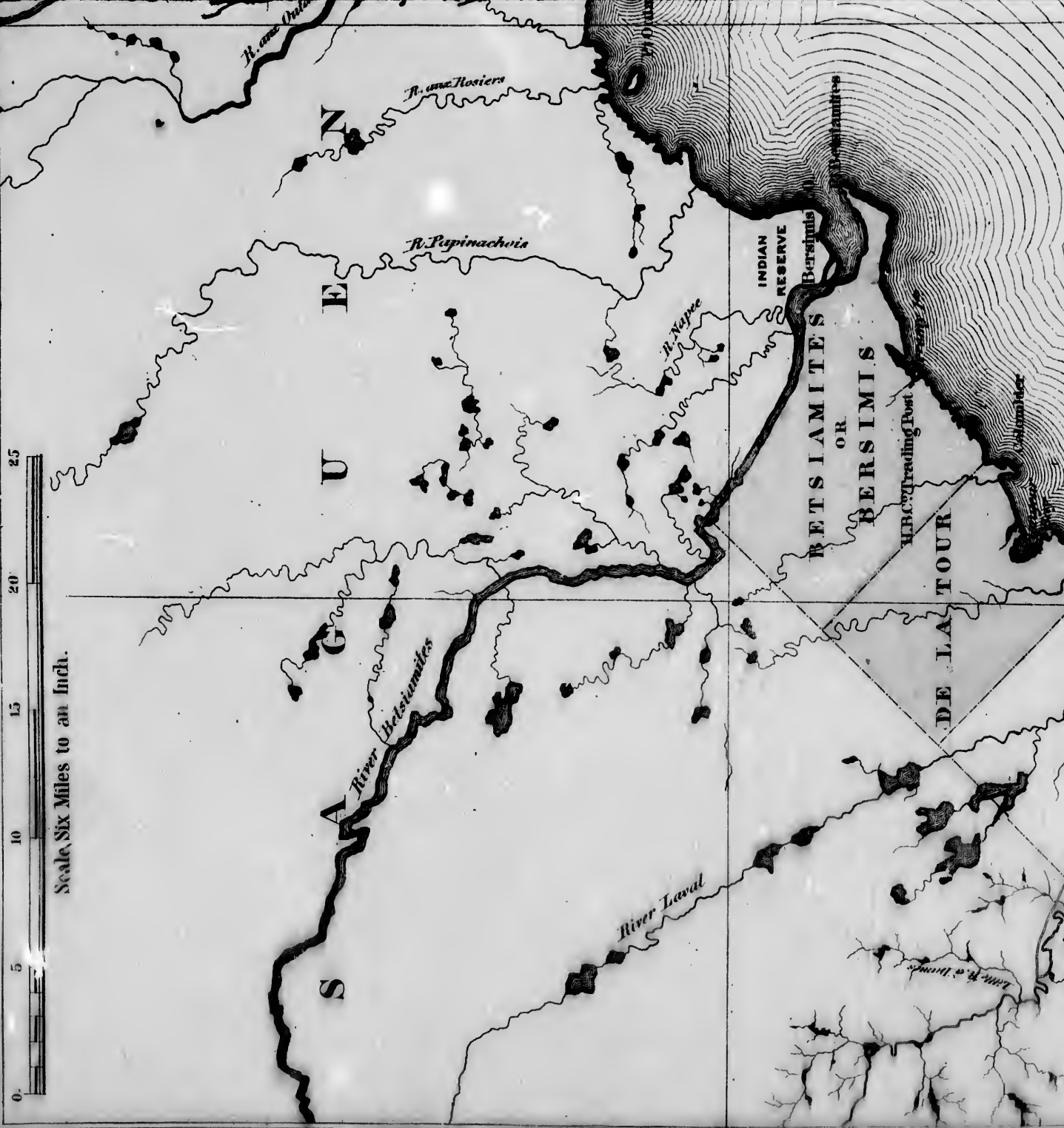
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68° 00'

687100



Scale Six Miles to an Inch.

0. 5 10 15 20 25

S  
A  
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N

INDIAN  
RESERVE

Bersimite

BETSIAMITES  
OR  
BERSIMIS

HBC Trading Post

DE LA TOUR

R. aux Outlets

R. aux Rosiers

R. Papinachois

R. Napes

R. Bersimite

River Laval

R. de la Tour





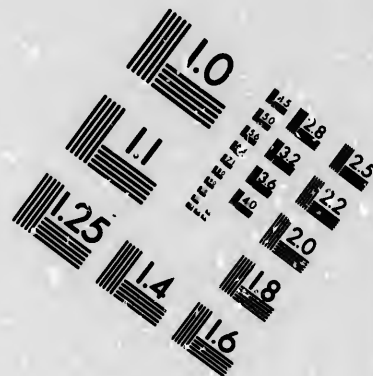
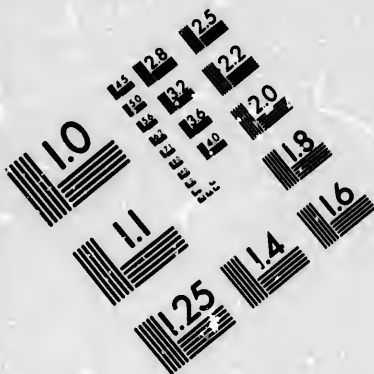




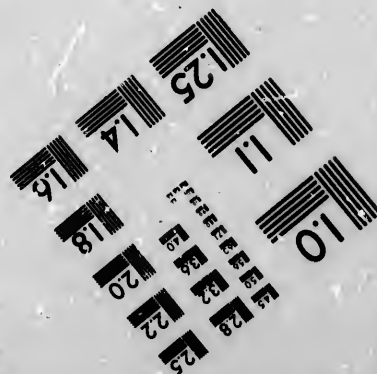
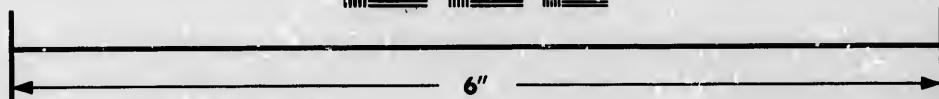
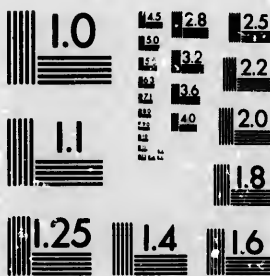
68

DRAWN BY H.A. PACKARD.





**IMAGE EVALUATION  
TEST TARGET (MT-3)**



**Photographic  
Sciences  
Corporation**

23 WEST MAIN STREET  
WEBSTER, N.Y. 14580  
(716) 872-4503

1.5 1.8 2.0  
2.2 2.5 2.8  
3.2 3.6 4.0  
4.5 5.0 5.6  
6.3 7.1 8.0

10  
100



**PLANS**  
**OF THE**  
**CITY OF QUEBEC**

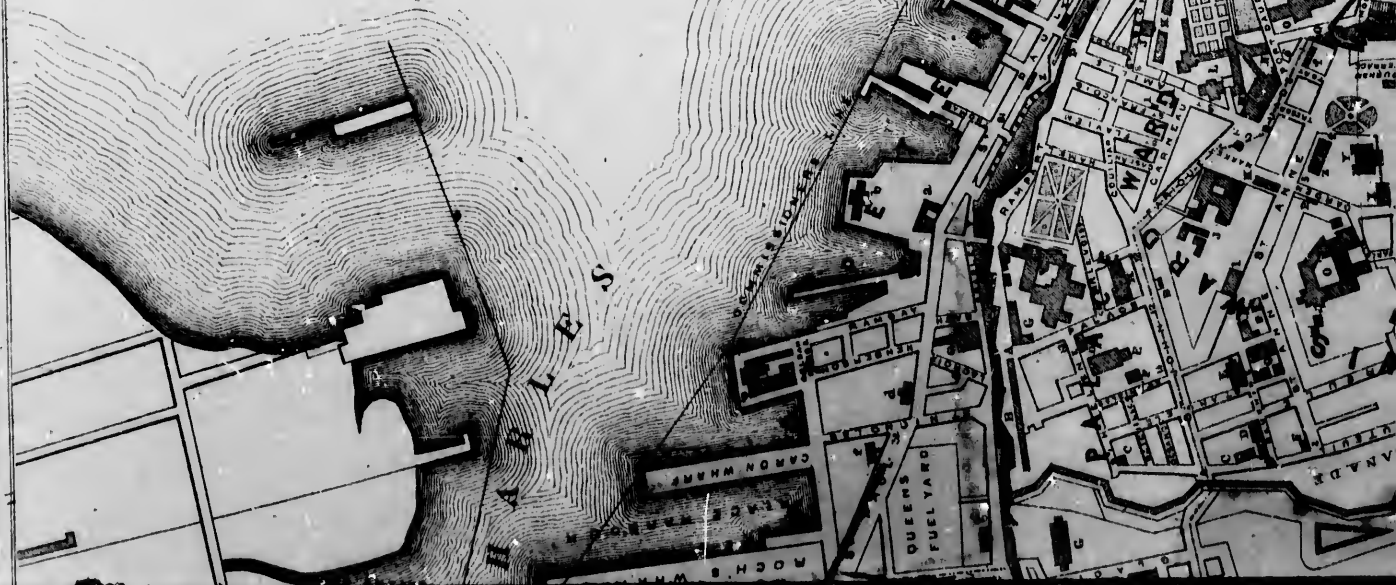
OF THE

**CITY OF QUEBEC**

FROM A DRAWING BY

**PAUL COUSIN**

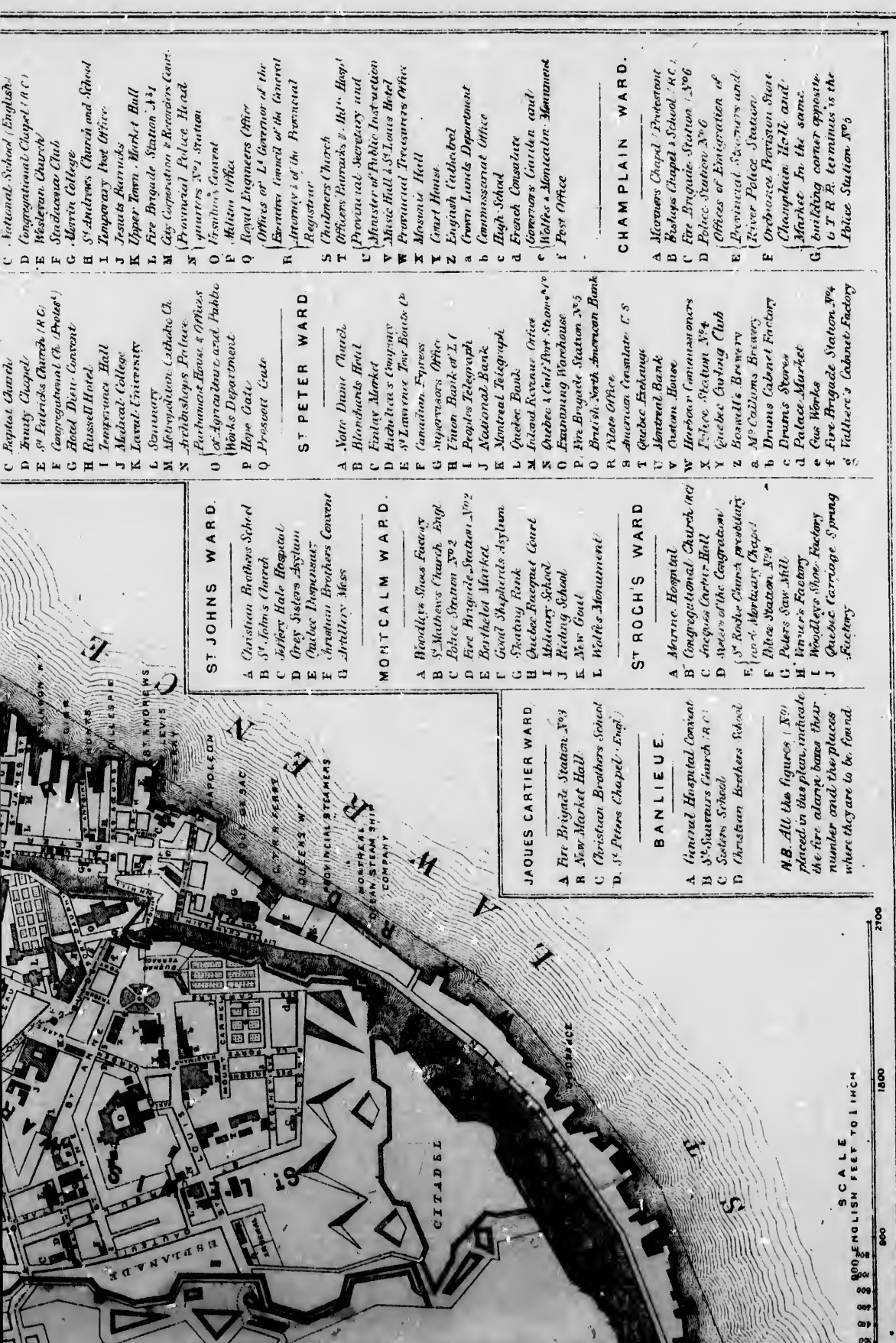
1874



**REFERENCES**

	PALACE WARD	ST LEWIS WARD
A	Palace Gate	A. Johns Gate
B	Arsenal & Artillery Barracks	B. Notre Dame Savings Bank
C	Baptist Church	C. National School (English)
D	Trinity Chapel	D. Congregational Chapel (R.C.)
E	St. Francis Church (R.C.)	E. Wesleyan Church
F	Congregational Ch. (Protest.)	F. Stadacona Club
G	Hotel Dieu - Convent	G. Mariv College
H	Russell Hotel	H. St. Andrews Church and School
I	Temperance Hall	I. Temporary Post Office
J	Medical College	J. Scouts Barracks
K	Laval University	K. Upper Town - Market Hall
L	Seminary	L. Fire Brigade - Station - 331
M	Metropolitan Catholic Ch.	M. City Corporation & Excavations (cont.)





**ST JOHNS WARD.**

- A Christian Brothers School
- B St. John's Church
- C Jeffrey Hale Hospital
- D Grey Sisters Asylum
- E Quebec Insane Asylum
- F Christian Brothers Convent
- G Artillery Mess

**MONTCALM WARD.**

- A Woodlief's Shoes Factory
- B St. Mathews Church - Engl.
- C Police Station No 2
- D Fire Brigade Station No 2
- E Berthelot Market
- F Good Shepherd's Asylum
- G Skating Rink
- H Quebec Firearm Court
- I Military School
- J Riding School
- K New Goal
- L Wolfe's Monument

**ST ROCHE'S WARD**

- A Marine Hospital
- B Congregational Church (Eng)
- C Jacques Cartier Hall
- D Sisters of the Congregation
- E St. Roches Church - presbytery
- F St. Roches Mortuary Chapel
- G Police Station No 8
- H Paters Saw Mill
- I Vintner's Factory
- J Woodlief's Shoe Factory
- K Quebec Carriage Spring Factory

**JACQUES CARTIER WARD.**

- A Fire Brigade Station No 3
- B New Market Hall
- C Christian Brothers School
- D St. Peters Chapel - Engl.

**BANLIEU.**

- A General Hospital Convent
- B St. Savares Church - R.C.
- C Sisters School
- D Christian Brothers School

N.B. All the figures in No 1 placed in this plan indicate the fire alarm boxes their number and the places where they are to be found

SCALE ENGLISH FEET TO INCH

0 100 200 300 400 500 600 700 800 900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 2500 2600 2700 2800 2900 3000

- C Poplar Church
- D Trinity Chapel
- E St. Patrick's Church (R.C.)
- F Congregational Ch. (Presb.)
- G Hotel Dieu, Convent
- H Russell Hotel
- I Temperance Hall
- J Medical College
- K Laval University
- L Seminary
- M Metropolitan Cathed. Ch.
- N Archbishops Palace
- O Furment House & Office of Agriculture and Public Works Department
- P Hope Gate
- Q Prospect Gate

**ST PETER WARD**

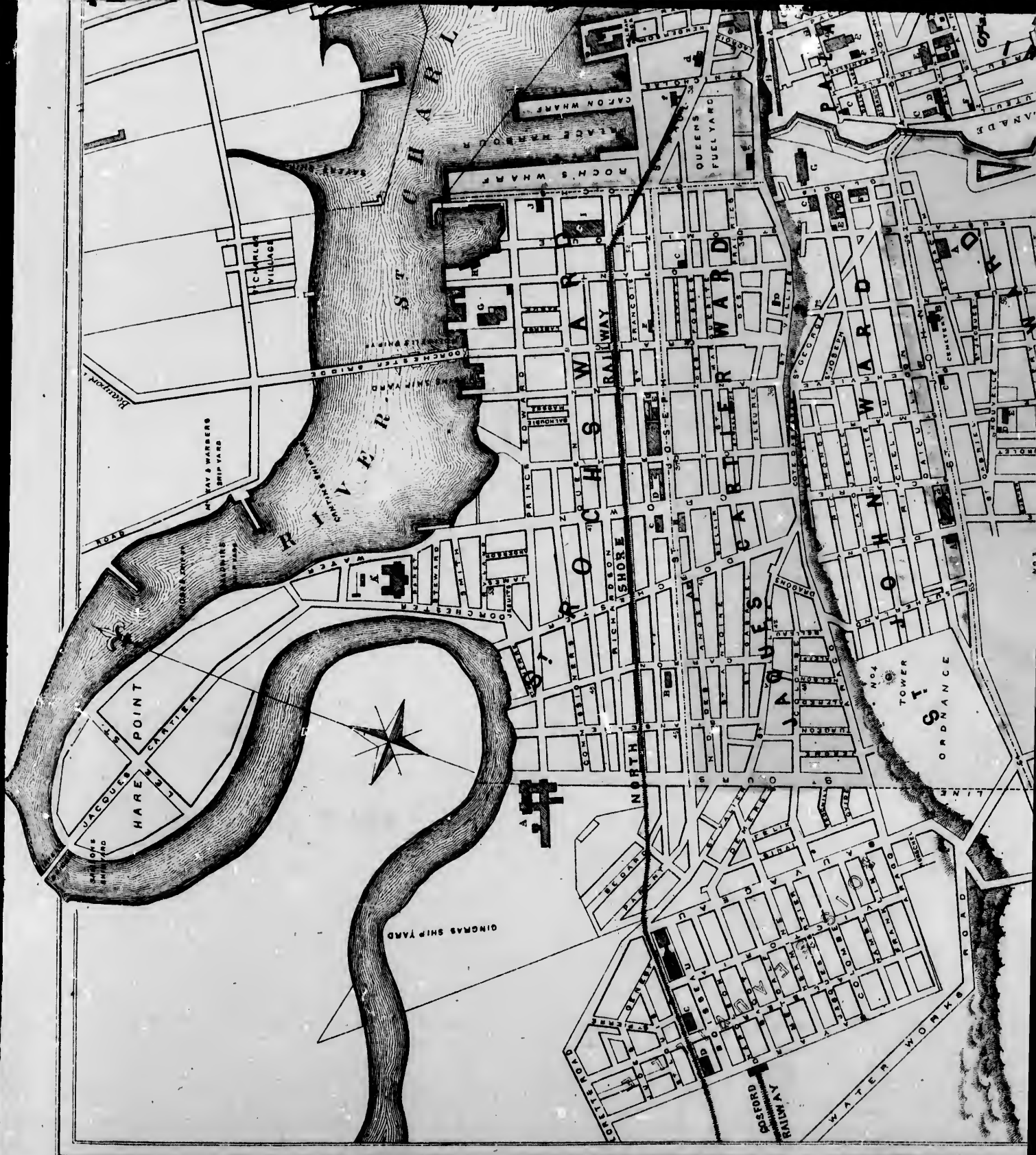
- A Notre Dame Church
- B Blanchards Hall
- C Finlay Market
- D Hutchins & Company
- E St. Lawrence Two Bouches (2)
- F Canadian Express
- G Supervisors Office
- H Union Bank of L.C.
- I Peoples Telegraph
- J National Bank
- K Montreal Telegraph
- L Quebec Bank
- M Industrial Revenue Office
- N Quebec & Gulf Port Steamship
- O Framming Warehouse
- P Fire Brigade Station No 5
- Q British North American Bank
- R State Office
- S American Consulate - U.S.
- T Quebec Exchange
- U Montreal Bank
- V Customs House
- W Harbour Commissioners
- X Police Station No 4
- Y Quebec Bowling Club
- Z Bowdells Brewery
- a St. Catharines Brewery
- b Drums Cabinet Factory
- c Drums Steeps
- d Palace Market
- e Gas Works
- f Fire Brigade Station No 4
- g Valters Cabinet Factory

**ST PETER WARD**

- S (Chalmers) Church
- T Officers Barracks & Hqrs. Hosp.
- U Provincial Secretary and Minister of Public Instruction
- V Music Hall & St. Louis Hotel
- W Provincial Treasurers Office
- X Music Hall
- Y Court House
- Z English Cathedral
- a Crown Lands Department
- b Commissariat Office
- c High School
- d French Consulate
- e Governors Garden and Wolfe's Monument
- f Post Office

**CHAMPLAIN WARD.**

- A McCarrens Chapel - Protestant
- B Bishops Chapel & School - R.C.
- C Fire Brigade Station No 6
- D Police Station No 6
- E Offices of Emigration of Provincial Surveyors and River Police Station
- F Ordnance Provision Store
- G Champlain Hotel and Market in the same building corner opposite to T R R. terminus is the Police Station No 6



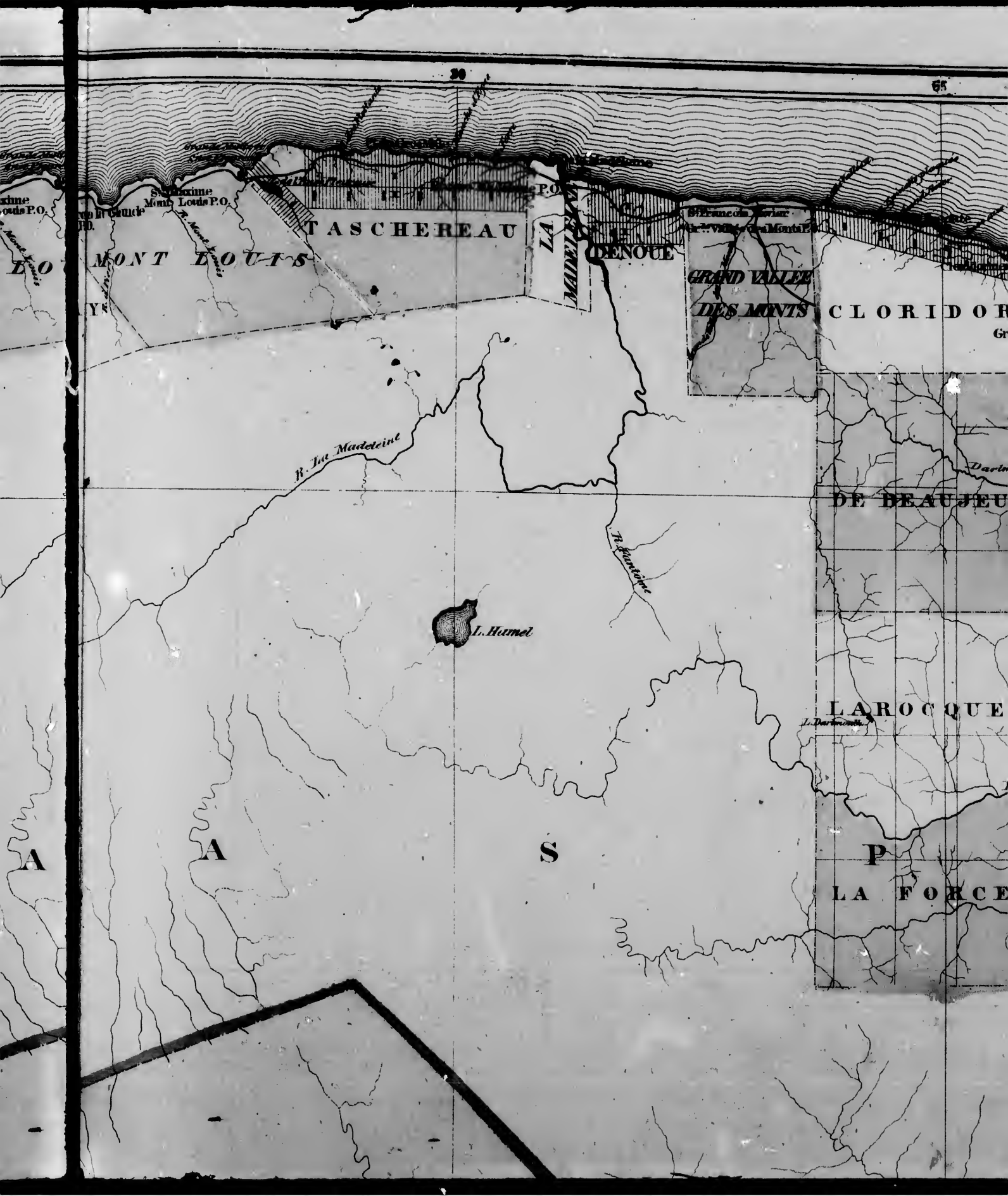




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St. Maxime  
Mont. Louis P.O.

St. Pierre de Mont.  
St. Pierre de Mont. P.O.

TASCHEREAU

LA  
MADELEINE

DENOUE

St. Pierre de Mont.  
St. Pierre de Mont. P.O.

GRAND VALLEE  
DES MINES

CLORIDOR

MONT LOUIS

R. La Madeleine

L. Humel

R. St. Pierre

DE BEAUJEU

LAROCQUE

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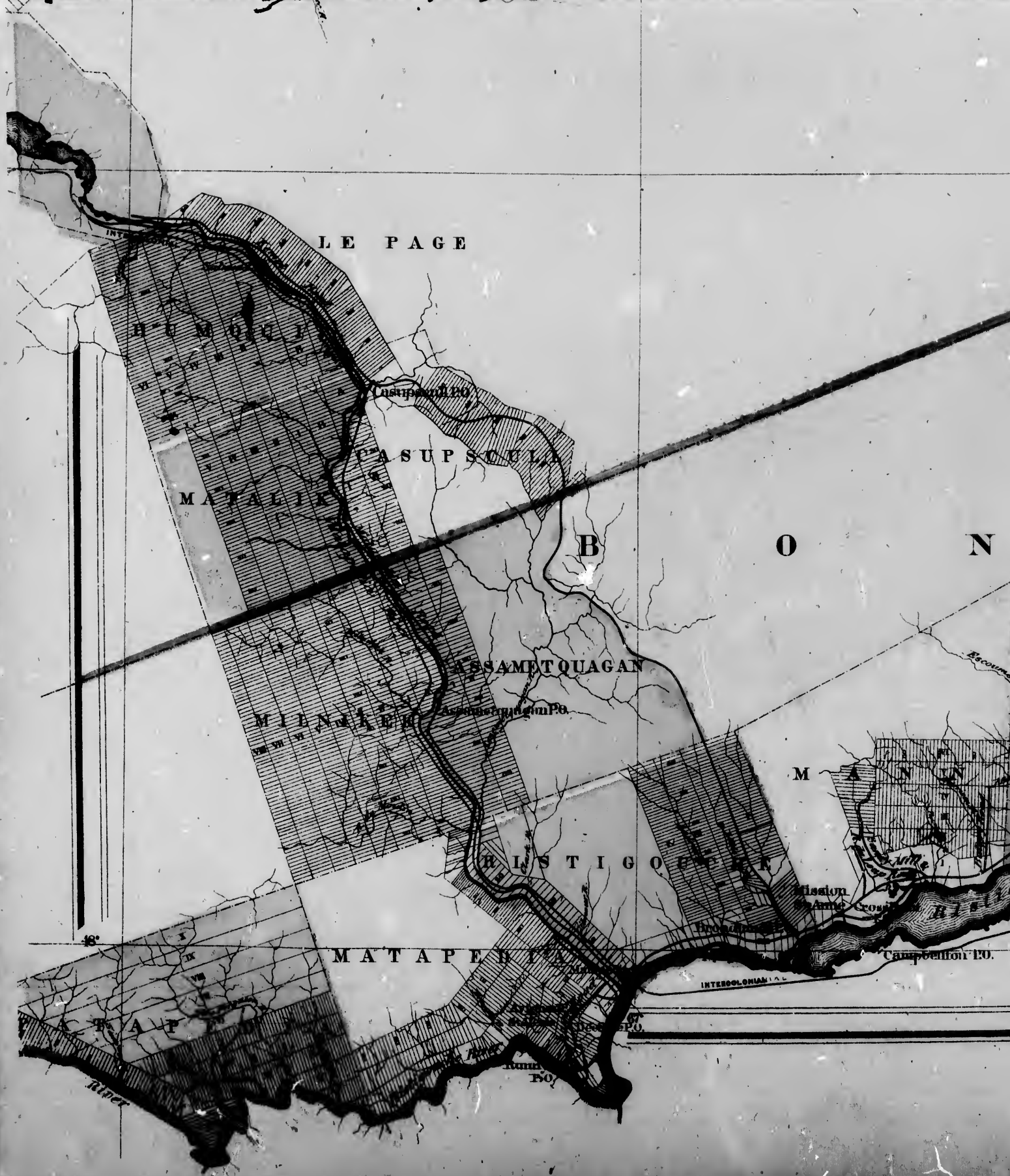
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LA FORCE





LE PAGE

HUMOUQUA

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**MINNESOTA**  
**WISCONSIN**  
**IOWA**  
**MISSOURI**  
**NEBRASKA**  
**KANSAS**  
**OKLAHOMA**

**LAKES**  
**MANITOBA**  
**MANITOBA**  
**MANITOBA**

**CITIES AND TOWNS:** St. Paul, St. Louis, Des Moines, Omaha, Lincoln, Kansas City, Denver, Cheyenne, Pierre, Sioux Falls, Council Bluffs, Grand Island, and many others.

**RIVERS:** Mississippi, Missouri, Illinois, Iowa, Nebraska, Kansas, Oklahoma, Arkansas, and various tributaries.

**Geographical Features:** The map shows the Great Plains region, including the Missouri River valley, the Great Lakes basin, and the Rocky Mountains in the west.

# RAINY LAKE



79 77 75 73 71







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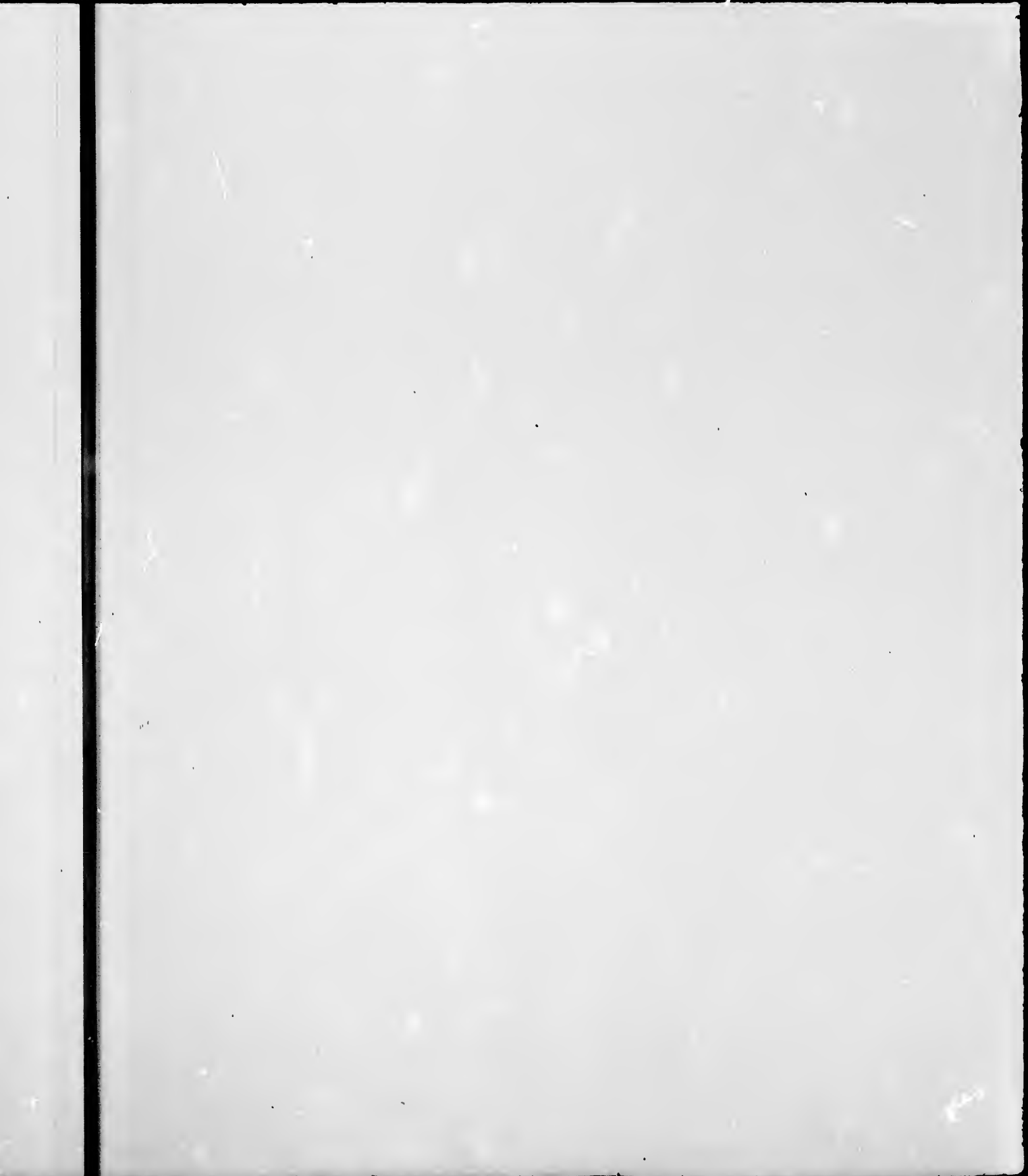
18 Longitude













Map of  
**EUROPE**  
 BY  
**J. PINKERTON**





34

36

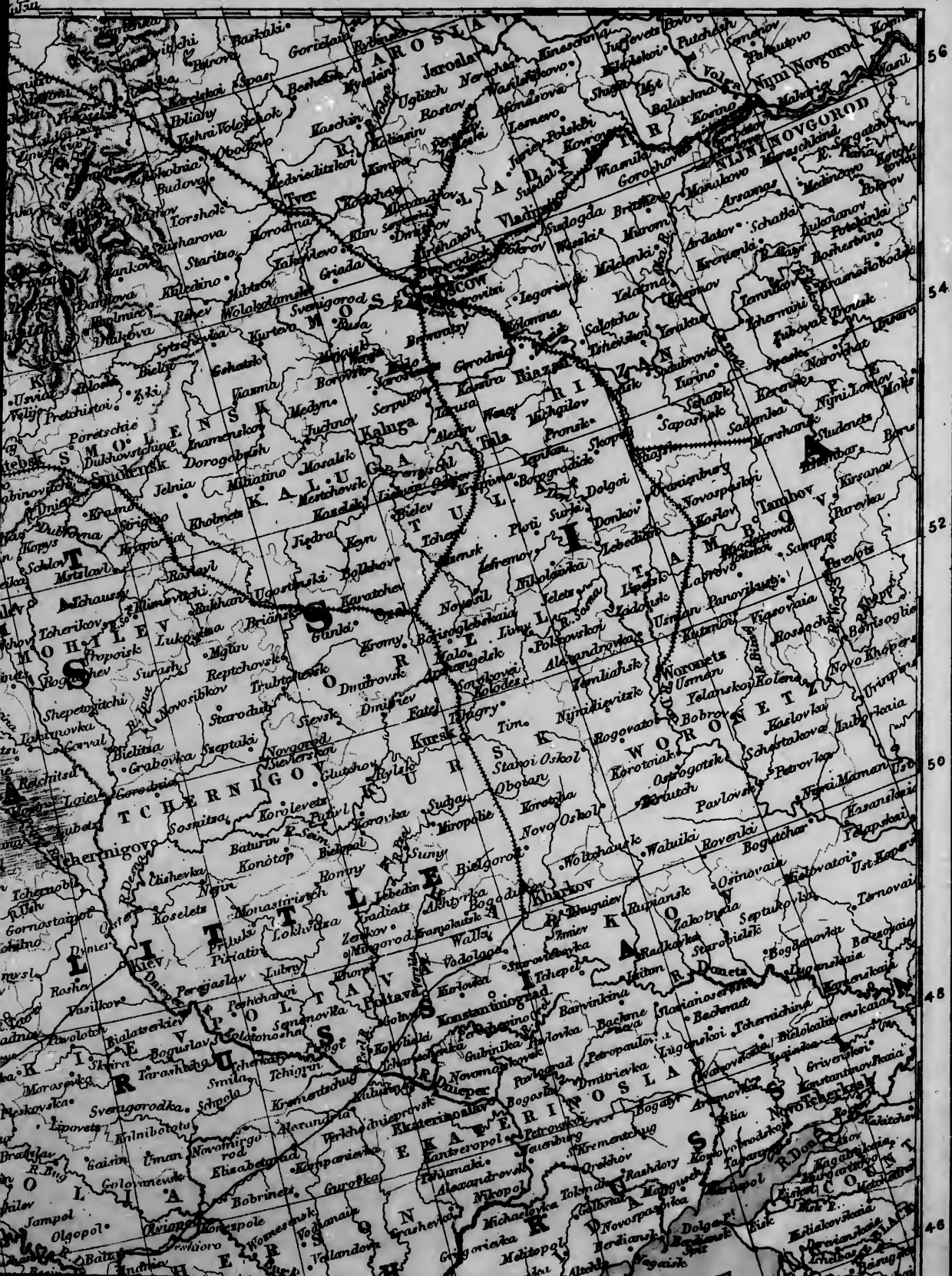
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(London)  
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Great Western  
(Air Line  
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(Diamfor  
(Welling  
(Welling  
(Sarnia B

Aberarder, P  
Aberfoyle, P  
Abingdon, P  
Aboyne, (P.O.  
Acauin, P. O.  
Acton, P. O.  
Adam, Cornu  
Adams (Shan  
Adamsville, C  
Adare, P. O.  
Addison, P. C  
Adelaide, P.  
Admaston, I  
Adolphustow  
Aguincourt, P  
*Alma Craig*  
Amleyville,  
Alroy (Albe  
Aiche, P. O.  
Alberton, P  
*Albion, P. O.*  
Albion Mills  
Albury, P. O.  
*Alborough*  
Aldershot, I  
Alderville, I  
Alexandria,  
Alfred, P. O.  
Algonquin,  
Alinville, S  
Allanbank,  
Allanburg, I  
Allandale, C  
Allan Park,  
Allan Mills

# LIST OF CITIES, VILLAGES, POST OFFICES AND RAILWAY STATIONS

IN THE

## PROVINCE OF ONTARIO.

STATING MEANS OF ACCESS, APPROXIMATE NUMBERS OF POPULATION, ETC.

### EXPLANATIONS.

In the first column, are given the names of the Cities and Villages of the Province. To those having Post Offices, P. O. is added. If the place has a Money Order Post Office, it is given in italics, thus,—*Acton Vale, P.O.*, and if the Post Office is also a Savings Bank, the **P.O.** is in full-faced type, thus,—**Alexandria, P.O.** Names of County seats are in large capitals, thus,—KINGSTON. R'y Sta. denotes Railway Station; Tel. Sta. Telegraph Station.

In the second column will be found the *abbreviated* name of the most accessible Railway, or the *full* name of the nearest Lake or Navigable River. The third column gives the nearest Railway Station with its distance in miles (m.)

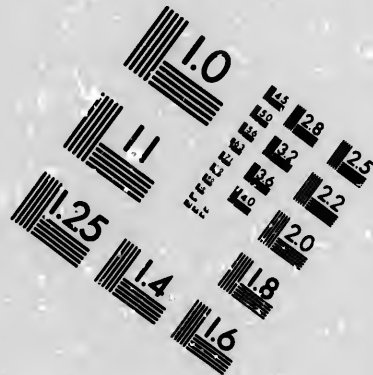
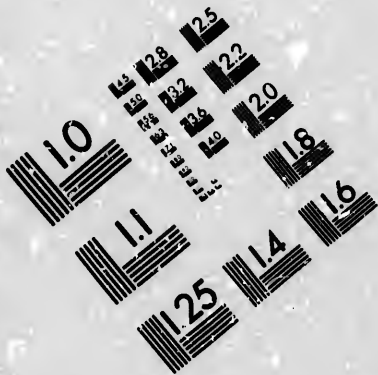
The fourth and fifth columns give the Township and County in which the place is located, and the sixth column, the estimated population, taken, by permission, from *Lowell's News Gazer*. The seventh column indicates the page of the Atlas where the places represented.

Names of Railroads are abbreviated as follows:

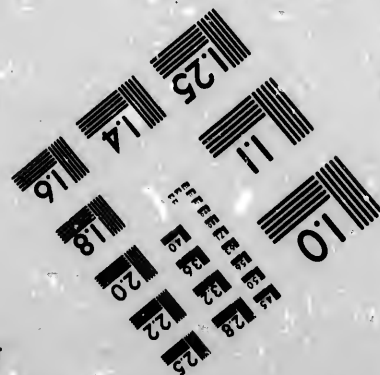
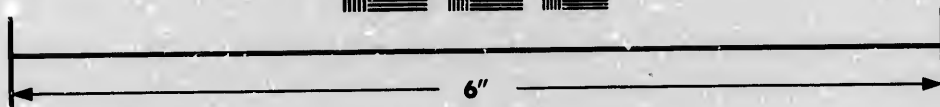
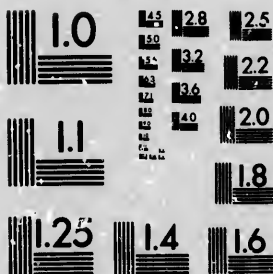
NAMES OF RAILWAYS AND BRANCHES.	ABBREVIATIONS.	NAMES OF RAILWAYS AND BRANCHES.	ABBREVIATIONS.
Brockville and Ottawa (Perth Branch).....	B. & O. R'y. (P. Br.)	(London and Port Stanley Branch).....	(L. & Pt. S. Br.)
Canada Central.....	C. C. R'y.	(Welland Division).....	(Wel. Div.)
Canada Southern.....	C. S. R'y.	(Allanburg Branch).....	(Al. Br.)
(St. Clair Division).....	(St. Cl. Div.)	(Petrolia Branch).....	(Pet. Br.)
(Niagara Division).....	(Niag. Div.)	Hamilton and Lake Erie.....	H. & L. E. R'y.
Carillon and Grenville.....	C. & G. R'y.	Intercolonial.....	Int. R'y.
Central Vermont.....	Cent. Vt. R. R.	(Pictou Branch).....	(Pic. Br.)
(Northern Division).....	(Nor. Div.)	(Shediac Branch).....	(Shed. Br.)
Cobourg, Peterboro' and Mariposa.....	C. P. & M. R'y.	Lewis and Kennebec.....	Lev. & Ken. R'y.
European and North American.....	Eu. & N. Am. R'y. (Fred. Br.)	Massachusetts Valley.....	M. V. R'y.
(Fredericton Branch).....	G. T. R'y.	Midland.....	Mid. R'y.
Grand Trunk.....	(Ar. & T. Riv.)	(Lakefield Branch).....	(L. Br.)
(Arthurs-sta and Three Rivers Branch).....	(M. L. & Prov. Line.)	New Brunswick and Canada.....	N. B. & Can. R'y.
(Montreal, Lachine and Province Line).....	(M. St. J. & R. P.)	(St. Stephen Branch).....	(St. Step. Br.)
(Montreal, St. John's and Bousse's Point).....	(R. du L.)	(Boulton Branch).....	(Boul. Br.)
(Riviere du Loup Division).....	(Lond. Br.)	Northern.....	N. R'y.
(London Branch).....	(E. & L. H. Div.)	(Muskoka Branch).....	(Musk. Br.)
(Buffalo & Lake Huron Division).....	G. W. R'y.	Saint Lawrence & Ottawa.....	St. L. & O. R'y.
Great Western.....	(Air Line.)	Saint Lawrence and Ind'y R'y.....	St. L. & I. R'y.
(Air Line Division).....	(F. Br.)	South Eastern.....	S. E. R'y.
(Toronto Branch).....	(Grant Br.)	(Sorel Branch).....	(Sor. Br.)
(Chantford Branch).....	(W. G. & B. M. L.)	Toronto, Grey and Bruce.....	T., G. & B. R'y.
(Wellington, Grey and Bruce, Main Line).....	(W. H. & B. S. Ex.)	(Western Division).....	(W. Div.)
(Wellington, Grey and Bruce, South Extension).....	(Sar. Br.)	Toronto and Nipissing.....	T. & N. R'y.
(Sarnia Branch).....		Windsor and Port Perry.....	W. & Pt. P. R'y.
		Windsor and Amnypolis.....	W. & A. R'y.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE
Abercrombie, P. O.	G. T. R'y.	Cambridge, 5 m.	Flyington	Lambton	100	134
Aberfoyle, P. O.	G. T. R'y.	Guelph, 7 m.	Paslinch	Wellington	150	125
Abingdon, P. O.	G. T. R., G. W. R., C. S. R.	Canfield, 8 m.	Caistor	Lincoln	150	139
Aboyna (P. O. at Elora)	G. W. R. (W. G. & B. M. L.)	Elora	Nichol	Wellington	70	135
Acedia, P. O.	G. W. R'y (Air Line.)	Tilsonbury, 5 m.	Middletown	Norfolk	100	138
Acton, P. O., R'y and Tel. Sta.	G. T. R'y.	Spencerville, 7 m.	Essexburg	Durham	700	150
Adair Corners	Mid. R'y.	Campbell's Crossing, 1 m.	Edwardsburgh	Grenville	100	140
Adams (Shanly P. O.)	St. L. & O. R'y.	Bathurst	Edwardsburgh	Grenville	70	156
Adamsville (See Glen Tay)	G. T. R'y.	Lucan, 5 m.	McGillivray	Lanark	250	156
Adare, P. O.	B. & O. R'y.	Bellamy, 7 m.	Elizabethtown	Middlesex	200	134
Addison, P. O.	G. W. R'y.	Strathroy, 7 m.	Adelaide	Middlesex	150	124
Adelaide, P. O.	C. C. R'y.	Renfrew, 6 m.	Adolphus-stn.	Renfrew	50	154
Adolphustown, P. O.	G. T. R'y.	Napanee, 6 m.	Scarborough	Lenox	150	144
Aginocourt, P. O., R'y and Tel. Sta.	T. & N. R'y.	Napanee, 6 m.	East Williams	York	50	150
<i>Aina Craig, P. O., Tel. and R'y Sta.</i>	G. T. R'y.	Rodney, 4 m.	Grey	Middlesex	750	134
Ainsleyville, R'y and Tel. Sta.	G. W. R'y (W. G. & B. S. E.)	New Lowell, 8 m.	Aldborough	Elgin	1000	135
Airay (Aldborough, P. O.)	C. S. R'y.	Copetown, 6 m.	Mulhur	Huron	150	134
Airhe, P. O.	S. R'y.	Bolton, 2 m.	Anenster	Wentworth	150	151
Albion, P. O.	G. W. R'y.	Rymal, 3 m.	Barton	Peel	1000	150
<b>Albion, P. O.</b>	H. & L. E. R'y.	Belleville, 9 m.	Ameliasburg	Wentworth	100	138
Albion Mills or Albionville	G. T. R'y.	Rodney, 4 m.	Aldborough	Prince Edward	150	144
Albany, P. O.	C. S. R'y.	Watertown, 2 m.	Alnwick	Elgin	150	134
<i>Aldborough, P. O.</i>	G. W. R'y.	Harwood, 7 m.	Lochiel	Wentworth	200	138
Aldershot, P. O.	C. P. & M. R'y.	Lancaster, 13 m.	Alfred	Northumberland	800	157
Alderville, P. O.	G. T. R'y.	Maitland, 5 m.	Augusta	Glenbury	70	157
Alexandria, P. O. and Tel. Sta.	G. T. R'y.	Woodstock, 7 m.	East Zorra	Grenville	100	156
Alfred, P. O.	G. W. R'y.	Trenton, 22 m.	Seymour	Oxford	150	133
Algonquin, P. O.	G. T. R'y.	Peterborough, 9 m.	Thornd	Northumberland	100	140
Almaville, Strathallan, P. O.	G. W. R'y.	Walkerton, 13 m.	Thornbeck	Welland	300	139
Allanbank, (Lytstone P. O.)	T. G. & B. R'y.	Napanee, 6 m.	Hungerford	Peterborough	200	140
Allanburg, P. O., R'y and Tel. Sta.	G. T. R'y.			Grey	70	143
Allendale, (Lang, P. O.)				Hastings	40	144
Allan Park, P. O.						
Allan Mills (Marlbank, P. O.)						





**IMAGE EVALUATION  
TEST TARGET (MT-3)**



**Photographic  
Sciences  
Corporation**

23 WEST MAIN STREET  
WEBSTER, N.Y. 14590  
(716) 872-4503

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NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE
Allans Mills, P. O.	B. & O. Ry. (P. Br.)	Perth, 7 m	North Burgess	Lanark	50	156
Allendale, P. O., Tel. and Ry Sta.	Nor. Ry.	Nor.	Inuvif	Simcoe	200	151
<b>Alexandria, P. O.</b>	G. T. Ry.	Lancaster, 14 m	Lochiel	Glengary	800	157
Alfred, P. O.	G. T. Ry.	Lancaster, 28 m	Alfred	Prescott	150	152
<b>Alford, P. O. and Tel. Sta.</b>	G.W. Ry. (W.G. & B.M.L.)	Southampton, 10 m	Amable	Bruce	70	149
Allensville, P. O.	N. Ry. (Musk. Br.)	Waslago, 42 m	Stephenson	Victoria	151	151
Allonwood, P. O.	N. Ry.	Stayner, 15 m	Huller	Simcoe	150	151
Allisonville, P. O.	G. T. Ry.	Belleville, 12 m	Stuyner	Prince Edward	151	151
Alliston, P. O. and Tel. Sta.	N. Ry.	Angus, 12 m	Teumseth	Simcoe	250	151
Alloa, P. O.	G. T. Ry.	Brantport, 7 m	Chingucousy	Peel	100	150
Alma, P. O., Tel. and Ry Sta.	G. W. Ry. (W.G. & B.M.L.)	Kincardine, 10 m	Peel	Wellington	350	135
Alma, (P. O. at Lurgan)	G. W. Ry. (W.G. & B.M.L.)	Stouffville, 6 m	Huron	Bruce	100	142
Almira, P. O.	T. and N. Ry.	Stouffville, 6 m	Markham	York	100	150
<b>Almonte, P. O., Tel. and Ry Sta.</b>	C. C. Ry.	Waslago, 20 m	Ramsay	Lanark	2080	156
Alport, P. O.	N. Ry. (Musk. Br.)	Waslago, 20 m	Muskoka	Muskoka Dist.	400	150
Alton, P. O., Tel. and Ry Sta.	T. G. & B. Ry.	Stouffville	Caldon	Peel	100	150
Altona, P. O.	T. & N. Ry.	Stouffville	Pickering	Ontario	100	150
Alvanley, P. O.	T. G. & B. Ry.	Owen Sound, 10 m	Derby	Grey	143	143
Alvinton, P. O. and Ry Sta.	C. S. Ry. (St. C. Br.)	Owen Sound, 10 m	Brook	Lambton	134	134
Amaranth, Ry Sta.	T. G. & B. Ry.	Waslago, 20 m	Amaranth	Wellington	135	135
Amanberley, P. O. and Tel. Sta.	T. G. & B. Ry.	Waslago, 20 m	Ashfield	Huron	100	135
Anolestide, P. O.	G.W. Ry. (W.G. & B.M.L.)	Walkerton, 10 m	Carriak	Bruce	200	142
Ameliasburg, P. O.	G. T. Ry.	Belleville, 12 m	Ameliasburg	Prince Edward	1936	131
<b>Amherstburg, P. O., Tel. and Ry Sta.</b>	C. S. Ry.	Amherstburg, 1 m	Malden	Essex	130	134
Amiens, P. O.	G. W. Ry.	Strathroy, 5 m	Lale	Wentworth	600	138
Ancaster, P. O. and Tel. Sta.	G. W. Ry.	Dundas, 3 m	Ancaster	Essex	131	131
Anderson, P. O.	C. S. Ry.	Amherstburg, 1 m	Anderson	Perth	135	135
Anderson's Mills (P. O. at Parkham)	G. T. Ry.	St. Mary's, 6 m	Blanchard	Perth	25	141
Andrewsville (P. O. at Merrickville)	St. L. & O. Ry.	Kemptville, 12 m	Bedford	Frontenac	100	156
<b>Angus, P. O., Tel. and Ry Sta.</b>	N. Ry.	Kemptville, 12 m	Montague	Lanark	400	151
Antrim, P. O.	C. C. Ry.	Pakenham, 4 m	Essa	Simcoe	150	151
Appin, P. O., Tel. and Ry Sta.	G. W. Ry.	Pakenham, 4 m	Fitzroy	Carleton	130	156
Appleby, P. O. and Ry Sta.	G. W. Ry.	Pakenham, 4 m	Eckfrid	Middlesex	140	134
Appleton, P. O., Tel. and Ry Sta.	C. C. Ry.	Pakenham, 4 m	Nelson	Huron	150	150
Appo, P. O.	T. & N. Ry.	Cobecook, 38 m	Ramsay	Lanark	300	156
Ardan, P. O.	N. Ry.	Barrie, 10 m	Anstruther	Peterborough	75	140
Ardoch, P. O.	G. T. Ry.	Naparee, 40 m	Flos	Simcoe	100	151
Ardrea, P. O.	N. Ry.	Waslago, 5 m	Kennebec	Aldington	100	144
Argyle, F.	T. & N. Ry.	Eldon, 4 m	Clarendon	Frontenac	50	144
Arkell, P. O.	G. W. Ry.	Waslago, 5 m	North Orillia	Simcoe	50	151
<b>Arkona, P. O. and Tel. Sta.</b>	G. T. Ry.	Waslago, 5 m	Eldon	Victoria	100	140
<b>Arkwright, P. O.</b>	G. T. Ry.	Waslago, 5 m	Bushinch	Wellington	100	135
Arlington, P. O.	G.W. Ry. (W.G. & B.M.L.)	Port Elgin, 8 m	Warwick	Lambton	500	134
Armatale, P. O.	N. Ry.	Angus, 16 m	Arran	Bruce	150	142
Armatago	T. & N. Ry.	Unionville, 3 m	Adjala	Simcoe	90	152
Armon, P. O.	Mid. Ry.	Quay's Sta	Seaborough	York	30	150
Armstrong's Corners	G.W. Ry. (W.G. & B.S.E.)	Kincardine, 7 m	Hope	Durham	140	142
Arnolds, Ry Sta. (Goble's Corners, P. O.)	J. & O. Ry. (P. Br.)	Perth, 4 m	Kincardine	Bruce	200	156
Arnott, P. O. and Tel. Sta.	C. W. Ry.	Perth, 4 m	Bathurst	Lanark	50	138
<b>Arnprior, P. O., Tel. and Ry Sta.</b>	T. G. & B. Ry.	Chatsworth, 23 m	Blenheim	Oxford	30	145
Aros, P. O.	C. C. Ry.	Victoria Road, 2 m	Holland	Grey	1714	151
<b>Arthur, P. O., Tel. and Ry Sta.</b>	T. & N. Ry.	Victoria Road, 2 m	McNab	Renfrew	50	140
Arva, P. O.	T. G. & B. Ry.	London, 6 m	Rexley	Victoria	500	135
Ashburn, P. O.	G. W. Ry.	Myrtle, 2 m	Arthur	Wellington	150	144
Ashburnham, P. O.	W. & P. P. Ry.	Myrtle, 2 m	London	Middlesex	200	131
Ashdown, P. O.	Mid. Ry.	Waslago, 52 m	Whitby	Ontario	150	150
Ashgrove, P. O.	N. Ry. (Musk. Br.)	Waslago, 52 m	Otonabee	Peterborough	1197	149
Ashley, P. O.	G. T. Ry.	Gespegow, 4 m	Humphrey	Muskoka Dist.	147	147
Ashton, P. O.	T. G. & B. Ry.	Rockford, 1 m	Derby	Halt	50	140
Ashton, Ry Sta.	C. C. Ry.	Ashton, 2 m	Grey	Carleton	250	143
Ashworth, P. O.	C. C. Ry.	Exbridge, 4 m	Gonbourn	Carleton	156	156
Asphodel (Westwood, P. O.)	T. & N. Ry.	Exbridge, 4 m	Scott	Ontario	150	150
Asselstine's Mills	Mid. Ry.	Peterborough, 16 m	Asphodel	Peterborough	35	140
Atha, P. O.	G. T. Ry.	Ernestown, 2 m	Ernestown	Addington	144	144
Athens, P. O.	T. & N. Ry.	Stouffville, 5 m	Pickering	Ontario	50	150
Atherly, P. O.	T. & N. Ry.	Exbridge, 2 m	Scott	Ontario	400	150
Atherton, P. O.	N. Ry. (Musk. Br.)	Orillia, 3 m	Mara	Ontario	80	138
<b>Athlone, P. O.</b>	G. W. (At Line.)	Pella, 2 m	Wingham	Newfolk	150	151
Athol, P. O.	N. Ry.	Bradford, 18 m	Adjala	Simcoe	150	151
Attercliffe, P. O.	G. T. Ry.	Cornwall, 27 m	Kenyon	Glengary	157	157
Attercliff, Ry and Tel. Sta.	C. S. Ry.	Attercliffe, 3 m	Caistor	Lincoln	139	139
Auburn, P. O. (Manchester)	C. S. Ry.	Attercliffe, 3 m	Caistor	Lincoln	139	139
Auburn	G. T. Ry.	Godlerich, 11 m	Wawanosh	Huron	200	135
Audley, P. O.	G. W. Ry.	Oakville, 10 m	Trudigar	Hilton	720	150
Aughina, P. O.	G. T. Ry.	Whitby, 5 m	Pickering	Ontario	150	150
Aughton, P. O.	C. S. Ry.	Alvington, 8 m	Egmontia	Lambton	50	134
Augusta	B. & O. Ry.	Jelly's Crossing, 5 m	Augusta	Greyville	200	156
<b>Aultville, P. O., Tel. and Ry Sta.</b>	G. T. Ry.	Stayner, 8 m	Ondarcok	Stormont	300	157
<b>Aurora, P. O., Tel. and Ry Sta.</b>	N. Ry.	Stayner, 8 m	Whitechurch	York	1132	150
Avening, P. O. and Tel. Sta.	N. Ry.	Stayner, 8 m	Nottawasaga	Simcoe	200	151
Avon, P. O.	G. W. Ry.	Ingersoll, 11 m	North Dorchester	Middlesex	100	134
Avonbank, P. O.	G. T. Ry.	St. Mary's, 4 m	Downie	Perth	135	135
Avonmore, P. O.	G. T. Ry.	Mile Roches, 13 m	Roxborough	Stormont	100	157
Avonton, P. O.	G. T. Ry.	Sebringville, 4 m	Dowrie	Perth	135	135
<b>Aymer, P. O., Tel. and Ry Sta.</b>	G. W. R. (Air Line.)	Paris, 7 m	Malden	Elgin	1400	134
<b>Ayre, P. O. and Tel. Sta.</b>	G. T. Ry. & G. W. Ry.	Paris, 7 m	North Dumfries	Waterloo	1300	135
Ayton, P. O.	G.W. Ry. (W.G. & B.M.L.)	Clifford, 9 m	Normanby	Grey	150	143
Baby's Point, P. O. and Tel. Sta.	G. W. Ry.	Chatham, 24 m	Sombra	Lambton	50	134
<b>Badea, P. O., Tel. and Ry Sta.</b>	G. T. Ry.	Renfrew, 10 m	Wilnot	Waterloo	500	135
Bagot, P. O.	C. C. Ry.	Renfrew, 10 m	Bagot	Renfrew	151	151
Bagin Dove	G. W. Ry. (W.G. & B.S.E.)	Kincardine, 10 m	Brace	Bruce	142	142
<b>Bainborough, P. O.</b>	Mid. Ry.	Summit, 5 m	South Monaghan	Peterborough	140	140
Bala, P. O.	N. Ry. (Musk. Br.)	Waslago, 30 m	McLara	Perth	150	135
Balaskava	G. T. Ry.	Shakespeare, 24 m	South Eastbop.	Simcoe	100	156
Balderson, P. O.	B. & O. Ry. (P. Br.)	Perth, 6 m	Drummond	Lanark	100	156
Baldoon	G. W. Ry.	Chatham, 16 m	Chatham	Kent	131	131
Baldwin	G. T. Ry.	Napanea, 16 m	Camden East	Addington	100	144
Balaitra (Tainworth, P. O.)	G. T. Ry.	Napanea, 20 m	Shellfield	Addington	144	144
Balaitrae, P. O.	T. & N. Ry.	Goodwood, 2 m	Whitechurch	York	100	150
Balkanyn's, P. O., Tel. and Ry Sta.	G. T. Ry.	Georgetown, 6 m	Pittsburg	Frontenac	180	144
Baldinford, P. O.	G. T. Ry.	Belton, 9 m	Erin	Wellington	150	135
Balleville, Ry Sta.	H. & L. E. Ry.	Belton, 9 m	Oneida	Haldimand	100	138
Ballyboy, P. O. and Tel. Sta.	T. G. & B. Ry.	Bohony, 6 m	Adjala	Simcoe	100	151
Ballyshull, P. O.	Mid. Ry.	London, 7 m	Manvers	Durham	100	140
Ballynetc, P. O.	G. W. Ry.	London, 7 m	London	Middlesex	100	134
Balmer's Island	G. W. Ry. (Air Line.)	Nellies Corners 1 m	McNab	Renfrew	75	150
Balsam, P. O.	W. & P. P. Ry.	Myrtle, 5 m	Painham	Haldimand	50	138
<b>Baltimora, P. O., Tel. and Ry Sta.</b>	C. P. & M. Ry.	Myrtle, 5 m	Pickering	Ontario	150	150
Bamburg, P. O.	G. T. Ry.	Petersburg, 7 m	Hulliton	Northumberland	500	140
Banda, P. O.	N. Ry.	Angus, 9 m	Wellesley	Waterloo	150	135
Bandon, P. O.	G. T. Ry.	Clinton, 8 m	Mulmur	Simcoe	50	151
			Hullett	Huron	75	135

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE.
Dangour.	G. T. Ry.	Frenchman's Bay, 6 m.	Pickering	Ontario	100	150
Danockburn, P. O.	G. T. Ry.	Belleville, 25 m.	Madoc	Hastings	100	144
Baptiste Creek, Ry Sta.	G. W. Ry.		West Tilbury	Essex		131
Dardville, P. O.	N. Ry. (Musk. Br.)	Washago, 24 m.	Monck	Muskoka Dist.		147
Bark Lake, P. O. and Tel. Sta.			Jones	Hastings		144
Darrott, P. O.	G. W. Ry. (W.G.&B., M.L.)	Elora, 5 m.	Nieloh	Wellington	90	135
DARRELL, P. O., Tel. and Ry Sta.	N. Ry.		Veston	Simcoe	3398	151
Darriedale, P. O.	G. T. Ry.	Kingston, 2 m.	Pittsburg	Frontenac		144
Dartonville, P. O.	G. W. Ry.	Hamilton, 3 m.	Barton	Wentworth	100	138
Bates Corners (West Winchester, P. O.).	G. T. Ry.	Morrisburg, 18 m.	Winchester	Dundas		157
Bath, P. O., Tel. and Ry Sta.	G. T. Ry.		Ernestown	Addington	600	144
Batteaux.	N. Ry.	Collingwood, 3 m.	Nottawasaga	Simcoe	120	151
Batterssea, P. O. and Tel. Sta.	G. T. Ry.	Kingston, 16 m.	Storrington	Frontenac		144
Hayfield, P. O., and Tel. Sta.	G. T. Ry.	Goderich, 12 m.	Stanley	Huron	100	135
Bayham, P. O.	G. W. Ry. (Air Line.)	Corinth, 4 m.	Bayham	Elgin	350	134
Bayview, P. O.	N. Ry.	Meaford, 3 m.	St. Vincent	Grey	27	143
Beachburg, P. O. and Tel. Sta.	C. C. Ry.	Castelford, 24 m.	Westmeath	Renfrew	200	154
Beachville, P. O., Tel. and Ry Sta.	G. W. Ry.		West Oxford	Oxford	200	138
Beaton, P. O.	C. S. Ry.	Villa Nova, 4 m.	Townsend	Norfolk	100	138
Beausville, P. O.	G. W. Ry.	Beausville 14 m.	Clinton	Lincoln	1000	139
Beausville, Tel. and Ry Sta.	G. W. Ry.		Clinton	Lincoln		139
Bear Brook, P. O.	St. L. & O. A. C. C. Ry.	Ottawa, 20 m.	Cumberland	Watt	100	157
Beatrice, P. O.			Thorn	Ontario	700	150
Beaumont, P. O., Tel. and Ry Sta.	Mid. Ry.		Sombra	Lambton		134
Becher, P. O.	C. S. Ry.	Brigdon, 16 m.	Beckwith	Lanark		156
Beckwith, Ry Sta.	B. & O. Ry.		Ashfield	Huron	150	135
Belfast, P. O.	G. W. Ry. (W.G.&B., S.E.)	Lucknow, 4 m.	Markham	York	200	150
Belford, P. O.	T. & N. Ry.	Markham, 3 m.	Caledon	Peel	100	150
Belfountain, P. O.	T. G. & L. Ry.	Charleston, 6 m.	Monaghan	Huron	50	135
Belgrave, P. O.	G. W. Ry. (W.G.&B., S.E.)	Wingham, 5 m.	North Gwillimbury	York	75	150
Belhaven, P. O.	N. Ry.	Bell Ewart, 7 m.	Elizabethtown	Leeds		156
Belhany's, Ry Sta.	B. & O. Ry.		Thurlow	Hastings	7305	144
BELLEVILLE, P. O., Tel. and Ry Sta.	G. T. Ry.		Innisfil	Simcoe	600	151
BELL EWART, P. O., Tel. and Ry Sta.	N. Ry.	Kingston, 22 m.	Portland	Frontenac	200	144
Bell Rock, P. O.	C. C. Ry.		Nepean	Carleton	100	156
Bell's Corners, P. O., Tel. and Ry Sta.	B. & O. Ry.		Elizabethtown	Lanark		156
Bell's Crossing (Whitechurch, P. O.) Ry Sta.	G. W. Ry.	Dorchester, 7 m.	Westminster	Middlesex	250	155
Belmont, P. O.	G. W. Ry. (W.G.&B., M.L.)	Mildmay, 9 m.	Turnbury	Huron	200	135
Belmore, P. O.	G. T. Ry. (B. & G. Div.)	Goderich, 6 m.	Colborne	Huron	150	135
Benniller, P. O.	C. C. Ry.	Almonte, 5 m.	Ramsay	Lanark	100	156
Bennie's Corners, P. O.			West Zorra	Oxford	50	138
Bennington, (Zmhro, P. O.)	Mid. Ry.	Millbrook, 9 m.	South Monaghan	Northumberland	150	140
Benstort, P. O.	C. S. Ry.	Harwich, 5 m.	Harwich	Kent		131
Beasley, P. O.	G. T. Ry.	Dickinson's Land, 24 m.	Cambridge	Russell		157
Bentonville P. O.	G. T. Ry.		Holland	Grey	150	143
Berkeloy, P. O. and Ry Sta.	T. & N. Ry.		Waterloo	Waterloo	2743	135
BELLIN, P. O., Tel. and Ry Sta.	G. T. Ry.		Hay	Huron	100	135
Berne, P. O.	G. T. Ry. (B. & L. H. Br.)	Clinton, 19 m.	Kincardine	Bruce	100	142
Berrie, P. O. and Tel. Sta.	G. W. Ry. (W.G.&B., S.E.)	Kincardine, 7 m.	Finch	Stornont	80	157
Berwick, P. O.	Dickinson's Land, 15 m.		Manvers	Durham	300	140
Bethany, P. O., Tel. and Ry Sta.	Mid. Ry.	Campbell's, 5.	Hamilton	Northumberland	80	140
Bewdley, P. O.	Mid. Ry.	Cobocook, 7 m.	Bexley	Victoria		140
Bexley, P. O.	St. L. & O. Ry.	Ottawa, 4 m.	Gloicester	Carleton	100	156
Billing's Bridge, P. O.	H. & L. E. Ry.	Rentonville, 5 m.	Binbrook	Wentworth	100	138
Binbrook, P. O.	G. W. Ry. (Air Line.)	Cayuga, 43 m.	South Cayuga	Haldimand	50	133
Bingham Road, P. O.	C. S. Ry. (St. Cl. Br.)	Brigden, 2 m.	Moore	Lambton		134
Birkhall, P. O.	G. T. Ry.	Ballantyne's, 5 m.	Pittsburg	Frontenac	60	144
Birmingham, P. O.	G. T. Ry.	Lucan, 6 m.	London	Middlesex	75	134
Birr, P. O.	G. T. & G. W. Ry.	Brantford, 7 m.	Brant	Brant	240	138
Bishop's Gate, (Burford, P. O.)	B. & O. Ry.	Windsor, 101 m.	Oxford	Grenville	150	156
Bishop's Mills, P. O.	G. W. Ry.	Michigan Road, 6 m.	Gainsborough	Lincoln		139
Bismark, P. O.	C. S. Ry.		Akborough	Elgin		134
Bismark, Tel. and Ry Sta.	C. S. Ry.		Willoughby	Welland	150	139
Black Creek, P. O. and Ry Sta.			Binbrook	Wentworth		138
Black Heath, P. O.	G. W. Ry. (W.G.&B., S.E.)	Aulam, 7 m.	Kinloss	Peuce	90	142
Black Horse Corners, (Kinloss, P. O.)	G. T. Ry.	Lansdowne, 9 m.	Lansdowne	Leeds		156
Black Rapids	G. T. Ry.	Preston, 2 m.	Peterborough	Waterloo	100	135
Blair, P. O.	Mid. Ry.	Peterborough, 29 m.	Belmont	Peterborough	350	140
Blairton, P. O., and Tel. Sta.	N. Ry.	Thornbury, 10 m.	Euphrasia	Grey		143
Blantyre, P. O.	G. W. Ry.	Clatham, 12 m.	Harwich	Kent	850	131
Blenheim, Tel. Sta. (Roumdan, P. O.)	G. T. Ry.	Shannonville, 8 m.	Tyendinaga	Hastings	250	144
Blossington, P. O.	G. T. Ry.	Napanee, 23 m.	Hallowell	Prince Edward	400	144
Blossfield, P. O. and Tel. Sta.	G. T. Ry.	Berlin, 5 m.	Waterloo	Waterloo	100	135
Bloomington, P. O.	T. & N. Ry.	Stouffville, 4 m.	Whitechurch	York	100	135
Bloomington, P. O.	C. S. Ry.	Windham, 10 m.	Townsend	Norfolk		150
Bloomsville, P. O.	G. W. Ry. (W.G.&B., S.E.)	Clinton, 11 m.	Morris	Huron	300	135
Bluevale, P. O., Tel. and Ry Sta.	G. T. Ry. (B. & L. H. Br.)	Cobocook, 8 m.	Morris	Huron	700	135
Blyth, P. O., and Tel. Sta.	C. S. Ry.	Conover, 18 m.	Mersea	Essex	50	131
Blytheswood, P. O.	G. T. Ry.	Belleville, 25 m.	Verulam	Victoria	1000	140
Boboygon, P. O. and Tel. Sta.	G. T. Ry.	Perth, 16 m.	Hungerford	Hastings	100	144
Bogat, P. O.	T. & N. Ry.	Porlage Road, 2 m.	Shorbrooks	Lanark		156
Bolingbroke P. O.	T. G. & B. Ry.		Elton	Victoria	300	140
Bol-over, P. O.	N. Ry.	Napanee, 18 m.	Albion	Peel	1000	150
Bolton, Tel. and Ry Sta.	G. T. Ry.	Sand Point, 8 m.	West Gwillimbury	Simcoe	500	151
Bondhead, P. O., and Tel. Sta.	G. T. Ry.	Hawtry, 5 m.	Marysburg	Prince Edward	200	144
Bongard's Corners, P. O.	B. & O. Ry.	Mitchell, 6 m.	Horton	Renfrew	100	154
Bonnechere Point, P. O.	C. S. Ry.	Waterford, 5 m.	Windham	Norfolk	80	138
Bookton, P. O.	G. T. Ry.	Drayton, 21 m.	Logan	Perth	100	135
Bornholm, P. O.	C. S. Ry.	Thamesville, 6 m.	Townsend	Norfolk	500	133
Boston, P. O.	T. G. & B. Ry.		Peel	Wellington	150	135
Boworth, P. O.	G. W. Ry.	Napanee, 5 m.	Howard	Kent		131
Botany, P. O.	G. W. Ry.	Amaranth, 4 m.	Zone	Kent	995	131
BOTHWELL, P. O., Tel. and Ry Sta.	G. T. Ry.	Cobourg, 10 m.	Richmond	Lenox	500	144
Bowen, P. O.	T. G. & B. Ry.		Amaranth	Wellington	30	135
Bowling Green, P. O.	G. T. Ry.		Haldimand	Northumberland	40	140
Bowmanton, P. O.			Carlow	Hastings		144
Bowler, P. O.	G. T. Ry.	Ailsa Craig, 7 m.	Darlington	Durham	3000	140
Bowmanville, P. O., Tel. and Ry Sta.	G. T. Ry.	Bronte, 5 m.	Lobo	Durham	170	134
Bowwood	G. W. Ry.	Unionville, 3 m.	Tridagar	Haltou	120	150
Boyne, P. O.	T. & N. Ry.	Washago, 20 m.	Markham	York	150	150
Box Grove, P. O.	N. Ry. (Musk. Br.)		Muenauly	Victoria	700	140
Bracebridge, P. O., and Tel. Sta.	N. Ry.	Ottawa, 42 m.	West Gwillimbury	Simcoe	1130	151
Bradford, P. O., Tel. and Ry Sta.	St. L. & O. A. C. C. Ry.	Woodstock, 8 m.	Alfred	Prescott		157
Bradville	G. W. Ry.		East Zorra	Oxford	100	138
Braman, P. O.	C. C. Ry.		McNab	Renfrew		154
Bramside, P. O. and Ry Sta.	N. Ry.		Brantford	Simcoe	50	151
Bramley, P. O., Tel. and Ry Sta.	G. T. Ry.		Chinguacousy	Peel	2900	150
BRAMPTON, P. O., Tel. and Ry Sta.	G. W. Ry. (W.G.&B., M.L.)	Windham, 2 m.	North Dumfries	Waterloo	250	135
Brampton, P. O. & Ry Sta.	C. S. Ry.		Windham	Norfolk	100	138
Brandy Creek, P. O.	G. T. & G. W. Ry.		Brantford	Brant	8107	138
BRANTFORD, P. O., Tel. & Ry Sta.			Mara	Ontario	100	150
Brantford, P. O. and Tel. Sta.	N. Ry.	New Lowell, 14 m.	Sunnidale	Simcoe	250	151
Brantwood, P. O.	G. T. Ry.		Waterloo	Waterloo	200	135

For explanations, names of Railroads abbreviated, etc., see page 183.



NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE
Carleton Place, P. O.	G. T. Ry.	Ottawa River, 6 m.	North Plantagenet	Prescott	50	157
Carleton Place, P. O. and Ry Sta.	G. T. Ry.	Ottawa River, 6 m.	North Plantagenet	Prescott	1000	157
Carleton Place, P. O.	Nor. Ry.	Richmond Hill, 3 m.	Vaughan	York	100	150
Carleton Place, P. O.	St. L. & O. Ry.	Osgoode, 7 m.	North Gower	Carleton	175	156
Carleton Place, P. O.	G. W. Ry. (W. G. & B. M. L.)	Listowel, 6 m.	Mornington	Perth	70	135
Cartwright, P. O.	W. & P. P. Ry.	Manchester, 7 m.	Cartwright	Durham	200	140
Cashel, P. O.	T. & N. Ry.	Markham, 5 1/2 m.	Markham	York	100	150
Cashmere, P. O.	G. W. Ry.	Bothwell, 3 m.	Middlesex	100	134	
Cassell, P. O.	G. T. Ry.	Tavistock, 6 m.	East Zorra	Ontario	300	138
Casselman, P. O. (High Falls)	St. L. & O. Ry.	Monroie, 20 m.	Canbridge	Russell	300	144
Castile, P. O.	C. C. Ry.	Renfrew, 12 m.	South Algonia	Renfrew	50	154
Castleton, P. O.	C. C. Ry.	Castleton, 8 1/2 m.	Horton	Renfrew	100	154
Castleton, Ry Sta.	C. C. Ry.	Castleton, 8 1/2 m.	Horton	Renfrew	100	154
Castlemore, P. O.	T. G. & B. Ry.	Kleinburg, 5 m.	Toronto Gore	Peel	200	150
Castleton, P. O. and Tel. Sta.	G. T. Ry.	Colborne, 8 m.	Crauahe	Northumberland	400	140
Catawag, P. O. (Church's Falls)	T. G. & B. Ry.	Charleston, 2 1/2 m.	Caledon	Peel	300	150
Cataraqui, P. O.	G. T. Ry.	Kingston, 3 m.	Kingston	Frontenac	160	138
Cataraqui, P. O.	G. W. Ry.	Princeston, 6 1/2 m.	Burford	Frank	100	144
Cavan, P. O.	Mid. Ry.	Bethany, 4 m.	Cavan	Durham	100	140
Cavanville	Mid. Ry.	Millbrook, 5 m.	Cavan	Durham	100	140
CAYUGA, P. O. Tel. and Ry Sta.	C. S. & G. W. Ry. (Air Line)	Millbrook, 5 m.	North Cayuga	Haldimand	803	138
Cedarvale, (Oslawa, P. O.) Ry Sta.	G. T. Ry.	Unionville	Withy	Ontario	250	150
Cedar Grove, P. O.	T. & N. Ry.	Unionville	Markham	York	150	156
Cedar Hill, P. O.	C. C. Ry.	Pakenham, 4 m.	Pakenham	Lanark	100	156
Cedar Lake, (Denbigh, P. O.)	G. T. Ry.	Napanee, 69 m.	Denbigh	Adlington	80	144
Cedarvale, P. O.	T. G. & B. Ry.	Mont Forest, 10 m.	Proton	Grey	50	143
Centralia, P. O. (formerly Devon)	G. T. Ry.	Lacau, 8 m.	Stephen	Huron	150	135
Centre Augusta, P. O.	St. L. & O. Ry.	Spencerville, 6 m.	Augusta	Grenville	100	156
Centreton, P. O.	G. T. Ry.	Gatton, 6 1/2 m.	Halimand	Northumberland	150	140
Centreville, P. O.	G. T. Ry.	Napanee, 15 m.	Causton	Addington	300	144
Centreville, (Ingersoll P. O.)	G. W. Ry.	Ingersoll, 2 m.	West Oxford	Oxford	150	138
Centreville, (Lockton P. O.)	T. G. & B. Ry.	Mono Road, 5 m.	Albion	Peel	50	150
Chandos, P. O.	T. and N. Ry.	Tobacco, 38 m.	Chandos	Peterborough	100	140
Chantry, P. O.	T. G. & B. Ry.	Islet Creek, 15 1/2 m.	Bastard	Leeds	150	156
Chapman, P. O.	G. T. Ry.	Belleville, 2 1/2 m.	Hungerford	Hastings	40	144
Charling Cross, (Cook's Corner), P. O. & Ry Sta.	C. S. Ry.	Belleville, 2 1/2 m.	Harwich	Kent	150	131
Charleston, P. O.	G. T. Ry.	Mal-yetown, 10 m.	Escott	Leeds	80	156
Charleston, Tel. and Ry Sta.	T. G. & B. Ry.	Mal-yetown, 10 m.	Caledon	Peel	300	150
Charlottesville, P. O.	G. T. Ry.	Prescott, 7 m.	Augusta	Grenville	200	156
Charlottesville Centre, (Walsh P. O.)	G. W. R. (Air Line)	Simcoe, 9 m.	Charlottesville	Norfolk	150	138
CHATHAM, P. O. Tel. and Ry Sta.	G. W. Ry.	Simcoe, 9 m.	Denbigh	Kent	5873	131
Chatham, P. O. Tel. and Ry Sta.	T. G. & B. Ry.	Simcoe, 9 m.	Holland	Grey	450	143
Chatham Junction, Ry Sta.	St. L. & O. Ry.	Simcoe, 9 m.	Holland	Grey	450	143
Chatham, P. O.	G. W. Ry. (Air Line)	Nelle's Corners, 7 m.	Walpole	Carleton	100	138
Cheddar, P. O.	T. & N. Ry.	Colbeck, 45 m.	Cardiff	Peterborough	140	142
Chepstow, P. O.	G. W. Ry. (W. G. & B. M. L.)	Walkerton, 6 m.	Greenock	Bruce	100	150
Cheltenham, P. O. and Tel. Sta.	G. T. Ry.	Brampton, 12 m.	Chingacousy	Peel	100	151
Cherry Creek, P. O.	N. Ry.	Lafroy, 2 m.	Imbhill	Prince Edward	300	144
Cherry Valley, P. O.	G. T. Ry.	Belleville, 25 m.	Achel	Ontario	100	150
Cherrywood, P. O.	G. T. Ry.	Frenchman's Bay, 4 m.	Pickering	Bruce	150	142
Chesley, P. O.	G. W. Ry. (W. G. & B. M. L.)	Pauley, 10 m.	Elderslie	Oxford	100	138
Chesterfield, P. O.	G. T. Ry.	Bright, 3 m.	Blenheim	Bruce	100	142
Cheviot, P. O.	G. W. Ry. (W. G. & B. M. L.)	Midway, 10 m.	Culross	Welland	922	130
Chippawa, P. O. Tel. and Ry Sta.	C. S. Ry.	Midway, 10 m.	Stanford	Welland	100	157
Chute-au-Diable, P. O.	G. T. Ry.	Vaudreuil, 30 m.	East Hawksbury	Prescott	100	150
Churchill, P. O.	N. Ry.	Lefroy, 2 m.	Imbhill	Simcoe	200	151
Church's Falls, (see Catawag)	T. G. & B. Ry.	Charleston, 2 1/2 m.	Caledon	Peel	200	150
Churchville, P. O.	G. T. Ry.	Hampton, 4 m.	Toronto	Peel	100	134
Churchville, P. O.	G. W. Ry.	Bothwell, 4 m.	Aldborough	Elgin	100	150
Churchville, P. O.	G. T. Ry.	Malton, 4 m.	Etiobeko	York	200	150
Churchville, P. O.	C. C. Ry.	Ashton, 5 m.	Huntley	Carleton	100	156
Clarendon, P. O.	T. & N. Ry.	Stouffville, 6 m.	Pickering	Ontario	50	157
Clarence, P. O. and Tel. Sta.	St. L. & O. Ry.	Ottawa, 26 m.	Clarence	Russell	150	157
Clarence Creek, P. O.	C. C. & St. L. & O. Ry.	Ottawa, 30 m.	Clarence	Durham	350	140
Clarks, P. O.	G. T. Ry.	Newcastle, 2 1/2 m.	Clarke	Grey	300	143
Clarksburg, P. O. and Tel. Sta.	N. Ry.	Thornbury, 2 m.	Collingwood	Leeds	100	156
Clark's Crossing, Ry Sta.	B. & O. Ry.	Thornbury, 2 m.	Elizabethtown	Simcoe	200	151
Clarksburg, Tel. Sta.	N. Ry.	Bradford, 12 m.	Tecumseth	Peel	100	150
Clarksburg, P. O.	T. G. & B. Ry.	Brampton, 10 m.	Chingacousy	Peel	100	143
Clavering, P. O.	T. G. & B. Ry.	Owen Sound, 15 m.	Keppel	Grey	100	144
Clareview, P. O.	G. T. Ry.	Napanee, 21 m.	Shelfield	Addington	250	156
Clayton, P. O.	C. C. Ry.	Almonte, 10 m.	Ilwaco	Lanark	100	138
Clear Creek, P. O.	G. W. Ry. (Air Line)	Tilsontown, 20 m.	Houghton	Norfolk	150	131
Cleaveland, P. O.	C. S. Ry.	Highgate, 7 m.	Orford	Kent	150	135
Clifford, P. O. Tel. and Ry Sta.	G. W. Ry. (W. G. & B. M. L.)	Highgate, 7 m.	Minto	Wellington	650	139
Clifton, P. O. Tel. and Ry Sta.	G. W. Ry.	Suspension Bridge	Stamford	Welland	1610	139
Clifton House, P. O.	G. W. Ry.	Stoney Creek, 5 m.	Stamford	Welland	100	138
Clintonsville	G. W. Ry.	Stoney Creek, 5 m.	Salt Fleet	Westworth	2016	135
Clinton, P. O. Tel. and Ry Sta.	G. T. Ry. (B. & L. H. Br.)	Renfrew, 33 m.	Tuckersmith	Huron	100	154
Clontarf, P. O. (Foy's)	C. C. Ry.	Gilford, 10 m.	Selastopol	Renfrew	100	151
Clover Hill, P. O.	N. Ry.	Galt, 5 m.	Tecumseth	Simcoe	100	151
Clyde, P. O.	G. W. Ry. (G. & G. Br.)	Napanee, 46 m.	Beverly	Westworth	138	138
Cloyne, P. O.	C. C. Ry.	Renfrew, 15 m.	Anglesea	Addington	40	144
Cobden, P. O.	T. & N. Ry.	Renfrew, 15 m.	Ross	Renfrew	80	154
Cobden, P. O.	G. T. Ry.	Renfrew, 15 m.	Someville	Victoria	150	140
Cobden, P. O. Tel. and Ry Sta.	G. T. Ry.	Renfrew, 15 m.	Someville	Victoria	4442	140
COBURN, P. O. Tel. and Ry Sta.	G. T. Ry.	Brighton, 10 m.	Hamilton	Northumberland	150	140
Codrington, P. O.	G. W. Ry. (Air Line)	Simcoe, 1 m.	Brighton	Norfolk	80	138
Colborne, (Simcoe, P. O.)	G. W. Ry.	Mount Bydgos, 7 m.	Widham	Middlesex	134	134
Colborne	G. W. Ry.	Mount Bydgos, 7 m.	Carleton Place	Middlesex	134	134
Colborne, P. O. Tel. and Ry Sta.	G. T. Ry.	Luther, 9 m.	Cramale	Northumberland	823	140
Colbeck, P. O.	T. G. & B. Ry.	Luther, 9 m.	Luther	Wellington	50	135
Colchester, P. O.	C. S. Ry.	Colchester, 15 m.	Colchester	Essex	200	131
Colchester, Tel. and Ry Sta.	C. S. Ry.	Colchester, 15 m.	Colchester	Essex	200	131
Colchester, P. O.	G. T. Ry.	Cobourg, 7 m.	Hamilton	Essex	200	140
Cold Springs, P. O.	G. W. Ry.	Komoka, 6 m.	Libo	Northumberland	100	134
Cold Stroun, P. O.	N. Ry.	Orilla, 14 m.	Medonte	Middlesex	250	151
Cold Water, P. O. and Tel. Sta.	G. T. Ry.	Orilla, 14 m.	Medonte	Simcoe	250	151
Colerbrook, P. O.	T. G. & B. Ry.	Kleinburg, 2 m.	Toronto Gore	Addington	300	144
Coleridge	G. T. Ry.	Napanee, 15 m.	Peel	Peel	200	150
Coleridge, P. O. and Tel. Sta.	G. W. Ry. (Sur. Br.)	Sarnia, 5 m.	Sarnia	Lambton	75	134
Coleridge, P. O.	T. G. & B. Ry.	Orangeville, 10 m.	Amaranth	Wellington	100	135
Cole's Corners	C. S. Ry. (St. Cl. Br.)	Brigden, 4 m.	Moore	Lambton	2829	151
Coleridge	N. Ry.	Brigden, 4 m.	Notawasaga	Simcoe	100	127
Colville, P. O.	G. T. Ry.	Owen Sound	Kingston	Frontenac	130	144
Collin's Inlet, P. O.	T. G. & B. Ry.	Owen Sound	Albemarle	Bruce	50	142
Collin's Inlet, P. O. and Tel. Sta.	T. G. & B. Ry.	Owen Sound	Albemarle	Bruce	250	130
Colpoys Bay, P. O.	W. & P. P. Ry.	Bolton, 3 m.	Albion	Peel	400	150
Columbia, (Covebury, P. O.)	W. & P. P. Ry.	Brooklin, 4 m.	East Whithy	Ontario	100	131
Columbia, P. O. and Tel. Sta.	C. S. Ry.	Renfrew, 52 m.	Tilbury West	Essex	50	154
Columbia, P. O. Tel. and Ry Sta.	B. & O. Ry.	Thornhill, 1 m.	Radelville	Renfrew	100	150
Comber, P. O. and Tel. Sta.	N. Ry.	Thornhill, 1 m.	Radelville	Renfrew	100	150
Comber, P. O. and Tel. Sta.	N. Ry.	Thornhill, 1 m.	Radelville	Renfrew	100	150
Concord, P. O.	G. T. Ry.	Berlin, 8 m.	Worwich	Waterloo	450	135
Concord, P. O. and Tel. Sta.	G. T. Ry.	Berlin, 8 m.	Worwich	Waterloo	450	135
Conestoga, P. O. and Tel. Sta.	G. T. Ry.	Acton, 10 m.	Erin	Wellington	50	135
Coningsby, P. O.	T. G. & B. Ry.	Mount Forest, 7 m.	Arthur	Wellington	100	145
Conn, P. O.	T. G. & B. Ry.	Mount Forest, 7 m.	Arthur	Wellington	100	145



NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIPS.	COUNTY.	POPULATION.	SEE PAGE.
Dorchester Station, P. O., Tel. and Ry Sta.	G. W. Ry.		North Dorchester	Middlesex	200	134
Dorking, P. O.	G. T. Ry.	Drayton, 9 m	Maryborough	Oxford	50	135
Dornoch	G. W. Ry.	Ingersoll, 4 m	Ro. frew. 15 m	Renfrew	50	138
Douglas, P. O. and Tel. Sta.	C. C. Ry.		Bromley	Wellington	150	151
Douglas (Garafraxa P. O.) T. L. Sta.	G. W. Ry. (W.G. & B., M.L.)	Feigus, 8 m	West Garafraxa	Wellington	250	135
Dover South, P. O.	G. W. Ry.	Chatham, 6 m	Dover East	Kent	100	131
Downeyville, P. O.	Mid. Ry.	Onmeone, 6 m	Emily	Victoria	80	140
Downsview, P. O.	N. Ry.	Weston, 11 m	York	Wellington	200	150
Dray on, P. O., Tel. and Ry Sta.	G. W. Ry. (W.G. & B., M.L.)		Wellington	Wellington	500	145
Dreary's Corners, (Crumlin P. O.)	G. W. Ry.	London, 6 m	North Dorchester	Middlesex	30	131
Dresden, P. O. and Tel. Sta.	G. W. Ry.	Thumerville, 14 m	Camden	Kent	1000	131
Drew, P. O.	T. G. & B. Ry.	Harriston, 5 m	Minto	Wellington	50	135
Drumore, P. O.	T. G. & B. Ry.	Mount Forest, 17 m	Egremont	Grey		143
Drum, P. O.	Mid. Ry.	Mill Brook, 12 m	Manvers	Durham		110
Drumto, P. O., Tel. and Ry Sta.	G. T. Ry. (B. & L. H. Br.)	Stratford, 23 m	Blenheim	Oxford	600	138
Drummond's West, P. O., Tel. & Ry Sta.	C. S. Ry.	Chatham, 4 m	Stamford	Welland	1000	138
Drumquinn, P. O.	G. W. Ry.	Chukville, 8 m	Trudlgar	Huron		150
Drury, P. O.	N. Ry.	Barrie, 9m	Bro	Simcoe		151
Dryden, (now Palmerston P. O.) Tel. & Ry Sta.	G. W. Ry. (W.G. & B., S. Ex.)		Wallsee	Perth	50	135
Dryadaleville, P. O.	G. T. Ry.	Seaforth, 17 m	Stanley	Huron	75	135
Duart, P. O.	C. S. Ry.	Highgate, 4 m	Orford	Kent	200	131
Dufferin, P. O.	G. W. Ry. (Air Line.)	Cayuga, 7 m	Oneida	Haldimand		138
Duffer's Creek, (Pickering P. O.) Tel. & Ry Sta.	G. T. Ry.		Pickering	Ontario	500	150
Dunbar, P. O.	G. T. Ry.	Morrisburg, 12 m	Williamsburg	Dundas	150	157
Dunbarton, P. O.	G. T. Ry.	Frederick's Bay, 3 m	Pickering	Ontario	150	150
Dunblane, P. O.	G. W. Ry. (W.G. & B., M. L.)	Port Elgin, 5 m	Sturgeon	Brace	100	142
Duncan, P. O.	N. Ry.	Collingwood, 18 m	Grey	Grey		143
Dunearnville, (Russell P. O.) Tel. Sta.	St. L. & O. Ry.	Manotick, 15 m	Russell	Russell	150	157
Dunerief, P. O.	G. T. Ry.	Ailsa Craig, 8 m	Lolo	Middlesex	75	134
Dundalk, P. O. and Tel. Sta.	T. G. & B. Ry.		Melancthon	Grey	30	143
Dundas, P. O., Tel. & Ry Sta.	G. W. Ry.		West Flamborough	Wentworth	3135	138
Dundola, P. O.	G. T. Ry.	Matilda, 9 m	Matilda	Dundas	200	151
Dundonald, P. O.	G. T. Ry.	Brighton, 7 m	Cramah	Northumberland	50	140
Dunedin, P. O.	N. Ry.	New Lovell, 9 m	Simcoe	Simcoe		151
Dunquinn, P. O.	G. W. Ry. (W.G. & B., S. Ex.)	Lacknow, 9 m	Wawanosh	Huron	200	135
Dunkeld, P. O. and Ry Sta.	G. W. Ry. (W.G. & B., M. L.)		Brant	Brace	60	142
Dunville, P. O., Tel. and Ry Sta.	G. T. Ry. (B. & L. H. Br.)		Moulton	Haldimand	1452	138
Dunrobin, P. O.	C. C. Ry.	Stittsville, 13 m	Torbolton	Carleton	100	157
Dunstons, P. O.	Mid. Ry.	Lindsay, 10 m	Verulam	Victoria	80	140
Dunsinans	G. W. Ry. (W.G. & B., S. Ex.)	Huron, 6 m	Ashfield	Huron	100	135
Dunston, P. O. and Tel. Sta.	N. Ry.	Stuyver, 5 m	Notawasaga	Simcoe	150	151
Duxovon, P. O.	G. T. Ry.	Cornwall, 31 m	Kenora	Grey	250	157
Duxton, P. O., Tel. & Ry Sta.	T. G. & B. Ry.	Mount Forest, 13 m	Bentick	Grey	250	143
Dwyer's Corners, (Lockton P. O.)	T. G. & B. Ry.	Paisley, 2 m	Albion	Peel	50	150
Dwyer Hill, P. O.	C. C. Ry.	Ashton, 8 m	Goulbourn	Carleton		156
Eagle, P. O.	C. S. Ry.	Bisnark, 5 m	Aldborough	Elgin	150	134
Eagle Lake	T. & N. Ry.	Coboconk, 42 m	Gulford	Peterborough		140
Eagle Mills	G. T. Ry.	Rockwood, 12 m	Nassagaweya	Halton		157
East Hawkesbury, P. O.	G. T. Ry.	Vaudreuil, 30 m	Hawkesbury East	Prescott	100	157
Eastman's Springs, P. O.	St. L. & O. C. C. Ry.	Ottawa, 14 m	Orchester	Carleton		156
East Oro, P. O.	N. Ry.	Hawkesbury, 6 m	Bro	Simcoe	50	151
Easton's Corners, P. O.	N. & O. Ry.	Irish Creek, 21 m	Wolford	Greyville	250	156
Eastville, (Holt P. O.)	N. Ry.	Newmarket, 9 m	East Gwillimbury	York	60	150
East Williamsburg, P. O.	G. T. Ry.	Aultsville, 3 m	Williamsburg	Dundas	100	157
Eastwood, P. O., Tel. & Ry Sta.	G. W. Ry.		East Oxford	Oxford	200	138
Ecclesville, Tel. Sta.	C. S. Ry.	Comber, 3 m	Tilbury West	Essex	80	151
Eddystone, P. O.	G. T. Ry.	Gratton, 31 m	Haldimand	Northumberland		140
Elden, P. O. and Tel. Sta.	G. W. Ry. (Air Line.)	Tilsburg, 4 m	Bayham	Elgin	150	134
Eldon Hills, P. O. and Tel. Sta.	G. T. Ry.	Rockwood, 4 m	Eramosa	Wellington	150	135
Edgar, P. O. and Tel. Sta.	G. T. Ry.	Gowan, 8 m	Bro	Simcoe	300	151
Edgemoor, P. O.	G. T. Ry.	New Hamburg, 19 m	Mornington	Perth	100	135
Edgely, P. O.	T. G. & B. Ry.	Woodbridge, 21 m	Vaughan	York	150	150
Edgeworth, P. O.	C. S. Ry.	Tilbury Sta.	Tilbury East	Kent	50	131
Edmonton, P. O.	G. T. Ry.	Brampton, 41 m	Chunguacousy	Peel	150	150
Edwardsburg, P. O., Tel. and Ry Sta.	G. T. Ry.		Edwardsburg	Grenville	300	156
Elliott, P. O.	G. W. Ry. (Wel.)	Port Robinson, 7 m	Pelham	Welland	400	139
Elliottville, P. O. and Tel. Sta.	C. C. Ry.	Renfrew, 28 m	Grattan	Roofrew	50	151
Egbert, P. O.	N. Ry.	Leifroy, 15 m	Essex	Simcoe	50	151
Egerton, P. O.	T. G. & B. Ry.	Mount Forest, 11 m	Luther	Wellington	45	135
Eglinton, P. O.	T. G. & W. Ry.	Toronto, 4 m	York	York	300	150
Egmondville, P. O. and Tel. Sta.	G. T. Ry.	Seaforth, 1 m	Tuckermith	Huron	500	135
Egremont, P. O.	T. G. & B. Ry.	Mount Forest, 3 m	Egremont	Grey	50	143
Ekfrid, Ry Sta.	C. S. Ry. (St. Cl. Br.)		Ekfrid	Middlesex		134
Ekfrid, Ry. Sta.	G. W. Ry. (Air Line.)		Ekfrid	Middlesex		134
Elho, (Addison P. O.)	B. & O. Ry.	Bellamy, 9 m	Yonge	Leeds	60	156
Elha, P. O.	T. G. & B. Ry.	Shelburne, 6 m	Monro	Simcoe	100	151
Elder, P. O.	N. Ry.	Angus, 25 m	Monro	Simcoe	70	151
Eldon, Tel. & Ry Sta.	T. & N. Ry.		Eldon	Victoria		140
Eldorado, P. O.	G. T. Ry.	Belleville, 32 m	Madoc	Hastings	100	144
Elfrida, P. O.	G. W. Ry.	Stony Creek, 5 m	Suttleet	Wentworth	150	138
Elgin, P. O. and Tel. Sta.	G. I. Ry.	Gananoque, 20 m	South Crosby	Leeds	250	156
Elginburg, P. O.	G. T. Ry.	Kingston, 7 m	Kingston	Frontenac	150	144
Elginfield, P. O.	G. T. Ry.	Luenn, 3 m	London	Middlesex	100	134
Elmsville, P. O.	G. T. Ry.	Luenn, 12 m	Lshorne	Huron	100	135
Eliabothville, P. O.	Mid. Ry.	Campbell's, 31 m	Hepe	Durham	150	140
Ellengowan, P. O.	G. W. Ry. (W.G. & B., M.L.)	Fasley, 3 m	Brant	Brace	100	142
Ellisboro, P. O.	B. & O. Ry.	Agincourt, 21 m	Scarborough	York	40	150
Ellis, P. O.	B. & O. Ry. (P. Br.)	Perth, 10 m	Bathurst	Lanark	80	151
Elm, P. O.	C. C. Ry.	Stittsville 101 m	Huntley	Carleton		156
Elm Grove, P. O.	N. Ry.	Guilford, 16 m	Essa	Simcoe	100	151
Elmbank, P. O.	G. T. Ry.	Malton, 3 m	Toronto	Peel		150
Elmira, P. O. and Tel. Sta.	G. T. Ry.	Berlin, 12 m	Woodwich	Waterloo	800	135
Elmvald, P. O.	N. Ry.	Barrie, 17 m	Brant	Brace	150	151
Elmwood, P. O.	T. G. & B. Ry.	Finckerton, 9 m	Brant	Brace		142
Elora, P. O., Tel. & Ry. Sta.	G. W. Ry. (W.G. & B., M.L.)		Nichol	Wellington	1498	135
Elphin, P. O.	B. & O. Ry. (P. Br.)	Perth, 21 m	North Sherbrooke	Lanark	30	156
Elmore, P. O.	T. G. & B. Ry.	Southampton, 61 m	Arran	Brace	50	142
Embree, P. O. and Tel. Sta.	G. W. Ry.	Beachville, 6 m	West Zorra	Oxford	484	138
Embrun	St. L. & O. Ry.	Manotick, 20 m	Russell		100	157
Emerald, P. O.	G. T. Ry.	Ernestown, 6 m	Amherst Island	Addington	100	134
Emfield, P. O.	W. & Pt. P. Ry.	Myrtle, 7 m	Darlington	Durham	80	140
Ennis	G. W. Ry.	Petrolia, 3 m	Leamton	Leamton		131
Enniskillen, (Varney P. O.)	Mid. Ry.	Peterborough, 10 m	Norwauhy	Grey	100	143
Ennismore, P. O.	Mid. Ry.	Peterborough, 10 m	Ennismore	Peterborough	190	140
Ennville, (Stanville)	C. C. & B. & O. Ry.	Carleton Place, 9 m	Drummond	Lanark	200	156
Ennville, (Hewgill P. O.)	G. W. Ry. (W.G. & B., M.L.)	Fergus, 4 m	Nichol	Wellington	90	135
Enterprise, P. O. and Tel. Sta.	G. T. Ry.	Napanee, 20 m	Camden East	Addington	250	144
Epping, P. O.	N. Ry.	Collingwood, 16 m	Grey	Grey		143
Epsom, P. O.	W. & Pt. P. Ry.	Port Perry, 5 m	Rench	Ontario		150
Eramosa, P. O.	G. T. Ry.	Guelph, 5 m	Wellington	Wellington	100	135
Erbaville, P. O.	G. T. Ry.	Bevin, 8 m	Waterloo	Waterloo		135
Erie, P. O.	G. W. Ry. (Air Line.)	Larvis, 6 m	Walpole	Haldimand	80	133
Eryn, P. O. and Tel. Sta.	T. G. & B. Ry.	Orangeville, 13 m	Erin	Wellington	600	133

For explanations, names of Railroads abbreviated, etc., see page 183.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	N. ABBREV. RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE.
Ernieville, P. O.	G. T. Ry.	Napaneee, 19 m	Sheffield	Addington	70	144
Ernestown, P. O., Tel. and Ry Sta.	G. T. Ry.		Ernestown	Lenox	150	141
Erroll, P. O.	G. T. Ry.	Cambridge, 2 m	Plympton	Lambton	100	134
Escott, P. O.	G. T. Ry.	Malborough, 4 m	Essex	Leeds	200	156
Esquesing, P. O. (Stewarttown)	G. T. Ry.	Georgetown, 2 m	Esquesing	Halton	250	150
Essex Centre, Ry Sta.	C. S. Ry.		Colchester	Essex		131
Ethel, P. O. and Ry Sta.	G. W. Ry. (W.G. & B.S.E.)		Grey	Huron	80	135
Etobicoke, P. O. (now Lambton Mills P.O.)	N. Ry.	Carleton, 7 m	Etobicoke	York	50	150
Eudora	T. & N. Ry.	Sunderland, 7 m	Scott	Ontario		150
Eugenia, P. O.	T. G. & B. Ry.	Flesherton & Priceville, 6 m	Artemesia	Grey	100	143
Evelyn, P. O.	G. T. Ry.	Thurford, 6 m	West-Nisouri	Middlesex	150	134
Everest, P. O.	N. Ry.	Angus, 19 m	Toscoronto	Simcoe	100	151
Eversley, P. O.	N. Ry.	King, 3 m	King	York	150	150
Everton, P. O. and Tel. Sta.	G. T. Ry.	Kingwood, 4 m	Frankosa	Wellington	250	135
Exeter, P. O. and Tel. Sta.	G. T. Ry.	Lucas, 13 m	Stephen	Huron	1000	135
Fairfield, P. O. (Troy)	C. S. Ry.	Ridgetown, 5 m	Harwich	Kent	150	131
Fairfield, Ry Sta.	B. & O. Ry.		Elizabethtown	Leeds		156
Fairfield East, P. O.	B. & O. Ry.	Fairfield, 11 m	Leeds	Leeds	100	156
Fairfield Plain, P. O.	G. T. & G. W. Ry.	Brantford, 12 m	Brant	Brant	70	138
Fairview, P. O.	G. T. Ry.	Stratford, 7 m	Stratford	Gene of Downie	75	135
Falding, P. O.						
Falkenburg, P. O.	N. Ry. (Musk. Br.)	Waslogo, 28 m	Muskoka	Muskoka Dist		147
Fallowfield, P. O.	C. C. Ry.	Hell's Coves, 5 m	Nepean	Muskoka Dist		147
Falkland, P. O.	G. T. & G. W. Ry.	Paris, 3 m	Brantford	Brant	60	138
Falkirk, P. O.	G. T. Ry.	Ailsa Craig, 5 m	Williams East	Middlesex	200	134
Fall Brook, P. O.	B. & O. Ry. (P. Br.)	Perth, 10 m	Bathurst	Lenark	80	156
Farmersville, P. O. and Tel. Sta.	B. & O. Ry.	Bellamy's, 11 m	Yonge	Leeds	500	156
Farmington, P. O.	T. G. & B. Ry.	Orangeville, 5 m	Amaranth	Wellington	60	135
Farsular, P. O.	G. T. Ry.	Mir' hell, 10 m	Ushorne	Huron	150	135
Farran's Point, P. O., Tel. and Ry Sta.	G. T. Ry.		Osabruck	Stormont	300	157
Feeder, Ry Sta.	G. T. Ry. (B. & L. H. Br.)		Montlan	Haldimand		138
Felton	St. L. & O. Ry.	Cogswold, 17 m	Russell	Russell	50	157
Fenaghvale, P. O. (Caledonia Flats)	G. T. Ry.	Cornwall, 30 m	Caledonia	Prescott	90	157
Fenella, P. O.	P. & M. Ry.	Harwell, 5 m	Haldimand	Northumberland	60	140
Fenelon Falls, P. O. and Tel. Sta.	T. & N. Ry.	Colocook, 14 m	Fenelon	Victoria	750	140
Fennells, P. O.	N. Ry.	Guiford, 8 m	Imisfil	Simcoe	80	151
Fenwick, P. O.	G. W. Ry. (Wel.)	Port Robinson, 5 m	Pellam	Welland	100	139
Fergus, P. O., Tel. and Ry Sta.	G. W. Ry. (W.G. & B.M.L.)	Carleton Place, 9 m	Nichol	Wellington	1666	132
Ferguson's Falls, P. O.	C. C. & A. O. Ry.	Barrie, 12 m	Drummond	Lenark	150	156
Fergusovalle, P. O.	N. Ry.	Kingston, 30 m	Flos	Simcoe	125	151
Fernoy, P. O.	G. T. Ry.	Ailsa Craig, 9 m	Lobo	Middlesex	30	144
Fernhill, P. O.	G. T. Ry.	Belleville, 2 m	Amelinsburg	Prince Edward	200	144
Ferry Point	T. G. & B. Ry.	Flesherton, 14 m	Osprey	Grey	50	142
Feversham, P. O.	G. W. Ry. (L. & Pt. S. Br.)	St. Thomas, 7 m	Southwold	Elgin	500	131
Fingal, P. O., Tel. Sta.	T. G. & B. Ry.	Shelburne, 13 m	Ajalah	Simcoe		131
Finona, P. O.	G. T. Ry.	Granton, 2 m	Blanshard	Perth	100	138
Fish Creek	G. W. Ry.	Hesper, 1 m	Waterloo	Waterloo	100	135
Fisher's Mills (He-peler, P. O.)	G. W. Ry.	Cayuga, 6 m	Rainham	Haldimand	50	138
Fisherville, P. O.	G. W. Ry. (Air Line)	Amprion, 12 m	Fitzroy	Carleton	300	136
Fitzroy Harbor, P. O.	C. C. Ry.	St. Thomas, 3 m	Southwold	Elgin	70	131
Five Stakes, (Talbotville Royal P. O.)	G. W. Ry. (L. & Pt. S. Br.)	Franklin, 5 m	Manvers	Durham		140
Fleetwood, P. O.	Mid. Ry.		East Tilbury	Kent		131
Fletcher, Ry Sta.	C. S. Ry.	Flesherton, 1 m	Artemesia	Grey		143
Flesherton, P. O. and Tel. Sta.	T. G. & B. Ry.		Artemesia	Grey	250	143
Flesherton & Priceville, Ry Sta.	G. T. Ry.	Napaneee, 39 m	Kalladar	Addington	100	111
Flincon, P. O.	G. W. Ry. (W.G. & B.M.L.)	Flora, 10 m	Woodwich	Waterloo	100	136
Flora, P. O.	G. W. Ry.	Baldwell, 8 m	Epiphania	Lambton	250	154
Florence, P. O. and Tel. Sta.	G. T. Ry.	O-hwa, 6 m	East Whulby	Ontario	150	150
Foley, P. O.	G. W. Ry. (Wel.)	Port Robinson, 4 m	Pellam	Welland	500	139
Fonthill, P. O. and Tel. Sta.	T. G. & B. Ry.		Howick	Huron	200	135
Fordwich, (date Lisadel) P. O.	G. W. Ry. (W.G. & B.S.E.)	Lucknow, 8 m	Wavansh	Huron	500	131
Fordyce, P. O.	G. T. Ry.		Plympton	Lambton		131
Forest, P. O., Tel. and Ry Sta.	G. T. Ry.	Belleville, 25 m	Rawlon	Hastings		144
Forest House (Springbrook P. O.)	G. T. Ry.	Napaneee, 9 m	Richmond	Lenox	200	141
Forest Mills, P. O.	G. T. Ry.	Castleton, 18 m	Ross	Renfrew	50	154
Forster's Falls, P. O.	C. C. Ry.	Della, 12 m	Bastard	Norfolk	100	138
Forestville, P. O.	G. W. Ry. (Air Line)	Gannoque, 27 m	Leeds	Leeds	100	156
Forfar, P. O.	G. T. Ry.	Midway, 5 m	Carrick	Bruce	150	142
Formosa, P. O. and Tel. Sta.	G. W. Ry. (W.G. & B.M.L.)		Bertie	Welland	835	139
Fort Erin, P. O., (Waterloo) Tel. and Ry Sta.	G. T. Ry. & C. S. Ry.		Montague	Lenark		156
Fort William, P. O.	B. & O. Ry.	Lanesfer, 56 m	South Plantagenet	Prescott	70	157
Foster's, Ry Sta.	G. T. Ry.	Renfrew, 38 m	Sebastopol	Renfrew		151
Fountain, P. O.	C. C. Ry.	Renfrew, 33 m	Thurlow	Renfrew	100	151
Foynt, P. O.	G. T. Ry.	Belleville, 6 m	Hastings	Hastings	150	144
Foy's Tel. Sta. (Cloutarf, P. O.)	G. W. Ry.	Dorchester, 1 m	North Dorchester	Middlesex	100	131
Foxboro, P. O.	G. T. Ry.	Ireland, 14 m	Parhorne	Perth	130	135
Frampton, (Dorchester Station, P.O.)	G. T. Ry.	Trenton, 9 m	Sidley	Hastings		131
Francestown	Mid. Ry.	Peterborough, 10 m	Emily	Victoria	900	141
Frankford, P. O. and Tel. Sta.	G. T. Ry.		Manvers	Durham	100	140
Frank Hill, P. O.	Mid. Ry.		Beckwith	Lenark	200	156
Franklin, P. O. and Ry Sta.	B. & O. Ry.	Walford, 6 m	Kitley	Leeds	200	156
Frankton, P. O. and Ry Sta.	B. & O. Ry.	Brampton, 4 m	Chinguacousy	Peel		150
Frankville, P. O.	G. T. Ry.		Monaghan	Peterborough		140
Fraser's Corners	Mid. Ry.	Della Sta.	Middleton	Norfolk	300	138
Fraserville, Tel. and Ry Sta.	G. W. Ry. (Air Line)	Dundas, 11 m	West Lamboro	Wentworth	150	138
Friedricksburg, (Dellii P. O.)	G. T. Ry.	Berlin, 4 m	Waterloo	Waterloo	100	135
Freeiton, P. O.	G. T. Ry.	Beslan, 4 m	Waterloo	Waterloo	100	135
Freeport, P. O.	G. T. Ry.		Pickering	Ontario	100	135
Freiburg, P. O.	G. T. Ry.	Port Credit, 7 m	Toronto	Peel	100	139
Frenchman's Bay, Tel. and Ry Sta.	G. T. Ry.	St. Paul's, 6 m	Southwold	Elgin	30	134
Frogmore, P. O.	G. W. Ry.	Stearford, 16 m	Moore	Lambton		134
Frome, P. O.	G. W. Ry.	Winnora, 7 m	Fullarton	Perth	150	135
Fromfield	G. W. Ry.	Stratford, 6 m	Grimsby	Lincoln	150	139
Fullerton, P. O.	G. T. Ry.		Elbow	Perth	80	135
Fulton, P. O.	G. W. Ry.	Beaconsk, 12 m	North Dumfries	Waterloo	3827	135
Gad's Hill, P. O.	G. T. Ry.	Coventon, 5 m	Thorn	Peterborough	30	149
Galt, P. O., Tel. and Ry Sta.	Mid. Ry.	Gannoque, 11 m	Leeds	Leeds	90	150
Galway, P. O.	G. T. Ry.	Campbell's, 1 m	Leeds	Leeds	3020	156
Ganacridge, P. O.	Mid. Ry.	Kingston, 5 m	Hope	Durham		140
Gannoque, Tel. and Ry Sta.	G. T. Ry.		Garden Island	Frontenac	762	144
Gannoque, P. O.	G. T. Ry.		Sault Ste. Marie	Algoma	400	127
Garden Hill, P. O.	Mid. Ry.	Fergus, 7 m	Ganefraxa	Wellington	250	135
Garden Island, P. O. Tel. Sta.	G. T. Ry.	Perth, 56 m	Miller	Wellington		135
Garden River, P. O.	G. T. Ry.		Esquesing	Addington	50	144
Garofraza, P. O.	G. T. Ry.	Belleville, 26 m	Hungerford	Halton	1282	150
Gemley, P. O.	N. Ry.	Bell Ewart, 10 m	Georgina	York	180	144
Georgetown, P. O. Tel. and Ry Sta.	G. W. Ry.	Harrisburg, 4 m	South Dumfries	Brant	30	128
Georgetown, P. O. (Stanton)	G. T. Ry.	Berlin, 3 m	Waterloo	Waterloo	100	135
German Mills, (Rosebank P.O.)	G. T. Ry.	Essex Cre, 7 m	Colchester	Essex	100	135
Gorman Mills, (Berlin P. O.)	N. Ry.	Collingwood, 7 m	Collingwood	Grey		143
Gesto, P. O.	C. S. Ry.	Belleville, 12 m	Sophiasburg	Prince Edward	60	144
Gilhalter, P. O.	G. T. Ry.					
Gilbert's Mills, P. O.	G. T. Ry.					

For explanations, names of Railroads abbreviated, etc., see page 183.

LIST OF CITIES, VILLAGES, POST OFFICES, ETC.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	Sq. PAG.
Gladstone, P. O. & Tel. Sta. (Hare's Corners).	G. W. Ry.	Dorchester, 6 m.	South Dorchester	Middlesex	200	134
Glanville, P. O.	G. T. Ry.	Bellefleur, 45 m.	Tudor	Hastings	144	144
Glanville, P. O.	G. W. Ry. (W.G.A.B.M.L.)	Paisley, 10 m.	Kinrossline	Bruce	80	142
Glanville, P. O. (North Westminster Sta.)	H. & L. E. Ry.	Rentonville, 3 m.	Wentworth	Westminster	100	138
Glanville, P. O. & Ry Sta.	G. W. Ry. (L. & P.S. Br.)	Bekeley, 5 m.	Westminster	Middlesex	143	143
Glasgow, P. O.	T. G. & B. Ry.	Bolton, 1 m.	Peel	Albion	30	150
Glasgow, P. O.	T. & N. Ry.	Stouffville, 3 1/2 m.	Uxbridge	Ontario	100	150
Glanville, P. O.	G. T. Ry.	Napanee, 42 m.	Kaladar	Addington	50	144
Glanville, P. O. & Tel. Sta.	G. W. Ry. (W.G.A.B.M.L.)	Goldstone, 9 m.	Peel	Wellington	400	135
Glenburnie, P. O.	M.B. Ry.	Lindsay, 18 m.	Fenelon	Victoria	300	144
Glenburnie, P. O.	G. T. Ry.	Kingston, 6 m.	Kingston	Frontenac	80	151
Glenburnie, P. O.	N. Ry.	New Lovell, 5 m.	Tossonario	Middlesex	700	134
Glenburnie, P. O. & Tel. and Ry Sta.	G. W. Ry.	Kingston, 25 m.	Bedford	Frontenac	50	144
Glenburnie, P. O.	N. Ry.	Collingwood, 10 m.	Notlawassa	Simcoe	100	151
Glenburnie, P. O.	G. W. Ry. (W.G.A.B.M.L.)	Midway, 1 m.	Carrick	Bruce	150	142
Glenburnie, P. O.	G. W. Ry. (Air Line.)	Summit, 6 m.	Uxbridge	Ontario	123	150
Glenburnie, P. O.	G. W. Ry. (W.G.A.B.M.L.)	Tilsonburg, 9 m.	Houghton	Norfolk	80	138
Glenburnie, P. O.	G. T. Ry.	Galt, 7 m.	Dooch Dumfries	Brant	250	138
Glenburnie, P. O.	G. T. Ry.	Lancaster, 15 m.	Glengary	Lanark	180	157
Glenburnie, P. O.	B. & O. Ry. (P. Br.)	Peth, 3 m.	Bathurst	Frontenac	250	156
Glenburnie, P. O.	G. T. Ry.	Kingston, 9 m.	Kingston	Frontenac	150	141
Glenburnie, P. O.	N. Ry.	Newmarket, 3 m.	King	York	100	150
Glenburnie, P. O. & Tel. Sta.	G. T. Ry.	Georgetown 1 1/2 m.	Esquesing	Halton	300	150
Glenburnie, P. O. & Tel. and Ry Sta.	St. L. & O. Ry.	Harvard, 3 m.	Gloucester	Carleton	50	156
Glenburnie, P. O. & Tel. and Ry Sta.	G. W. Ry.	Stouffville, 6 1/2 m.	Blenheim	Oxford	50	138
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry. (B. & L. H. Br.)	Stouffville, 6 1/2 m.	Goderich	Huron	3954	135
Glenburnie, P. O. & Tel. and Ry Sta.	C. C. Ry.	Renfrew, 35 m.	North Algoma	Renfrew	60	135
Glenburnie, P. O. & Tel. and Ry Sta.	G. W. Ry. (W.G.A.B.M.L.)	Coboconk, 31 m.	Glamorgan	Peterborough	160	140
Glenburnie, P. O. & Tel. and Ry Sta.	T. & N. Ry.	Harvard, 3 m.	Uxbridge	Ontario	100	150
Glenburnie, P. O. & Tel. and Ry Sta.	T. & N. Ry.	Stouffville, 6 1/2 m.	Hamilton	Northumberland	100	140
Glenburnie, P. O. & Tel. and Ry Sta.	C. P. & M. Ry.	Wroter, 2 m.	Markham	York	100	150
Glenburnie, P. O. & Tel. and Ry Sta.	T. G. & B. Ry.	Essex Centre, 12 m.	Howick	Huron	400	135
Glenburnie, P. O. & Tel. and Ry Sta.	C. S. Ry.	Napanee, 13 m.	Gosfield	Essex	60	131
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry.	Stouffville, 17 m.	Adolphustown	Lenox	50	144
Glenburnie, P. O. & Tel. and Ry Sta.	B. & O. Ry.	Guelph, 4 m.	Renfrew	Huron	30	154
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry. (W.G.A.B.M.L.)	Guelph, 4 m.	Guelph	Wellington	100	135
Glenburnie, P. O. & Tel. and Ry Sta.	N. Ry.	Oro, 1 m.	Oro	Simcoe	151	151
Glenburnie, P. O. & Tel. and Ry Sta.	G. W. Ry. (W.G.A.B.S. Ex.)	Castleton, 30 m.	Wallace	Perth	50	135
Glenburnie, P. O. & Tel. and Ry Sta.	C. C. Ry.	Grafton, 1 m.	Westneath	Renfrew	40	154
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry.	Grafton, 1 m.	Haldimand	Northumberland	600	140
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry.	Haldimand	Haldimand	Northumberland	100	140
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry.	Malton, 1 1/2 m.	Toronto Goro	Peel	100	150
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry.	Wilder, 14 m.	Bosquet	Lanark	100	134
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry.	Gloucester, 27 m.	Cambridge	Kowale	40	157
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry.	Aultsville, 10 m.	Williamsburg	Dundas	100	157
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry.	Spencerville, 7 m.	Biddulph	Middlesex	350	134
Glenburnie, P. O. & Tel. and Ry Sta.	St. L. & O. Ry.	Kilmurb, 4 m.	Edwardsburg	Grenville	50	156
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry.	Cornwall, 17 m.	Toronto Goro	Peel	100	150
Glenburnie, P. O. & Tel. and Ry Sta.	G. W. Ry. (Air Line.)	Delhi, 3 m.	Roxborough	Stormont	157	157
Glenburnie, P. O. & Tel. and Ry Sta.	N. Ry. (Mus. Br.)	Washago, 12 m.	Muskoka	Muskoka Dist.	400	147
Glenburnie, P. O. & Tel. and Ry Sta.	L. Simcoe	Peterborough, 7 m.	Otonabee	Peterborough	100	140
Glenburnie, P. O. & Tel. and Ry Sta.	M.B. Ry.	Wick, 5 m.	Reach	Ontario	100	150
Glenburnie, P. O. & Tel. and Ry Sta.	T. & N. Ry.	Bellings, 3 1/2 m.	Elizabethtown	Leeds	50	156
Glenburnie, P. O. & Tel. and Ry Sta.	B. & O. Ry.	Summerstown, 18 m.	Kenyon	Glengary	60	157
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry.	Walkerton, 5 m.	Greenock	Bruce	142	142
Glenburnie, P. O. & Tel. and Ry Sta.	G. W. Ry. (W.G.A.B.M.L.)	Napanee, 14 m.	Sophasburg	Prince Edward	40	150
Glenburnie, P. O. & Tel. and Ry Sta.	T. & N. Ry.	Markham, 4 m.	Pickering	Ontario	50	150
Glenburnie, P. O. & Tel. and Ry Sta.	G. W. Ry.	Stoney Creek, 4 m.	West Flamboro	Wentworth	200	138
Glenburnie, P. O. & Tel. and Ry Sta.	G. W. Ry.	Dundas, 2 m.	Pickering	Ontario	500	150
Glenburnie, P. O. & Tel. and Ry Sta.	W. & P. P. Ry.	Brooklin, 4 m.	Vospia	Simcoe	151	151
Glenburnie, P. O. & Tel. and Ry Sta.	N. Ry.	Barrie, 6 m.	Broce	Bruce	142	142
Glenburnie, P. O. & Tel. and Ry Sta.	G. W. Ry. (W.G.A.B.M.L.)	Paisley, 5 m.	North Fredericksburg	Lenox	100	144
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry.	Napanee, 4 m.	Grey	Lincoln	250	135
Glenburnie, P. O. & Tel. and Ry Sta.	G. W. Ry. (W.G.A.B.M.L.)	Ethel, 3 m.	Toronto Goro	Peel	100	150
Glenburnie, P. O. & Tel. and Ry Sta.	T. G. & B. Ry.	Kilmburg, 3 1/2 m.	St. Vincent	Grey	60	143
Glenburnie, P. O. & Tel. and Ry Sta.	N. Ry.	Thornbury, 6 m.	Byham	Elgin	30	134
Glenburnie, P. O. & Tel. and Ry Sta.	C. C. Ry.	Renfrew, 35 m.	Glenelg	Grey	40	143
Glenburnie, P. O. & Tel. and Ry Sta.	G. W. Ry.	Aylmer, 9 m.	Griffith	Renfrew	154	154
Glenburnie, P. O. & Tel. and Ry Sta.	G. W. Ry. (Air Line.)	Courtland, 7 m.	Grimsby	Lincoln	800	139
Glenburnie, P. O. & Tel. and Ry Sta.	N. Ry.	Holland Landing, 1 1/2 m.	Malshide	Elgin	150	134
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry.	Dickinson's Landing, 24 m.	Guelph	Wellington	6878	138
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry.	Bellefleur, 4 m.	Middleton	Norfolk	150	150
Glenburnie, P. O. & Tel. and Ry Sta.	T. & N. Ry.	Markham, 2 m.	York	East Gwillimbury	157	157
Glenburnie, P. O. & Tel. and Ry Sta.	H. & L. E. Ry. (B. & L. H. Br.)	Ingersoll, 3 m.	Cambridge	Russell	144	144
Glenburnie, P. O. & Tel. and Ry Sta.	G. W. Ry.	Coboconk, 35 m.	Thurlow	Hastings	100	144
Glenburnie, P. O. & Tel. and Ry Sta.	T. & N. Ry.	Bellefleur, 10 m.	Walpole	Haldimand	150	138
Glenburnie, P. O. & Tel. and Ry Sta.	Mid. Ry.	Lakelife, 12 m.	Dereham	Oxford	50	138
Glenburnie, P. O. & Tel. and Ry Sta.	G. W. Ry.	Hamilton, 13 m.	Dysart	Peterborough	100	140
Glenburnie, P. O. & Tel. and Ry Sta.	G. W. Ry.	Komoka, 5 m.	Thurlow	Hastings	100	144
Glenburnie, P. O. & Tel. and Ry Sta.	St. L. & O. Ry.	Kempville, 7 m.	Harvey	Peterborough	40	140
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry.	Rockwood, 8 m.	Brantford	Wentworth	100	138
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry.	Napanee, 7 m.	Westminster	Middlesex	157	157
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry.	Petersburg, 6 m.	Mountain	Dundas	100	150
Glenburnie, P. O. & Tel. and Ry Sta.	G. W. & H. & L. E. Ry.	Perth, 8 m.	Nassagaweya	Halton	100	150
Glenburnie, P. O. & Tel. and Ry Sta.	B. & O. Ry. (P. Br.)	Perth, 8 m.	South Fredericksburg	Lenox	50	144
Glenburnie, P. O. & Tel. and Ry Sta.	G. W. Ry. (W.G.A.B.S. Ex.)	Shakespeare, 6 1/2 m.	Wellesley	Waterloo	26716	138
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry.	Bowmanville, 7 m.	Barton	Wentworth	156	156
Glenburnie, P. O. & Tel. and Ry Sta.	H. & L. E. Ry.	Rymal, 6 m.	Burgess	Lanark	100	135
Glenburnie, P. O. & Tel. and Ry Sta.	G. W. Ry. (W. G. & B.)	Walkerton, 6 m.	Elma	Perth	100	135
Glenburnie, P. O. & Tel. and Ry Sta.	C. C. Ry.	Renfrew, 6 m.	North Easthope	Perth	135	135
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry.	Napanee, 55 m.	Darlington	Durham	400	140
Glenburnie, P. O. & Tel. and Ry Sta.	H. & O. Ry.	Irish Creek, 16 m.	Glanoid	Wentworth	50	138
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. & G. W. Ry.	Beauford, 15 m.	Grey	Wentworth	700	143
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry. (B. & L. H. Br.)	Carletonbrook, 10 m.	Horton	Renfrew	154	154
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry.	Napanee, 46 m.	Barlo	Addington	150	144
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry.	Firstford, 8 1/2 m.	Basford	Addington	150	144
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry.	Bellefleur, 22 m.	Beauford	Brant	100	138
Glenburnie, P. O. & Tel. and Ry Sta.	B. & O. Ry. (P. Br.)	Perth, 7 m.	Hul'ott	Huron	100	135
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry.	Park Hill, 7 m.	Barrie	Addington	144	144
Glenburnie, P. O. & Tel. and Ry Sta.	G. W. Ry.	Dorchester, 7 m.	South Easthope	Perth	80	135
Glenburnie, P. O. & Tel. and Ry Sta.	G. T. Ry.	Stratford, 10 m.	Rawdon	Hastings	150	144
Glenburnie, P. O. & Tel. and Ry Sta.	G. W. Ry. (W.G.A.B.)	South Dumfries	Bathurst	Lanark	100	156
			Stephen	Huron	130	135
			North Dorchester	Middlesex	130	134
			West Zoro	Oxford	130	138
			Brant	Brant	200	138

For explanations, names of Railroads abbreviated, etc., see page 183.



LIST OF CITIES, VILLAGES, POST OFFICES, ETC.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE
Harrison's Corners, P. O.	G. T. Ry.	Mille Roches, 5 1/2 m.	Cornwall	Stormont		157
Harrison's, Ry Sta.	N. Ry.	N. Ry.	Simcoe	Essex	60	151
Harrison, P. O., Tel. and Ry Sta.	G. W. Ry. (W.G. & B.)		Minto	Wellington	1064	135
Harrow, P. O. and Tel. Sta.	C. S. Ry.	Colchester, 12 m.	Colchester	Essex	150	131
Harrowsmith, P. O. and Tel. Sta.	G. T. Ry.	Kingston, 16 m.	Portland	Frontenac	500	143
Harford, P. O.	C. S. Ry.	Townsend, 4 m.	Townsend	Norfolk	100	135
Harford	G. T. Ry. (B. & L. H. Br.)	Clinton, 5 m.	Hullett	Huron	40	144
Hartington, P. O.	G. T. Ry.	Kingston, 18 1/2 m.	Kingston	Peel	150	140
Hartley, P. O.	T. & N. Ry.	Argyle, 8 m.	Argyle	Victoria	150	144
Harts, Ry Sta.	N. Ry.	Newmarket, 9 m.	Newmarket	East Gwillimbury		150
Harwich, P. O.	G. W. Ry. (L. & P. S. Br.)		Harwich	Elgin	100	134
Harwich, Ry Sta.	C. S. Ry.	Harwich Sta., 5 m.	Harwich	Kent		131
Harwich, P. O.	C. S. Ry.		Harwich	Kent		131
Harwood, P. O., Tel. and Ry Sta.	C. P. & M. Ry.		Hamilton	Northumberland	400	140
Hastings, P. O., Tel. and Ry Sta.	Mid. Ry.	Peterborough, 22 m.	Asphodel	Peterborough	900	140
Haultain, P. O.	Mid. Ry.	Peterborough, 23 m.	Burleigh	Peterborough		140
Havelock, P. O.	Mid. Ry.	Peterborough, 26 m.	Belmont	Peterborough		157
Hawkebury, P. O., and Tel. Sta.	G. T. Ry.	Lanester, 40 m.	West Hawkebury	Prescott	1671	140
Hawkestone, P. O., Tel. and Ry Sta.	N. Ry. (Musk. Br.)		Oro	Simcoe	70	151
Hawkesville, P. O. and Tel. Sta.	G. T. Ry.	Berlin, 12 m.	Wellesley	Waterloo	500	135
Hawthorne, P. O.	St. L. & O. & B. & O. Ry.	Ottawa, 6 m.	Gloucester	Carleton		156
Hawtrey, P. O. and Ry Sta.	C. S. Ry.		South Norwich	Oxford	100	135
Hay, P. O.	G. T. Ry.	Clinton, 16 m.	Hay	Huron	125	135
Haydon, P. O.	G. T. Ry.	Bowmanville, 8 1/2 m.	Durlington	Durham	200	140
Hayesland, P. O.	G. W. Ry.	Dundas, 5 m.	West Flamboro	Westworth	100	138
Hayesville, P. O.	G. T. Ry.	New Hamburg, 3 m.	Wilnot	Waterloo	300	155
Hazelton, P. O.	C. C. Ry.	Ball's Corners, 3 m.	Wilnot	Goulbourn	100	156
Head Lake, P. O.	S. Ry.	Richmond Hill, 5 m.	Markham	Carleton	50	150
Head Lake, P. O.	T. & N. Ry.	Colcoek, 10 m.	Laxton	Victoria		140
Heatheote, P. O.	N. Ry.	Thornbury, 6 m.	Enphrasia	Grey	70	143
Hebron	G. W. Ry. (W.G. & B. S. Ex.)	Listowel, 4 m.	Elma	Perth		135
Heckston, P. O.	St. L. & O. Ry.	Oxford, 5 m.	South Gower	Grenville	100	156
Heidelberg, P. O.	G. T. Ry.	Orford, 9 m.	Woolwich	Waterloo	150	135
Helmley, (Roseau, P. O.)	N. Ry. (Musk. Br.)	Washago, 50 m.	Humphrey	Muskoka Dist.		147
Henry, P. O.	G. T. Ry.	Lanester, 38 m.	Lanester	Prescott	200	157
Hepworth, P. O.	T. G. & B. Ry.	Owen Sound, 11 m.	Owen Sound	Grey	100	143
Herward, P. O.	T. G. & B. Ry.	Luther, 5 1/2 m.	Garafra	Wellington		135
Hesper, P. O., Tel. and Ry Sta.	G. W. Ry. (W.G. & B. M.L.)		Waterloo	Waterloo	797	135
Hewatha, P. O.	Mid. Ry.	Fernsville, 50 m.	Otonabee	Peterborough	135	140
Hibbertville	G. T. Ry.	Cranbrook, 5 m.	Hibbert	Perth		135
High Falls, (Casselman P. O.)	St. L. & O. Ry.	Manotick, 30 1/2 m.	Cambridge	Russell		157
High Falls, P. O.	C. C. Ry.	Arnprior, 30 1/2 m.	Arnprior	Renfrew	75	154
Highfield, P. O.	G. T. Ry.	Malton, 3 m.	Ethiokoos	York		150
Highgate, P. O. and Ry Sta.	C. S. Ry.		Orford	Kent	70	131
Highland Creek, P. O.	G. T. Ry.	Port Union, 2 1/2 m.	Scarborough	York	500	150
Hill, P. O.	G. T. Ry.	Delleville, 7 m.	Thurlow	Hastings	100	144
Hillier, P. O.	G. T. Ry.	Brighton, 20 m.	Hillier	Prince Edward	130	144
Hillsboro, P. O.	G. T. Ry.	Forest, 6 m.	Plympton	Lambton	50	134
Hillsburg, P. O. and Tel. Sta.	T. G. & B. Ry.	Alton, 7 m.	Erin	Wellington	400	135
Hillsdale, P. O. and Tel. Sta.	N. Ry.	Barrie, 17 m.	Metonte	Simcoe	80	151
Hills Green, P. O.	G. T. Ry.	Seaforth, 11 m.	Hay	Huron	50	135
Hilton, P. O.	G. T. Ry.	Brighton, 3 m.	Brighton	Northumberland	120	140
Hinch, P. O.	G. T. Ry.	Niparac, 10 m.	Camden East	Addington	150	144
Honick, P. O.	G. P. Ry.	Melrose, 8 m.	Williamsburg	Frontenac	100	145
Hoath Head, P. O.	T. G. & B. Ry.	Rockford, 4 m.	Sydenham	Grey	50	143
Hockley, P. O.	N. Ry.	Bradford, 22 m.	Adjula	Simcoe	60	151
Holbrook, P. O.	G. W. Ry.	Woodstock, 9 m.	North Norwich	Oxford	150	138
Holland Corners, (Arnot P. O.)	T. G. & B. Ry.	Owen Sound, 12 m.	Holle	Grey	300	143
Holland Landing, P. O., Tel. and Ry Sta.	N. Ry.		East-Williambury	York	700	150
Hollen, P. O. and Tel. Sta.	G. W. Ry. (W.G. & B. M.L.)	Drayton, 4 m.	Maryborough	Wellington	400	135
Holmesville, P. O.	G. T. Ry.	Clinton, 4 m.	Goderich	Huron	50	135
Holstein, P. O.	T. G. & B. Ry.	Mount Forest, 3 m.	Egremont	Grey	100	143
Holt, P. O.	N. Ry.	Holland Landing, 4 1/2 m.	East Gwillimbury	York	60	150
Holywood, P. O.	G. W. Ry. (W.G. & B. S. Ex.)	Lucknow, 4 m.	Kinloss	Grey	50	142
Honer, P. O.	G. W. Ry. (Wel.)	St. Catharines, 2 m.	Grantham	Lincoln	150	139
Honeywood, P. O.	T. G. & B. Ry.	Dundalk, 12 m.	Mulmur	Simcoe	90	151
Hoopfield, P. O.	B. & O. Ry.	Renfrew, 48 m.	Isdeliffe	Renfrew		154
Hopetown, P. O.	B. & O. Ry. (P. Br.)	Perth, 18 m.	Lanark	Lanark	50	156
Hornby, P. O.	G. T. Ry.	Georgetown, 8 m.	Esquesing	Halton	85	150
Hornby's Mills, P. O.	T. G. & B. Ry.	Shelburne, 7 m.	Melancthon	Grey	150	143
Houghton, P. O.	G. W. Ry. (Air Line)	Courtland, 19 m.	Houghton	Norfolk	200	138
Howe Island, P. O.	G. T. Ry.	Kingston, 9 m.	Pittsburg	Frontenac	100	144
Huibel's Falls, (Mohr's Corners P. O. & Tel. Sta.)	B. & O. Ry.	Arnprior, 6 m.	Elzary	Carleton	100	156
Hullville, Ry Sta.	H. & L. E. Ry.	Walpole	Walpole	Haldimand		138
Hullville, P. O.	H. & L. E. Ry.	Hullville, 2 m.	Walpole	Haldimand	200	138
Humber, P. O.	T. G. & B. Ry.	Humber Summit, 3 m.	Ethiokoos	York	200	150
Humberston, P. O. (Petersburg)	G. W. Ry. (Wel.)	Port Colborne, 2 m.	Humberstone	Welland	400	139
Humber Summit, Ry Sta.	T. G. & B. Ry.		Ethiokoos	York		150
Hunston, P. O.	T. G. & B. Ry.	Botino, 10 m.	Alton	Peel	50	150
Huntersville, P. O.	C. C. Ry.	Almonte, 5 1/2 m.	Hunsey	Lanark		156
Huntley, P. O.	C. C. Ry.	Stittsville, 6 m.	Huntley	Carleton	50	156
Huntsville, P. O.	N. Ry. (Musk. Br.)	Washago, 50 m.	Chalfy	Musk. Dist.		147
Huron, Ry Sta.	G. W. Ry. (W.G. & B. S. Ex.)		Huron	Brno		142
Huston, P. O.	G. W. Ry. (W.G. & B. M.L.)		Moorefield, 3 m.	Maryborough		135
Huttonsville, P. O.	G. T. Ry.	Brampton, 4 m.	Brampton	Peel	70	150
Hyde Park Corner, P. O.	G. W. Ry.	London, 6 m.	London	Middlesex	50	134
Ips, P. O.	Mid. Ry.	Brun-wick, 4 m.	Oavan	Durham	70	140
Iberton, P. O.	G. T. Ry.	Lucan, 7 m.	Lucan	Middlesex	200	134
Indiana, P. O. and Tel. Sta.	C. E. Ry. (W. & W. Ry. (Air L.))	Chatham, 3 m.	Seneca	Haldimand	250	138
Indian River, P. O.	Mid. Ry.	Peterborough, 8 m.	Peterborough	Peterborough	160	140
Ingersoll, P. O., Tel. and Ry Sta.	G. W. Ry.	North Oxford	North Oxford	Oxford	4022	138
Ingoldby, P. O.	T. & N. Ry.	Colcoek, 26 m.	Minden	Peterborough	30	140
Inkroge, P. O.	T. G. & B. Ry.	Proton, 2 m.	Proton	Grey	100	143
Inkermann, P. O. and Tel. Sta.	St. L. & O. Ry.	Oxford, 14 m.	Mountain	Dundas	256	157
Inkermann, (Curran P. O.)	St. L. & O. Ry.	Ottawa, 40 m.	North Plantagenet	Prescott		157
Inverkip, P. O.	G. T. Ry. (B. & L. H. Br.)	Bright, 7 m.	Bright	East Zorra	200	138
Inverlath, P. O.	N. Ry.	Bramley, 1 m.	Inni-til	Simcoe	150	151
Innisville, P. O.	B. & O. & C. Ry.	Carleton Place, 9 m.	Drummond	Lanark	200	144
Inverary, P. O.	G. T. Ry.	Kingston, 12 m.	Drummond	Lanark		144
Inverhuron, P. O.	G. W. Ry. (W.G. & B. S. Ex.)	Kincardine, 7 m.	Stratton	Frontenac		142
Inwood, P. O. & Tel. Sta.	G. W. Ry. (W.G. & B. M.L.)	Port Elgin, 11 m.	Brno	Brno	150	142
Iona, P. O.	C. S. Ry. (St. Cl. Br.)		Brook	Lambton		134
Ireland, (McGillivray P. O.)	G. W. Ry. (L. & P. S. Br.)	St. Thomas, 13 m.	Dunwich	Elgin	500	134
Irish Creek, Tel. and Ry Sta.	G. T. Ry.	Lucan, 2 m.	McGillivray	Middlesex	300	134
Inroquois, P. O., (Matilda Tel. & Ry Sta.)	G. T. Ry.		Wolford	Grenville	750	156
Istey, P. O.	T. & N. Ry.	Argyle, 6 m.	Matilda	Dundas	781	157
Istington, P. O.	G. W. Ry.	Minden, 1 m.	Fennell	Victoria	300	140
Ivanhoe, P. O.	G. T. Ry.	Bellefleur, 20 m.	Ethiokoos	York	200	150
Ivy, P. O.	N. Ry.	Allandale, 9 m.	Hastings	Hastings	200	144
Jackon, P. O.	T. G. & B. Ry.	Owen Sound, 6 m.	Derby	Grey	100	151
Jackemtown	G. W. Ry. (Air Line)	Aylmer, 7 m.	Yarmouth	Elgin		143
Jackemtown	G. W. Ry. (W.G. & B. S. Ex.)	Revelle, 5 m.	Morris	Huron		135
Janetville, P. O.	Mid. Ry.	Franklin, 7 m.	Manvers	Durham		140

For explanations, names of Railroads abbreviated, etc., see page 183.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SER. PAGE.
Jarratt's Corners, P. O.	N. Ry.	Ouille, 8 m.	Oro	Simcoe	151	151
Jarvis, P. O., Tel. and Ry Sta.	H. & L. E. Ry.	High Creek Sta.	Walpole	Haldimand	400	134
Jasper, P. O.	B. & O. Ry.	High Creek Sta.	Wellford	Greenville	750	156
Jelley's Crossing, Ry Sta.	B. & O. Ry.	High Creek Sta.	Elizabethtown	Leeds	156	156
Jersey	N. Ry.	Holland Landing, 11 m.	North Gwillimbury	York	50	150
Jerseyville, P. O.	G. W. Ry.	Linden, 3 m.	Aucaster	Wentworth	150	138
Johnson's Mills, P. O.	G. T. Ry.	Goderich, 23 m.	Hwy	Huron	100	135
Johnston, P. O.	T. G. & B. Ry.	Owen Sound, 10 m.	Sydenham	Grey	143	143
Johnstown, (Frescott P. O.)	G. T. & St. L. & O. Ry.	Frescott, 3 m.	Edwardsburg	Greenville	200	156
Jones Falls	G. T. Ry.	Hammonds, 16 m.	South Crosby	Leeds	200	156
Jordan, P. O.	G. W. Ry.	Jordan, 11 m.	Louth	Lincoln	139	139
Jordan, Ry Sta.	G. W. Ry.	Jordan, 11 m.	Louth	Lincoln	139	139
Josephburg, (St. Agatha P. O.)	G. T. Ry.	Petersburg, 4 m.	Wilnot	Waterloo	75	135
Judsonville, Tel. Sta.	N. Ry.	Washingo, 52 m.	Humphrey	Grey	143	143
Junction, (Ashdown P. O.)	G. T. Ry.	Forest, 5 m.	Bosquet	Muskoka Dist.	50	134
Jura, P. O.	C. S. Ry.	Black Creek, 1 m.	Willoughby	Welland	40	139
Kable, (Black Creek P. O.)	G. T. Ry.	Nipawee, 40 m.	Kohler	Adlington	50	144
Kaladar, P. O., Tel. and Ry Sta.	St. L. & O. Ry.	Osgoode, 3 m.	North Gower	Carleton	150	156
Kara, P. O., Tel. and Ry Sta.	G. T. Ry. (B. & L. H. Br.)	Sebringville, 11 m.	Ellice	Perth	50	135
Kasternville, (Sebringville P. O.)	G. W. Ry. (Sar. Br.)	Stathroy, 2 m.	Metcalfe	Middlesex	150	134
Katesville, (Mount Hope P. O.)	T. G. & B. Ry.	Clatsworth, 8 m.	Derby	Grey	143	143
Keady, P. O.	N. Ry.	Bradford, 16 m.	Adjla	Simcoe	150	151
Keenussville, P. O. and Tel. Sta.	Mil. Ry.	Peterborough, 12 m.	Otonabee	Peterborough	400	140
Keene, P. O.	G. W. Ry.	Chatham, 18 m.	Chatham	Kent	131	131
Keith, P. O.	Mil. Ry.	Chatham, 18 m.	Chatham	Victoria	140	140
Keith's Ry Sta.	C. S. Ry.	Chatham, 18 m.	Chatham	Norfolk	200	128
Keira, P. O.	T. G. & B. Ry.	Owen Sound, 10 m.	Keppel	Grey	50	143
Kemble, P. O.	St. L. & O. Ry.	Owen Sound, 10 m.	Keppel	Grey	50	143
Kempville, P. O., Tel. and Ry Sta.	G. T. Ry.	Newtownville, 9 m.	Clarko	Durham	250	140
Kendal, P. O.	T. G. & B. Ry.	Osgoode, 11 m.	Arthur	Wellington	50	135
Kenilworth, P. O. and Ry Sta.	St. L. & O. Ry.	Osgoode, 11 m.	Osgoode	Russell	124	157
Kenmore, P. O. and Tel. Sta.	G. W. Ry.	Thamesville, 7 1/2 m.	Chatham	Kent	50	131
Kent Bridge, P. O.	G. W. Ry. (W.G. & B.M.L.)	Alma, 10 m.	Alma	Wellington	20	135
Kentville	G. T. Ry.	Kingston, 9 m.	Kingston	Kingston	20	144
Keyler, P. O.	G. W. Ry.	Kingston, 9 m.	Kingston	Frontenac	150	134
Kenwood, P. O., Tel. and Ry Sta.	G. T. Ry.	Cornwall, 31 m.	South Plantagenet	Prescott	80	157
Kery, P. O.	G. W. Ry.	Wanstead, 2 m.	Plympton	Lambton	75	134
Kertch, P. O.	N. Ry.	Bell Ewart	North Gwillimbury	York	125	150
Keswick, (Madina) P. O. and Tel. Sta.	N. Ry.	Aurora, 7 m.	King	York	150	150
Keutley, P. O. and Tel. Sta.	G. W. Ry.	Keywood, 6 m.	Adelaide	Middlesex	200	134
Keyser, P. O.	G. W. Ry.	Wellington Square, 9 m.	Nelson	Hilton	250	150
Kilbride, P. O.	G. W. Ry.	Wellington Square, 9 m.	Nelson	Algoma	200	127
Kilbarney, P. O.	W. & B. Ry.	Galt, 6 m.	Galt	Puslinch	200	125
Killean, P. O.	G. W. Ry. (L. & P. S. Br.)	St. Thomas, 6 m.	St. Thomas	Yarmouth	100	134
Killey, P. O.	T. G. & B. Ry.	Paisley, 3 m.	Calderon	Peel	40	150
Kilmonagh, P. O.	B. & O. Ry.	Irish Creek, 4 1/2 m.	Wolford	Greenville	50	156
Kilmarnock, P. O.	G. W. Ry.	Glencoe, 5 m.	Metcalfe	Middlesex	150	134
Kilmartin, P. O.	C. C. Ry.	Arnprior, 12 m.	Torholton	Carleton	100	156
Kilmaure, P. O.	T. G. & B. Ry.	Rockford, 5 m.	Derby	Carleton	100	156
Kilsyth, P. O.	T. G. & B. Ry.	Rockford, 5 m.	Derby	Grey	80	143
Kilworth, (P. O. at Byron)	G. W. Ry.	Rockdale, 8 m.	Euphrasia	Grey	50	134
Kimberley, P. O.	G. C. Ry.	Pakenham, 7 m.	Fitzroy	Carleton	100	156
Kimburn, P. O.	G. W. Ry. (W.G. & B.S.E.)	Pakenham, 7 m.	Fitzroy	Carleton	100	156
Kincardine, P. O., Tel. and Ry Sta.	N. Ry.	King, 4 m.	King	Bruce	1907	142
King, P. O., Tel. and Ry Sta.	N. Ry.	King, 4 m.	King	York	300	150
King Creek, P. O.	N. Ry.	King, 4 m.	King	York	100	150
King Horn	N. Ry.	King, 14 m.	King	York	50	150
King Lake, P. O.	G. W. Ry. (Air Line.)	Tilsburg, 11 m.	Houghton	Norfolk	50	138
King's Bridge, P. O.	G. T. Ry.	Goderich, 12 m.	Goderich	Huron	100	135
Kingsford, P. O.	G. T. Ry.	Tyendinaga, 7 m.	Tyendinaga	Hastings	100	144
Kingsmill, Ry Sta.	G. S. Ry.	Tyendinaga, 7 m.	Tyendinaga	Elgin	134	134
KINGSTON, P. O., Tel. and Ry Sta.	G. T. Ry.	Kingston, 4 m.	Kingston	Frontenac	12407	144
Kingston Mills, P. O.	G. T. Ry.	Kingston, 4 m.	Kingston	Frontenac	150	144
Kingville, P. O., Tel. and Ry Sta.	C. S. Ry.	Essex Centre, 11 m.	Gosfield	Essex	800	131
Kingville	T. G. & B. Ry.	Bolton, 7 m.	Bolton	York	150	150
Kinkora, P. O.	G. T. Ry.	Mitchell, 10 m.	Ellice	Perth	150	135
Kinloss, P. O.	G. W. Ry. (W.G. & B.S.E.)	Lincknow, 10 m.	Lincknow	Perth	90	142
Kinlough, P. O.	G. W. Ry.	Goderich, 7 m.	Goderich	Bruce	100	142
Kinmount, P. O. and Tel. Sta.	T. & N. Ry.	Cubaconk, 14 m.	Cubaconk	Somerville	100	140
Kinsale, P. O.	W. & B. Ry.	Brooklin, 4 m.	Brooklin	Ontario	90	150
Kintail, P. O.	G. W. Ry. (W.G. & B.M.L.)	Huron, 12 m.	Huron	Huron	70	135
Kintara, P. O.	G. T. Ry.	Thornhale, 7 m.	Thornhale	Oxford	100	134
Kippen, P. O.	G. T. Ry.	Seaforth, 8 m.	Tuckersmith	Huron	135	135
Kirby, P. O.	G. T. Ry.	Newcastle, 7 m.	Newcastle	Durham	80	140
Kirkfield, P. O., Tel. and Ry Sta.	T. & N. Ry.	Lanark, 22 m.	Lanark	Victoria	100	140
Kirkhill, P. O.	G. T. Ry.	St. Mary's, 10 m.	St. Mary's	Glengary	75	157
Kirkton, P. O.	G. T. Ry.	St. Mary's, 10 m.	St. Mary's	Huron	200	135
Kirkwall, P. O.	G. W. Ry. (W.G. & B.M.L.)	Galt, 8 m.	Beverley	Wentworth	50	138
Kirkwall, P. O., Tel. and Ry Sta.	T. G. & B. Ry.	Galt, 8 m.	Vaughan	York	400	150
Knapdale, P. O.	G. W. Ry.	Glencoe, 5 1/2 m.	Mosa	Middlesex	134	134
Knatchbull, P. O.	G. T. Ry.	Rockwood, 5 m.	Nassagaweya	Hilton	50	150
Komoka, P. O., Tel. and Ry Sta.	G. W. Ry.	Breslau, 4 m.	Lobo	Middlesex	150	134
Kossuth, P. O.	G. T. Ry.	Lancaster, 19 m.	Lancaster	Waterloo	150	135
Lafontaine, P. O.	N. Ry.	Renfrew, 24 m.	Renfrew	Simcoe	150	151
Laggan, P. O.	O. T. Ry.	Renfrew, 24 m.	Renfrew	Glengary	100	157
Lake Doré, P. O.	Mil. Ry.	Peterborough, 18 m.	Peterborough	Waterloo	150	157
Lakefield, (N. Douro P. O.) Tel. and Ry Sta.	Mid. Ry.	Peterborough, 18 m.	Peterborough	Peterborough	300	140
Lakehurst, P. O.	G. W. Ry. (W.G. & B.M.L.)	Clifford, 5 m.	Clifford	Peterborough	100	135
Lakelet, P. O.	G. T. Ry.	St. Mary's, 10 m.	St. Mary's	Huron	100	135
Lakeside, P. O.	G. T. Ry.	Kingston, 28 m.	Kingston	Frontenac	100	144
Lake Opinicon, P. O.	G. T. Ry.	Kingston, 28 m.	Kingston	Frontenac	100	144
Lakeview, (Johnson's Mill P. O.)	G. T. Ry.	Palmer, 10 m.	Palmer	Huron	100	135
L'Amable, P. O.	G. T. Ry.	Bellefleur, 68 m.	Bellefleur	Hastings	100	144
L'Amaroux, P. O.	G. T. Ry.	Agincourt, 5 m.	Agincourt	York	250	150
Lambeth Junction, P. O.	T. & N. Ry.	Landon, 6 m.	Landon	Westminster	250	134
Lambton, (Baby's Pt. P. O.)	G. F. & G. W. Ry.	Sarnia, 23 m.	Sarnia	Lambton	150	134
Lambton Mills, (Etobicoke P. O.)	G. W. Ry.	Toronto, 5 m.	Toronto	York	50	150
Lamer's Corners	G. T. Ry.	Cornwall, 3 m.	Cornwall	Stormont	150	157
Lanark, P. O., Tel. and Ry Sta.	H. & O. Ry. (P. Br.)	Perth, 12 m.	Perth	Glengary	740	156
Lancaster, P. O., Tel. and Ry Sta.	G. T. Ry.	Perth, 12 m.	Perth	Glengary	250	157
Landersville	G. T. Ry. (B. & L. H. Br.)	Peterborough, 9 m.	Peterborough	Waterloo	135	135
Lang, P. O.	Mid. Ry.	Peterborough, 9 m.	Peterborough	Peterborough	175	140
Langford, P. O.	G. T. Ry.	Cainsville, 3 m.	Cainsville	Brant	120	138
Langside, P. O.	G. W. Ry. (W.G. & B.S.E.)	Lucknow, 5 m.	Lucknow	Bruce	100	142
Langstaff, P. O.	N. Ry.	Thornhill, 41 m.	Thornhill	York	125	150
Langton, P. O.	G. W. Ry. (Air Line)	Courthland, 9 m.	Courthland	Walsingham	60	134
Langton, P. O., Tel. and Ry Sta.	G. T. Ry.	Thornhill, 41 m.	Thornhill	York	250	150
Lansing, P. O.	N. Ry.	Thornhill, 41 m.	Thornhill	York	150	150
Lapum, P. O.	G. T. Ry.	Kingston, 18 m.	Kingston	Frontenac	100	134
Largie, P. O.	G. W. Ry.	Glencoe, 8 m.	Glencoe	Elgin	100	134
Laskay, P. O.	N. Ry.	King, 2 1/2 m.	King	York	150	150
Latimer, P. O.	G. T. Ry.	Kingston, 8 m.	Kingston	Frontenac	100	134
Latons, P. O.	T. G. & B. Ry.	Clatsworth, 14 m.	Clatsworth	Grey	250	143
Latta's Mills, (Plainfield P. O.)	G. T. Ry.	Bellefleur, 10 m.	Bellefleur	Hastings	200	144

For explanations, names of Railroads abbreviated, etc., see page 183.



NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILW. & STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE.
Manvers, (Billydell P. O.)	Mid. Ry.	Bethany, 6 m.	Manvers	Durham	100	140
Maple, P. O.	N. Ry.	Ridgmont Hill, 1 m.	Vaughan	York	250	150
Maple Grove (Mills Roches P. O.)	G. T. Ry.	Corawall, 1 m.	Cornwall	Stormont	100	157
Maple Hill, P. O.	G. W. Ry. (W. G. & B. M. L.)	Walkerston, 4 m.	Brant	Bruce	100	142
Maple Leaf	G. W. Ry.	Woodstock, 11 m.	East Oxford	Oxford	40	138
Mapleton, P. O.	C. S. Ry. (Air Line)	Proton, 13 m.	Yarmouth	Elgin	70	144
Maple Valley, P. O.	T. G. & B. Ry.	Tavistock, 5 m.	Northwest	Simcoe	30	151
Maplewood, P. O.	T. G. & B. Ry.	Owen Sound, 28 m.	Westmore	Oxford	142	142
Mar, P. O.	T. G. & B. Ry.	Barrie, 25 m.	Albemarle	Bruce	150	150
Mara, Tel. and Ry. Sta.	N. Ry. (Musk. Br.)	Portage Road, 9 m.	Mara	Ontario	150	150
Mara, P. O.	T. & N. Ry.	Pakenham, 10 m.	Fitzroy	Carleton	60	156
Marathon, P. O.	C. C. Ry.	Gannaque, 4 m.	Leeds	Leeds	50	156
Marble Rock, P. O.	C. C. Ry.	Bell's Corners, 12 m.	March	Carleton	70	156
March, P. O.	N. Ry.	Orilla, 1 m.	South Orilla	Simcoe	100	151
Marchmount, P. O.	G. T. Ry.	Guelp, 4 m.	Guelp	Wellington	50	135
Marden, P. O.	T. G. & B. Ry.	Toronto, 22 1/2 m.	Glencol	Grey	250	143
Markdale, P. O., Tel. and Ry. Sta.	T. & N. Ry.	Toronto, 22 1/2 m.	Markham	York	1000	150
Markham, P. O., Tel. and Ry. Sta.	G. T. Ry.	Napanee, 16 m.	Hungerford	Hastings	40	144
Markham, P. O.	T. G. & B. Ry.	Chatsworth, 9 m.	Sullivan	Grey	143	143
Marmora, P. O., and Tel. Sta.	G. T. Ry.	Bellefleur, 32 m.	Marmora	Hastings	250	144
Marsh, P. O.	G. W. Ry. (W. G. & B. M. L.)	Wincham, 8 m.	Wawanosh	Huron	135	135
Marsh Hill, P. O.	T. & N. Ry.	Wick, 4 m.	Rosch	Ontario	150	150
Marshall, P. O., Tel. and Ry. Sta.	G. W. Ry. (Air Line)	Cayuga, 22 m.	Windsor	Welland	200	139
Marston, P. O.	G. W. Ry. (Air Line)	Courland, 14 m.	Walsingham	Wellington	50	138
Marsville (Reading P. O.)	G. W. Ry. (W. G. & B. M. L.)	Fergus, 13 m.	East Garafraxa	Wellington	100	135
Marsville, P. O.	G. T. Ry.	Leicester, 11 m.	Charlottetown	Glengary	400	157
Mary Lake, P. O.	G. T. Ry.	Baselbridge, 14 m.	Stephenson	Muskoka Dist.	147	147
Marysville, P. O.	G. T. Ry.	Tyendinaga, 1 m.	Tyendinaga	Hastings	100	144
Marysville, P. O.	G. T. Ry.	Chatsworth, 6 m.	Holland	Grey	143	143
Marysville, P. O.	G. T. Ry.	Renfrew, 47 m.	Matawathian	Renfrew	130	154
Mattawa, P. O.	Mid. Ry.	Peterborough, 8 m.	Bethula	Dundas	781	157
Mattawa, P. O. and Tel. Sta.	G. T. Ry.	Canteloch, 31 m.	Plympton	Peterborough	50	141
Mattawa, P. O.	Ottawa River	Rapides des Roches, 55 m.	Nipissing Dist.	Nipissing Dist.	50	130
Mattawa, P. O.	T. G. & B. Ry.	Fleeherton & Iricheville, 11 m.	Osprey	Grey	200	143
Mattawa, P. O.	G. W. Ry.	Appin Sta, 3 m.	Ekfrid	Middlesex	131	131
Mattawa, P. O.	G. T. Ry.	Brantford, 7 m.	Chinguacousy	Peel	80	150
Mattawa, P. O.	G. W. Ry. (W. G. & B. M. L.)	Gowanstown, 5 m.	Wallace	Perth	135	135
Mattawa, P. O.	G. T. Ry.	Prescott, 5 m.	Augusta	Grenville	170	156
Mattawa, P. O.	G. T. Ry.	Bellefleur, 85 m.	Monteagle	Hastings	144	144
Mattawa, P. O.	G. T. Ry.	Brampton, 51 m.	Toronto	Peel	300	150
Mattawa, P. O.	N. Ry.	Collingwood, 22 m.	North York	Grey	1200	145
Mattawa, P. O.	N. Ry.	Bell Ewart, 4 m.	North Gwillimbury	York	125	150
Mattawa, P. O.	G. T. Ry.	St. Mary's, 8 m.	Oxford	Oxford	65	138
Mattawa, P. O.	N. Ry.	Orilla, 15 m.	Medonte	Simcoe	151	151
Mattawa, P. O.	T. & N. Ry.	Shelburne, 4 m.	Melancthon	Grey	35	143
Mattawa, P. O.	C. S. Ry. (St. Cl. Br.)	Konoka, 4 m.	Ekfrid	Middlesex	150	134
Mattawa, P. O.	G. W. Ry.	Shannonville, 51 m.	Lobo	Middlesex	150	134
Mattawa, P. O.	G. T. Ry.	Orangeville, 21 m.	Tyendinaga	Hastings	100	144
Mattawa, P. O.	T. G. & B. Ry.	Bellefleur, 12 m.	Chadley	Muskoka Dist.	147	147
Mattawa, P. O.	G. T. Ry.	Tenon, 15 m.	Caledon	Peel	100	150
Mattawa, P. O.	G. W. Ry.	Hamilton, 34 m.	Hillier	Prince Edward	80	144
Mattawa, P. O.	B. & O. Ry.	Bitumin, 4 m.	Seymour	Northumberland	150	140
Mattawa, P. O.	C. S. Ry.	Pitcher, 5 m.	Graham	Lincoln	1000	139
Mattawa, P. O.	B. & O. Ry.	Irish Creek, 9 m.	Nepean	Carleton	156	156
Mattawa, P. O.	C. S. Ry.	Tilbury, 17 m.	Dodgill	Kent	75	131
Mattawa, P. O.	G. W. Ry.	Appleby, 8 m.	Windsor	Grenville	925	156
Mattawa, P. O.	St. L. & O. Ry.	Osgoode, 9 m.	Morsea	Essex	131	131
Mattawa, P. O.	T. G. & B. Ry.	Arthur, 7 m.	Nelson	Hilton	150	150
Mattawa, P. O.	G. T. Ry.	Brighton, 16 m.	Osgoode	Russell	350	157
Mattawa, P. O.	G. W. Ry. (Air Line)	Sault Ste. Marie, 120 m.	Garafraxa	Wellington	135	135
Mattawa, P. O.	G. T. Ry. (L. & L. H. Br.)	Brantford, 101 m.	Seymour	Northumberland	80	140
Mattawa, P. O.	N. Ry.	Brantford, 2 m.	Ilkormagh	Algonia Dist.	125	125
Mattawa, P. O.	G. W. Ry. (Air Line)	Perth, 18 m.	Moulton	Haldimand	144	144
Mattawa, P. O.	B. & O. Ry. (P. Br.)	Barris, 5 m.	Brant	Algonia Dist.	150	138
Mattawa, P. O.	N. Ry.	Collingwood, 30 m.	West Gwillimbury	Simcoe	100	151
Mattawa, P. O.	G. T. Ry.	Kingston, 15 m.	Ekfrid	Middlesex	134	134
Mattawa, P. O.	G. W. Ry. (W. G. & B. M. L.)	Belleville, 16 m.	Lanark	Peel	200	156
Mattawa, P. O.	G. T. Ry.	Orford, 25 m.	Yespra	Simcoe	100	151
Mattawa, P. O.	St. L. & O. Ry.	Oxford, 2 m.	Tay	Simcoe	151	151
Mattawa, P. O.	T. G. & B. Ry.	Stratford, 16 m.	Storrington	Frontenac	50	144
Mattawa, P. O.	G. T. Ry.	Bellefleur, 38 m.	Carrick	Bruce	250	143
Mattawa, P. O.	Mid. Ry.	St. Thomas	Berburg	Prince Edward	400	144
Mattawa, P. O.	G. T. Ry.	Dundas, 5 m.	Oxford	Grenville	150	156
Mattawa, P. O.	G. W. Ry.	Ernestown, 2 m.	Mornington	Perth	300	135
Mattawa, P. O.	T. & N. Ry.	Unionville, 2 m.	Tudor	Hastings	100	144
Mattawa, P. O.	G. T. Ry.	Napanee, 6 m.	Cavan	Durham	1200	140
Mattawa, P. O.	G. T. Ry.	Shannonville, 2 m.	Cornwall	Stormont	300	157
Mattawa, P. O.	T. & N. Ry.	Markham, 3 m.	Yarmouth	Elgin	110	134
Mattawa, P. O.	G. W. Ry.	Broote, 11 m.	West Flamboro	Wentworth	180	138
Mattawa, P. O.	G. T. Ry.	Stratford, 17 m.	Lenox	Lenox	100	144
Mattawa, P. O.	G. W. Ry.	Etobicoke, 25 m.	Markham	York	30	150
Mattawa, P. O.	T. & N. Ry.	Coburn, 11 m.	Tyendinaga	Hastings	500	144
Mattawa, P. O.	G. W. Ry. (W. G. & B. M. L.)	Fergus, 15 m.	Hastings	Hastings	200	144
Mattawa, P. O.	N. Ry.	Barrie, 9 m.	Markham	York	125	150
Mattawa, P. O.	G. T. Ry.	Chatham, 14 m.	Trinfalgar	Hilton	801	150
Mattawa, P. O.	G. T. Ry.	Guelp, 15 m.	Mornington	Perth	150	135
Mattawa, P. O.	G. W. & G. T. Ry.	Pakenham, 10 m.	Etobicoke	York	100	150
Mattawa, P. O.	G. T. Ry.	Bellefleur, 16 m.	Steeles	Peterborough	150	140
Mattawa, P. O.	G. W. Ry. (W. G. & B. M. L.)	Coburn, 11 m.	Lutterworth	Victoria	110	110
Mattawa, P. O.	T. G. & B. Ry.	Fergus, 15 m.	Erin	Wellington	50	135
Mattawa, P. O.	G. T. Ry.	Barrie, 9 m.	Vespra	Simcoe	50	151
Mattawa, P. O.	G. T. Ry.	Chatham, 14 m.	Logan	Perth	1802	135
Mattawa, P. O.	G. T. Ry.	Guelp, 15 m.	Dover East	Kent	131	131
Mattawa, P. O.	G. W. & G. T. Ry.	Pakenham, 10 m.	Nassagaweya	Hilton	150	150
Mattawa, P. O.	C. C. Ry.	Branford, 6 m.	Brantford	Brant	400	138
Mattawa, P. O.	G. T. Ry.	Bellefleur, 16 m.	Fitzroy	Carleton	100	156
Mattawa, P. O.	G. W. Ry. (W. G. & B. M. L.)	Belleville, 16 m.	Huntingdon	Hastings	200	144
Mattawa, P. O.	T. G. & B. Ry.	Kenilworth, 7 m.	Wallace	Perth	60	135
Mattawa, P. O.	G. T. Ry.	Cornwall, 12 m.	Luther	Wellington	100	135
Mattawa, P. O.	G. T. Ry.	Shannonville, 17 m.	Roxburgh	Stormont	170	157
Mattawa, P. O.	T. & N. Ry.	Stouffville, 10 m.	Hungerford	Hastings	144	144
Mattawa, P. O.	G. T. Ry.	Mitchell, 10 m.	Markham	York	100	150
Mattawa, P. O.	T. G. & B. Ry.	Orangeville, 10 m.	Elma	Perth	200	135
Mattawa, P. O.	T. G. & B. Ry.	Paisley, 4 m.	Mono	Simcoe	100	150
Mattawa, P. O.	B. & O. Ry.	Story's, 5 m.	Albion	Peel	500	150
Mattawa, P. O.	G. W. Ry. (Wel.)	Port Robinson, 4 m.	Chinguacousy	Peel	100	156
Mattawa, P. O.	C. S. Ry. (St. Cl. Br.)	Moore	Montague	Lanark	100	156
Mattawa, P. O.	G. W. Ry. (W. G. & B. M. L.)	Mooreville, 14 m.	Monteagle	Hastings	100	139
Mattawa, P. O.	G. W. Ry. (W. G. & B. M. L.)	Mooreville, 14 m.	Stamford	Welland	100	139
Mattawa, P. O.	G. W. Ry. (W. G. & B. M. L.)	Mooreville, 14 m.	Moore	Lambton	134	134
Mattawa, P. O.	G. W. Ry. (W. G. & B. M. L.)	Mooreville, 14 m.	Maryborough	Wellington	135	135

For explanations, names of Railroads abbreviated, etc., see page 183.



LIST OF CITIES, VILLAGES, POST OFFICES, ETC.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE.
Nicksville, Ry Sta.	G.W. Ry. (Air Line)			Norfolk		138
Nile, P. O.	G. T. Ry. (B. & L. H. Br.)	Indorich, 21	Colborne	Huron	100	135
Nile's Corners (Hillier P. O.)	G. T. Ry.	Brighton, 22 m.	Hillier	Prince Edward	40	144
Nilostown, P. O.	G. W. Ry.	Dorchester, 3 m.	North Dorchester	Middlesex	250	134
Nine Corners	G.T. & G. W. Ry.	Grantford, 21 m.	Brantford	Brant		138
Nipissingan				Nipissing Dist.		130
Nissouri, P. O.	G.W. Ry.	Ingersoll, 8 m.		East Nissouri	400	138
Nitburg, P. O.	G. T. Ry.	Shakespeare, 8 m.		Oxford		131
Nitvale, (Ayr P. O.)	G. T. & G. W. Ry.	Paris, 7 m.		North Easthope	100	135
Nolleton, P. O.	T. G. & B. Ry.	Kleinburg, 4 m.		North Dumfries	50	135
Norham, P. O.	G. T. Ry.	Colborne, 15 m.		King	200	131
Norland, P. O.	T. & N. Ry.	Coboconk, 6 m.		Percy	200	140
Normandale, P. O.	T. & N. Ry.	Simcoe, 11 m.		Laxton	100	140
Normanton, P. O. (Port Elgin Ry Sta)	G.W. Ry. (Air Line)			Charlottetown	100	138
North August, P. O.	G.W. Ry. (W.G. & B.M.L.)	Bellamy, 41 m.		Saugeen	750	142
North Bruce, P. O.	B. & O. Ry.	Port Elgin, 5 m.		Augusta	400	156
North Chatham	G.W. Ry.	Chatham, 13 m.		Bruce	70	142
North Douro, P. O., Tel. and Ry Sta	Mid. Ry.			Dover East		131
Northfield, (Harley P. O.)	C. S. Ry.	Windham, 8 m.		Douro	530	140
Northfield, P. O.	G. T. Ry.	Millie Roches, 7 m.		Hurford	150	138
North Glanford, P. O.	G. T. & B. Ry.	Hamilton, 6 m.		Cornwall	40	157
North Gower, P. O. and Tel. Sta	St. L. & O. Ry.	Osgood, 6 m.		Glanford	175	138
North Keppel, P. O.	T. G. & B. Ry.	Owen Sound, 15 m.		Gower	250	156
North Lancaster, P. O.	G. T. Ry.	Lancastr., 10		Keppel	120	143
North Lonsdale	G. T. Ry.	Tyendinaga, 5 m.		Lancastr.	200	137
North Mountain, P. O.	St. L. & O. Ry.	Kemptville, 7 m.		Tyendinaga		144
North Pelham, P. O.	G. W. Ry. (Wel.)	Port Robinson, 7 m.		Mountain	100	157
North Port, P. O.	G. T. Ry.	Shannonville, 5 m.		Pelham	150	139
North Ridge, P. O.	C. S. Ry.	Essex Centre, 3 m.		Sophiasburg	200	144
North Seneca, P. O.	G. T. Ry. (B. & L. H. Br.)	Caledonia, 3 m.		Go-field	100	131
North Walsingham	G. W. Ry. (Air Line)	Caledonia, 11 m.		Seneea	200	138
North Westminster, P. O.	G. W. Ry.	London, 3 m.		Walsingham		138
North Williamsburg, P. O.	G. T. Ry.	Morrisburg, 6 m.		London		157
North Winchester, P. O.	G. T. Ry.	Aultsville, 22 m.		Williamsburg	300	157
Norval, P. O., Tel. and Ry Sta	G. T. Ry.			Winchester		157
Norway, P. O.	G. F. & G. W. Ry.	Toronto, 4 m.		Esquesing	300	150
Norwich, P. O. and Tel. Sta.	C. S. Ry.	Cornell, 7 m.		Halton	80	150
Norwood, P. O. and Tel. Sta.	Mid. Ry.	Peterborough, 18 m.		York	900	138
Notfield, P. O.	G. T. Ry.	Cornell, 20 m.		North Norwich		140
Nottawa, P. O. and Tel. Sta.	N. Ry.	Collingwood, 3 m.		Asphodel	750	140
Nunaville	T. G. & B. Ry.	Lotton, 1 m.		Kenyon	160	157
Oak Hill, P. O.	T. & N. Ry.	Coboconk, 7 m.		Newmansaga	200	151
Oak Ridge, P. O.	G. T. & G. W. Ry.	Brantford, 9 m.		Albion		150
Oakville, P. O., Tel. and Ry Sta	N. Ry.	Aurora, 4 m.		Laxton	100	140
Oakwood, P. O., Tel. and Ry Sta	G.W. Ry.			Oakland	500	138
Oban, P. O.	Mid. Ry.	Cambray, 5 m.		Whitchurch	25	150
Oshweken, P. O.	G. W. Ry. (Sar. Br.)	Maudsain, 21 m.		Trafalgar	1684	150
Olesa, P. O. and Tel. Sta	G. T. Ry. (B. & L. H. Br.)	Onondaga, 5 m.		Maiposa	500	140
Olla, P. O.	G. T. Ry.	Ernestown, 41 m.		Sarnia	175	138
Oil City, Ry Sta	G. T. Ry.	Ailsa Craig, 10 m.		Brant		138
Oil Springs, P. O. and Tel. Sta	C. S. Ry. (St. Cl. Br.)	Oil City, 2 m.		Ernestown	750	144
Old Montrose, P. O.	C. S. Ry. (St. Cl. Br.)	Tilbury, 12 m.		Stephen	100	135
Olanda, P. O.	C. S. Ry.	Essex Centre, 10 m.		Enniskillen		134
Omagh, P. O.	G. W. Ry.	Oakville, 81 m.		Enniskillen	350	134
Omamee, P. O., Tel. and Ry Sta	Mid. Ry.			Rouney		131
Ompah, P. O.	H. & L. E. Ry.	Ballsville, 1 m.		Gosheld	100	131
Omeada, P. O.	G. T. Ry.	Brighton, 5 m.		Trafalgar	600	140
Ongley, P. O.	G. T. Ry. (B. & L. H. Br.)	Toronto, 49 m.		Emfr		140
Ononisinga, P. O. and Ry Sta	T. G. & B. Ry.	Mount Forest, 8 m.		Palmerston	100	144
Orangeville, P. O., Tel. and Ry Sta	T. G. & B. Ry.	Ottawa, 8 m.		Oneida	200	138
Orangeville Junction, Ry Sta	T. G. & B. Ry.	Kemptville, 13 m.		Haldimand		140
Orchard, P. O. and Tel. Sta	T. G. & B. Ry.	O'Neill, 9 m.		Brighton	60	140
Orillia, P. O., Tel. and Ry Sta	N. Ry. (Musk. Br.)	Newcastle, 41 m.		Onondaga	400	138
Orleans, P. O.	B. & O. St. L. & O. Ry.	Aylmer, 21 m.		Garafraza	1458	135
Ormond, P. O.	St. L. & O. Ry.	Ferrytown, 4 m.		Wellington		135
Oro	N. Ry. Musk Br.)	Renfrew, 17 m.		Wellington	150	143
Oro, P. O. and Tel. Sta	G. T. Ry.	Osgood, 9 m.		South Orillia	2832	151
Orwell, P. O.	Mid. Ry.	Oshawa, 2 m.		Gloucester	80	156
Oseca, P. O.	C. U. Ry.	Oshawa, 2 m.		Winchester	40	157
Osgoode, Tel. and Ry Sta	St. L. & O. Ry.	Dickinson's Landing, 6 m.		Oro		151
Osgoode, P. O.	G. T. Ry.	Rockwood, 7 m.		Clarks	1000	140
Oshawa, Tel. and Ry Sta	G. T. Ry.	Petrofin, 5 m.		Yarmouth	226	134
Oshawa, P. O.	G. W. Ry. (W.G. & B.M.L.)	Walkerton, 21 m.		Hope	82	140
Oshinga, P. O.	St. L. & O. Ry.	Cornell, 3 m.		Renfrew	100	154
Ossan, P. O.	G. W. Ry.	Chatham, 7 m.		Osgoode		156
Otter Creek	G. W. Ry.	Fergus, 8 m.		Osgoode	50	156
OTTAWA, P. O., Tel. and Ry Sta	St. L. & O. Ry.	Chatham, 7 m.		Whitby		150
Ottawa, P. O. and Tel. Sta	G.W. Ry. (W.G. & B.M.L.)	Chatham, 7 m.		Whitby	3155	130
Oungah, P. O.	C. S. Ry.	Chatham, 7 m.		Whitby	100	137
Ousio, P. O.	G. W. Ry. (W.G. & B.M.L.)	Chatham, 7 m.		Whitby	60	134
Outram, P. O.	G. T. Ry.	Chatham, 7 m.		Whitby	150	142
Overton, P. O.	G. T. Ry.	Chatham, 7 m.		Whitby	100	134
OWEN SOUND, P. O., Tel. and Ry Sta	T. G. & B. Ry.	Owen Sound, 22		Whitby	3639	143
Owensville, P. O.	T. G. & B. Ry.	Colchester, 15 m.		Whitby	150	131
Oxford (Oxley P. O.) Tel. and Ry Sta	C. S. Ry.	Woodstock, 6 m.		Whitby	50	138
Oxford Centre, P. O.	G.W. Ry.	Kemptville, 4 m.		Whitby	150	156
Oxford Mills, P. O.	St. L. & O. Ry.	Colchester, 15 m.		Whitby	20	156
Oxford Station, P. O., Tel. & Ry. Sta	St. L. & O. Ry.	Altanale, 3 m.		Whitby	150	131
Oxley, P. O.	C. S. Ry.	Altanale, 3 m.		Whitby	50	151
Painwick, P. O.	N. Ry.	Altanale, 3 m.		Whitby	1000	142
PAISLEY, P. O., Tel. & Ry. Sta	G.W. Ry. (W.G. & B.M.L.)	Altanale, 3 m.		Whitby	600	156
Pakenham, P. O., Tel. & Ry. Sta	G. W. Ry.	Broute, 3 m.		Whitby	150	150
Pakenham, P. O.	H. W. Ry.	Mono Road, 7 m.		Whitby	150	150
Palermo, P. O.	T. G. & B. Ry.	Renfrew, 55 m.		Whitby	150	154
Palgrave, P. O.	C. C. Ry.	Pakenham, 7 m.		Whitby	100	134
Palmer's Rapids, P. O. and Tel. Sta	G. W. Ry. (W.G. & B.M.L.)	Kingston, 30 m.		Whitby	150	142
Palmerston, P. O. Tel. & Ry Sta. (Formerly Dryden.)	G. W. Ry.	Kingston, 30 m.		Whitby	150	142
Panmure, P. O.	G. T. & G. W. Ry.	Kingston, 30 m.		Whitby	150	142
Panham, P. O.	G. W. Ry.	Kingston, 30 m.		Whitby	150	142
Paris, P. O., Tel. and Ry Sta	G. W. Ry.	Kingston, 30 m.		Whitby	150	142
Paris Station, P. O. Tel. and Ry Sta	G. W. & G. T. Ry.	Kingston, 30 m.		Whitby	150	142
Paris Town, Tel. Sta.	G.W. Ry. (W.G. & B.M.L.)	Kingston, 30 m.		Whitby	150	142
Parke, P. O.	G. T. Ry.	Kingston, 30 m.		Whitby	150	142
Parke's Mills	T. G. & B. Ry.	Kingston, 30 m.		Whitby	150	142
Parke Road, P. O.	G. T. Ry.	Kingston, 30 m.		Whitby	150	142
Park Hill, P. O., Tel. and Ry Sta	G. T. Ry.	Kingston, 30 m.		Whitby	150	142
Park Lake	H. T. Ry.	Kingston, 30 m.		Whitby	150	142
Parma, P. O.	N. Ry.	Kingston, 30 m.		Whitby	150	142
Parry Sound, P. O. and Tel. Sta	G. W. Ry.	Kingston, 30 m.		Whitby	150	142
Patello, P. O.	N. Ry.	Kingston, 30 m.		Whitby	150	142
Patterson, P. O. and Tel. Sta	N. Ry.	Kingston, 30 m.		Whitby	150	142
Peardash, P. O.	T. & N. Ry.	Kingston, 30 m.		Whitby	150	142

For explanations, names of Railroads abbreviated, etc., see page 181

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE.
Payne, Ry Sta.	C. S. Ry. (St. Cl. Br.)	Chatsworth, 12 m.	Southwold	Elgin	134	134
Peabody, P. O.	T. G. & B. Ry.	Luther, 4 m.	Sullivan	Grey	300	133
Peepalun, P. O.	T. G. & B. Ry.	Canington, 9 m.	Luther	Wellington	100	135
Pfefferlaw, P. O.	T. & N. Ry.	Jordan, 5 m.	Clinton	York	50	139
Pelham Union, P. O. and Tel. Sta.	C. C. Ry.	Renfrew, 31 m.	Clinton	Lincoln	1508	150
PEMBROKE, P. O. and Tel. Sta.	C. C. Ry.	Ottawa, 40 m.	Pembroke	Kenora	154	154
Pendleton, P. O.	St. L. & O. & C. C. Ry.	Georgian Bay	North Plantagenet	Prescott	100	157
Penchingishane, P. O. and Tel. Sta.	Georgian Bay	Barrie, 32 m.	Tiety	Simcoe	1000	151
Penswick, (Alandale P. O.)	N. Ry.	Alandale 2 1/2 m.	Innisfil	Simcoe	50	151
Pentland, P. O.	G. W. Ry. (W. G. & B. M. L.)	Alma, 3 m.	Pikington	Wellington	30	135
Penville, P. O.	N. Ry.	Bradford, 10 m.	Tecumseh	Simcoe	120	151
Perch Station, P. O. and Tel. Sta.	G. T. Ry.	Shelburne, 11 m.	Mulmar	Lambton	20	134
Peru, P. O.	T. G. & B. Ry.	Castleton, 50 m.	Westmeath	Renfrew	200	151
Perretton, P. O.	Mid. Ry.	Perretton, 1 m.	Hope	Durham	2375	140
Perrytown, P. O.	Mid. Ry.	Bronte, 12 m.	Esquesing	Haldon	80	150
Perrystown, Ry Sta.	B. & O. Ry. (P. Br.)	Aurora, 2 1/2 m.	Whitelurch	York	1611	140
PERTH, P. O., Tel. & Ry Sta.	N. Ry.	Mid. Ry.	Monaghan	Peterborough	400	139
Peru	G. T. Ry.	Port Colborne, 1 m.	Humberstone	Welland	50	144
Petersburg, (Humberstone P. O.)	G. T. & G. W. Ry. (W. G. & B. M. L.)	Napinee, 10 m.	Spharburg	Prince Edward	400	159
Petersburg, P. O.	G. T. Ry.	London, 1 m.	London	Midsex.	400	159
Peterson's Ferry	G. W. Ry.	Renfrew, 42 m.	Petewawa	Renfrew	130	135
Petersville, P. O. Sub.	C. C. Ry.	Kenilworth, 2 m.	Arthur	Wellington	2651	131
Petowana, P. O. & Tel. Sta.	T. G. & B. Ry.	Napinee, 18 m.	Emmiskillen	Lambton	200	144
Petherton, P. O.	G. T. Ry.	Barrie, 14 m.	P. land	Frontenac	100	142
Petrolia, P. O., Tel. & Ry Sta.	N. Ry.	Barrie, 14 m.	Flo.	Simcoe	80	135
Petworth, P. O. and Tel. Sta.	T. T. Ry.	Wolford, 18 m.	Wolford	Waterloo	109	156
Phelpsion, P. O.	B. & O. Ry.	G. T. Ry.	Pickering	Ontario	500	150
Phillipsburg, P. O. and Tel. Sta.	G. T. Ry.	Napinee, 20 m.	Hallowell	Prince Edward	2361	144
Phillipsville, P. O.	B. & O. Ry.	Sunderland, 24 m.	North Elmley	Lanark	150	156
Pickering, P. O. (Duffins Creek Sta.)	T. & N. Ry.	Woodbridge, 1 m.	Brook	Ontario	250	150
PICTON, P. O. and Tel. Sta.	N. Ry.	Newmark, 1 1/4 m.	Vaughan	York	150	150
Pike Falls, Ry Sta.	G. W. Ry. (W. G. & B. M. L.)	Kenicadme, 6 m.	Whitchurch	York	100	142
Pimale, P. O.	G. W. Ry. (W. G. & B. M. L.)	Balantyne's, 1 m.	Huron	Bruce	80	135
Pine Grove, P. O.	G. T. Ry.	Spencerville, 6 m.	Pittsburg	Frontenac	60	144
Pine Orchard, P. O.	St. L. & O. Ry.	Belleville, 10 m.	Edwardsburg	Grenville	250	144
Pino River, P. O. and Ry Sta.	Mid. Ry.	Perrytown, 4 m.	Thurlow	Hastings	60	140
Pinkerton, P. O. and Ry Sta.	St. L. & O. Ry.	Ottawa, 40 m.	Plantagenet	Prescott	900	138
Pittserry, P. O.	G. T. Ry. (B. & L. H. Br.)	Bright, 4 m.	Blochheim	Oxford	75	155
Pitston, P. O.	B. & O. Ry. (P. Br.)	Perth, 12 m.	Bathurst	Lanark	250	138
Plainfield, P. O.	G. W. Ry. (Air Line)	Courland, 14 m.	Walsingham	Norfolk	250	159
Plainville, (Cold Springs P. O.)	G. T. G. W. N. T. & T. G. B. Ry.	Toronto, 1 m.	Lake Ontario	York	150	159
Plantagenet, P. O. and Tel. Sta.	B. & O. Ry.	Wolford, 12 m.	Bastard	Leeds	600	139
Plattsville, P. O. & Tel. Sta.	G. T. Ry. (B. & L. H. Br.)	Shirk's Crossing, 2 m.	Bertio	Welland	1000	134
Playfair, P. O. (Playfair Mills)	G. T. Ry.	Renfrew, 61 m.	Rolph	Renfrew	151	151
Pleasant Hill, P. O.	C. C. Ry.	Washago, 27 m.	Park	Algoma Dist.	126	156
Pleasant Island	G. T. Ry.	Goderich, 23 m.	Sarnia	Lambton	135	135
Plum Hollow, P. O.	G. T. Ry.	Belleville, 28 m.	Monck	Mus-koka Dist.	40	144
Point Abino, P. O.	B. & O. Ry. (P. Br.)	Belleville, 35 m.	Athol	Prince Edward	40	144
Point Alexander, P. O.	T. G. & B. Ry.	Perth, 21 m.	Marysburgh	Prince Edward	150	143
Point-aux-Pins, P. O.	T. G. & B. Ry.	Markdale, 3 m.	Dalhousie	Lanark	150	143
Point Edward, P. O., Tel. and Ry Sta.	G. W. Ry. (L. & P. S. Br.)	Etora, 4 m.	Glencol	Grey	150	143
Point Farm, Tel. Sta.	G. W. Ry. (W. G. & B. M. L.)	Stratford, 14 m.	Westminster	Midsex	80	135
Point Kaye, P. O.	G. T. Ry.	Clinton, 10 m.	Pikington	Wellington	200	135
Point Lambton, Tel. Sta.	T. & N. Ry.	Goderich, 10 m.	Elkton	Victoria	200	135
Point Petro, P. O.	G. T. Ry. B. & L. H. Br.)	Canterington, 10 m.	Ashfield	Huron	200	135
Point Traverse, P. O.	G. T. Ry.	Aylmer, 9 m.	Boek	Ontario	200	131
Poland	G. W. Ry. (Air Line)	Tilmour, 14 m.	Malahide	Elgin	1300	131
Pomona, P. O.	N. Ry. (Mus-k. Br.)	Washago, 32 m.	Baylam	Elgin	200	147
Pond Mills (London P. O.)	G. T. & G. W. Ry. (W. G. & B. M. L.)	Washago, 32 m.	Medora	Mus-koka Dist.	1500	139
Ponsonby, P. O.	G. T. Ry.	Etora, 4 m.	Humberstone	Welland	375	153
Poole, P. O.	G. T. Ry.	Stratford, 14 m.	Toronto	Grantham	1000	139
Portage Road, Tel. and Ry Sta.	T. & N. Ry.	Goderich, 10 m.	Elkton	Durham	100	140
Port Albert, P. O. and Tel. Sta.	G. T. Ry. B. & L. H. Br.)	Canterington, 10 m.	Ashfield	Huron	200	135
Port Bolster	G. T. N. 1 y	Aylmer, 9 m.	Boek	Ontario	200	131
Port Bruce, P. O.	G. W. Ry. (Air Line)	Tilmour, 14 m.	Malahide	Elgin	1300	131
Port Burwell, P. O. and Tel. Sta.	G. W. Ry. (Air Line)	Washago, 32 m.	Baylam	Elgin	200	147
Port Carleton, P. O.	N. Ry. (Mus-k. Br.)	Washago, 32 m.	Medora	Mus-koka Dist.	1500	139
Port Colborne, P. O., Tel. and Ry Sta.	G. T. & G. W. Ry. (W. G. & B. M. L.)	Etora, 4 m.	Humberstone	Welland	375	153
Port Credit, P. O. and Ry Sta.	G. T. Ry.	Stratford, 14 m.	Toronto	Grantham	1000	139
Port Dalhousie, P. O., Tel. and Ry Sta.	T. & N. Ry.	Goderich, 10 m.	Elkton	Durham	100	140
Port Darlington, Tel. Sta. (Bowmanville P. O.)	G. T. Ry. B. & L. H. Br.)	Canterington, 10 m.	Ashfield	Huron	200	135
Port Dore, P. O. and Tel. Sta.	G. T. N. 1 y	Aylmer, 9 m.	Boek	Ontario	200	131
Port Egin (Normanton P. O.) Tel. and Ry Sta.	G. W. Ry. (Air Line)	Tilmour, 14 m.	Malahide	Elgin	1300	131
Port Elmsly, P. O.	G. W. Ry. (W. G. & B. M. L.)	Washago, 32 m.	Washago	Welland	1000	139
Port Franks, P. O.	B. & O. Ry.	Pike Falls, 1 1/4 m.	Washago	Welland	375	153
Porter's Hill, P. O. (Sub.)	G. T. Ry.	Waddler, 5 m.	Washago	Welland	1000	139
Port Glasgow (Aldboro P. O.)	G. T. Ry.	Clinton, 7 m.	Washago	Welland	1000	139
Port Granby, P. O., Tel. and Ry Sta.	G. W. Ry.	Newbury, 13 m.	Washago	Welland	1000	139
Port Hoover, P. O.	G. T. Ry.	Wick, 11 m.	Washago	Welland	1000	139
Port Hope, P. O., Tel. & Ry Sta.	T. & N. Ry.	Smith's Falls, 20 m.	Washago	Welland	1000	139
Port Lambton, P. O.	G. T. & Mid. Ry.	Delhi, 6 m.	Washago	Welland	1000	139
Portland, P. O.	B. & O. Ry. (P. Br.)	Dunville, 5 m.	Washago	Welland	1000	139
Portland (Silver Hill P. O.)	G. W. Ry. (Air Line)	Delhi, 6 m.	Washago	Welland	1000	139
Port Metcalfe, Tel. Sta.	B. & O. Ry. (L. & H. H. Br.)	Dunville, 5 m.	Washago	Welland	1000	139
Port Metcalfe, Tel. Sta.	St. L. & O. Ry.	Wellington Square, 2 1/2 m.	Washago	Welland	1000	139
Port Nelson, P. O.	G. W. Ry.	Wellington Square, 2 1/2 m.	Washago	Welland	1000	139
Port Parry, P. O., Tel. & Ry Sta.	W. & P. Ry.	Courtland, 18 m.	Washago	Welland	1000	139
Port Robinson, P. O., Tel. & Ry Sta.	G. W. Ry. (W. G. & B. M. L.)	Courtland, 18 m.	Washago	Welland	1000	139
Port Rowan, P. O., Tel. & Ry Sta.	G. W. Ry. (Air Line)	Courtland, 19 m.	Washago	Welland	1000	139
Port Royal, P. O.	G. W. Ry. (Air Line)	Courtland, 19 m.	Washago	Welland	1000	139
Port Ryerse, P. O. & Tel. Sta.	G. W. Ry. (Air Line)	Courtland, 19 m.	Washago	Welland	1000	139
Port Severn, P. O. (Sub.)	N. Ry. (Mus-k. Br.)	Orillia, 21 m.	Washago	Welland	1000	139
Portsmouth, P. O. & Tel. Sta.	G. T. Ry.	Orillia, 21 m.	Washago	Welland	1000	139
Port Stanley, P. O., Tel. & Ry Sta.	G. W. Ry. (L. & P. S. Br.)	Sons, 6 m.	Washago	Welland	1000	139
Port Talbot	C. S. Ry.	Sons, 6 m.	Washago	Welland	1000	139
Port Union, P. O., Tel. & Ry Sta.	G. T. Ry.	Sons, 6 m.	Washago	Welland	1000	139
Postville (Trafalgar P. O.)	G. W. Ry.	Sons, 6 m.	Washago	Welland	1000	139
Postville, Tel. & Ry Sta.	G. W. Ry.	Sons, 6 m.	Washago	Welland	1000	139
Powell, P. O.	W. & P. Ry.	Sons, 6 m.	Washago	Welland	1000	139
Prescott, P. O., Tel. & Ry Sta.	C. C. Ry.	Sons, 6 m.	Washago	Welland	1000	139
Prescott Junction, Tel. Sta.	G. T. Ry.	Sons, 6 m.	Washago	Welland	1000	139
Prescott Wharf, Tel. Sta.	G. T. & St. L. & O. Ry.	Sons, 6 m.	Washago	Welland	1000	139
Prosque Isle, Tel. Sta. (Strawak C. O.)	G. T. & St. L. & O. Ry.	Sons, 6 m.	Washago	Welland	1000	139
Pronon, P. O., Tel. & Ry Sta.	T. G. & B. Ry.	Sons, 6 m.	Washago	Welland	1000	139
Price's Corner	G. W. Ry. (W. G. & B. M. L.)	Sons, 6 m.	Washago	Welland	1000	139
Pricville, P. O. & Tel. Sta.	N. Ry. (Mus-k. Br.)	Sons, 6 m.	Washago	Welland	1000	139
Prinrose, P. O.	T. G. & B. Ry.	Sons, 6 m.	Washago	Welland	1000	139
Prince Albert, P. O., Tel. & Ry Sta.	T. G. & B. Ry.	Sons, 6 m.	Washago	Welland	1000	139
Princeville, P. O., Tel. & Ry Sta.	W. & P. Ry.	Sons, 6 m.	Washago	Welland	1000	139
Prince William Henry	G. W. Ry.	Sons, 6 m.	Washago	Welland	1000	139

For explanations, names of Railroads abbreviated, etc., see page 183.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIPS.	COUNTY.	POPULATION.	SER PAGE
Proton, Ry Sta.	T. G. & B. Ry.	Franktown, 7 1/2 m.	Artemesia	Grey	100	443
Prospect, P. O.	B. & O. Ry.		Beckwith	100	156	
Purdy, P. O.			Bongor	Lastings	100	144
Parishville, P. O.	T. G. & B. Ry.	Klimburg, 3 m.	Vaughan	York	100	150
Parlinch, P. O.	GTR. W.G. Ry. (W.G. & B. M.L.)	Ingolf, 11 m.	Pasineh	Wellington	60	135
Putnam, P. O.	G. W. Ry.	Ingersoll, 5 m.	Ingersoll, 5 m.	North Dorchester	150	134
Putnonville, (Putnam P. O.)	G. W. Ry.	Ingersoll, 5 m.	North Dorchester	Middlesex	150	134
Quays, Ry Sta.	Mid. Ry.		North Dorchester	Middlesex	134	
Queensborough, P. O.	G. T. Ry.	Shannonville, 30 m.	Pope	Durham	100	149
Queen's, P. O., Tel. & Ry Sta.	C. S. Ry.		Elzvir	Lastings	100	149
Queen'sville, P. O. & Tel. Sta.	N. Ry.	Bradford, 5 m.	Ningara	Lincoln	330	156
Quins	G. T. Ry.	Shannonville, 30 m.	East Gwillimbury	York	300	150
Raglan, P. O.	W. & H. P. Ry.	Shannonville, 2 m.	Thurlow	Lastings	100	144
Railton, P. O.	G. T. Ry.	Summit, 2 m.	East Whitley	Ontario	100	150
Rainham, P. O.	G. W. Ry.	Kingston, 14 m.	Longhorborough	Frontenac	70	144
Rainham Centre, P. O.	G. W. Ry. (Air Line)	Cayuga, 8 m.	Rathnam	Haldimand	72	138
Rama, P. O.	N. Ry. (Musk. Br.)	Cayuga, 9 m.	Rathnam	Haldimand	100	138
Ramsay's Corners, P. O.	St. L. & O. Ry.	Washago, 4 m.	Rama	Ontario	500	150
Randwick, P. O.	N. Ry.	Ottawa, 3 m.	Gloucester	Carleton	30	156
Randolph, P. O.	C. S. Ry.	Sunnidal, 12 m.	Milnur	Simcoe	80	151
Rankin, P. O.	G. T. Ry. (B. & L. H. Br.)	Windham, 7 m.	Windham	Norfolk	100	138
Rato, P. O. and Ry Sta.	G. T. Ry. (B. & L. H. Br.)	Renfrew, 27 m.	Wilberforce	Renfrew	100	154
Rathburn, P. O.	N. Ry. (Musk. Br.)		Oxford	100	138	
Ravenna, P. O.	N. Ry.	Thorbury, 7 m.	Marv	Ontario	100	150
Ravenshoe, P. O.	N. Ry.	Scanlon's, 9 m.	North Gwillimbury	Grey	100	143
Ravenscliff, P. O.			Chaffey	York	150	150
Ravenswood, P. O.	G. T. Ry.	Widder, 7 m.	Rosenquot	Muskoka Dist.	147	147
Raymond, P. O.	N. Ry. (Musk. Br.)	Washago, 37 m.	Watt	Lambton	50	133
Reahorough, P. O.	Mid. Ry.	Washago, 37 m.	Watt	Muskoka Dist.	147	147
Reading, P. O.	T. G. & B. Ry.	Endsby, 7 m.	Ops	Victoria	25	140
Rednersville, P. O.	G. T. Ry.	Ormsville, 6 m.	Garafraxa	Wellington	135	135
Red, P. O.	G. T. Ry.	Belleville, 5 m.	Ameliasburg	Prince Edward	175	144
Red Rocks, P. O.	G. T. Ry.	Tyendinaga, 8 m.	Tyendinaga	Lastings	50	144
Relessey, P. O.	T. G. & B. Ry.	Orangeville, 15 m.		Algonia Dist.	10	126
Renforth, P. O.	G. W. Ry.	Copetown, 6 m.	Mono	Simcoe	151	151
Renfrew, P. O., Tel. and Ry Sta.	C. C. Ry.		Ancaster	Wentworth	138	138
Renon, P. O.	G. W. Ry.	Simcoe, 6 m.	Horton	Renfrew	865	154
Renonville, Ry Sta.	H. & L. E. Ry.		Townsend	Norfolk	50	137
Reynoldsville	G. W. L. Y. (Wel.)		Glanford	Wentworth	138	138
Riceville, P. O.	G. T. Ry.	St. Catharines, 23 m.	St. Catharines	Lincoln	60	139
Richmond, P. O. and Tel. Sta.	C. C. Ry.	Cornwall, 36 m.	South Plantagenet	Prescott	60	157
Richmond, (Bayham P. O.)	C. C. Ry.	Stittsville, 8 m.	Goulbourn	Carleton	200	156
Richmond Hill, Ry Sta.	G. W. Ry. (Air Line)	Corinth, 4 m.	Bayham	Elgin	350	134
Richmond Hill, P. O. and Tel. Sta.	N. Ry.	Richmond Hill, 34 m.	King	York	150	150
Richview, P. O.	N. Ry.	Weston, 5 m.	Vaughan	York	784	150
Richwood, P. O. & Ry Sta.	G. T. Ry. (B. & L. H. Br.)		Toronto	Peel	100	150
Rideau Station, Tel. Sta.	C. C. & St. L. & O. Ry.		Blenheim	Oxford	150	138
Ridgetown, P. O., Tel. and Ry Sta.	C. S. Ry.		Howard	Carleton	600	156
Ridgeville, P. O.	G. W. Ry. (Wel.)	Welland, 6 m.	Pellam	Kent	300	131
Ridseway, (Pl. Abino P. O.) Tel. & Ry Sta.	G. T. Ry. (B. & L. H. Br.)		Bertie	Welland	100	139
Rimington, P. O.	G. T. Ry.	Belleville, 30 m.	Madoc	Welland	600	139
Ringwood, P. O.	T. & N. Ry.	Stouffville, 14 m.	Whitechurch	Welland	100	144
Ripley, P. O.	G. W. Ry. (W.G. & B. M.L.)	Huron, 1 m.	Huron	York	130	150
Riviera Eden, P. O. & Tel. Sta.	G. T. Ry.	Lancaster, 1 m.	Lancaster	Brno	100	142
Riverdale, P. O.	G. S. Ry. (W.G. & B. M.L.)	Walkerston, 12 m.	Greenock	Clengarry	350	157
Riverstown, P. O.	T. G. & B. Ry.	Kentworth, 23 m.	Arthur	Wellington	100	142
Roache's Point, P. O. & Tel. Sta.	N. Ry.	Bell Ewart, 2 m.	North Gwillimbury	Wellington	100	135
Roblin, P. O.	G. T. Ry.	Napanee, 10 m.	Richmond	York	175	150
Rob Roy, P. O.	N. Ry.	Collingwood, 14 m.	Lennox	York	150	144
Rochester, P. O., Tel. & Ry Sta.	G. W. Ry.	Belle Riviere Sta.	Osprey	Grey	300	143
Rochesterville, P. O.	St. L. & O. Ry.	Ottawa, 2 m.	Rochester	Essex	100	131
Rockford, Ry Sta.	T. G. & B. Ry.	Jarvis, 6 m.	Seppan	Carleton	156	156
Rockford, P. O.	B. & O. Ry.	Rockford, 41 m.	Swanton	Swanton	143	143
Rockingham, P. O. and Tel. Sta.	H. & L. E. Ry.	Ottawa, 23 m.	Townsend	Norfolk	100	138
Rockland, P. O. & Tel. Sta.	H. & O. St. L. & O. Ry.	Renfrew, 87 m.	Clarence	Renfrew	50	154
Rockville, P. O. (sub)	C. C. Ry.	Lindsay, 7 m.	Head	Russell	130	157
Rockport, P. O.	G. T. Ry.	Lindsay, 7 m.	Escott	Renfrew	125	156
Rockville, P. O.	G. T. Ry.	Norval, 8 m.	Caleton	Leeds	60	150
Rockspring, (Whitelhurst P. O.)	B. & O. Ry.	Bell's Crossing, 2 m.	Bell's Crossing	Leeds	75	156
Rockton, P. O.	G. W. Ry.	Lyndon, 34 m.	Beverly	Wellington	100	138
Rockview, (Kimberly P. O.)	N. Ry.	Meaford, 15 m.	Enphrasia	Grey	143	143
Rock Village, P. O.	St. L. & O. Ry.	Ottawa, 4 m.	Clouester	Carleton	150	144
Rockwood, P. O., Tel. & Ry Sta.	G. T. Ry.	Seaford, 13 m.	Eramosa	Wellington	600	135
Rockyville, P. O.	G. T. Ry.	Newbury, 10 m.	Usborne	Huron	70	135
Rodney, P. O.	G. W. Ry.	Spenceville, 3 m.	Albion	Elgin	80	134
Roebuck, P. O.	St. L. & O. Ry.	Port, 17 m.	Angusta	Grenville	100	156
Roehby, P. O.	B. & O. Ry.	Tilsburg, 3 m.	South Sherbrooke	York	30	156
Rolph, P. O.	G. W. Ry. (Air Line)	Tilsburg, 3 m.	Mildleton	Norfolk	100	138
Romney, P. O.	C. S. Ry.	Tilbury, 12 m.	Romney	Kent	131	131
Romulus	G. W. Ry. (W.G. & B. M.L.)	Branchton, 4 m.	Beverly	Wentworth	138	138
Ronaldsay, P. O.	T. G. & B. Ry.	Dunlisk, 9 m.	Proton	Grey	150	143
Rondeau, P. O.	C. S. Ry.	Charing Cross, 5 m.	Harwick	Kent	850	131
Rondeau Harbor, P. O.	C. S. Ry.	Charing Cross, 9 m.	Harwick	Kent	150	131
Ronson, P. O.	G. W. Ry. (Al. Line)	Trenon, 5 m.	Middleton	Norfolk	100	137
Ross, P. O.	G. T. Ry.	Brentford, 5 m.	Murray	Northumberland	100	140
Rosebank, P. O.	G. T. Ry. W. Ry.	Cobocook, 7 m.	South Dumfries	Bront.	40	138
Rosedale, P. O.	T. & N. Ry.	Jordan, 8 m.	Fenelon	Victoria	150	140
Rosestone, P. O.	G. W. Ry.	Brighton, 22 m.	Gainsborough	Lincoln	100	139
Rosehill, P. O.	G. T. Ry.	Sheilburne, 11 m.	Hillier	Prince Edward	144	144
Rosemont, P. O. and Tel. Sta.	T. G. & B. Ry.	Cobourg, 20 m.	Mulmur	Simcoe	150	151
Rosemeath, P. O.	G. T. Ry.	Angus, 15 m.	Altwick	Northumberland	100	140
Rosenton	N. Ry.	Alton, 12 m.	Tosonolis	Simcoe	150	151
Rosetta, P. O.	C. G. Ry.	Smith's Falls, 5 m.	Lanark	Lanark	156	156
Roseville, (Montague P. O.)	B. & O. Ry.	Berlin, 8 m.	Montagu	Lanark	100	156
Roseville, P. O.	G. T. Ry.	Belleville, 14 m.	North Dumfries	Waterloo	200	135
Roslin, P. O.	C. C. Ry.	Renfrew, 10 m.	Thurlow	Hastings	200	144
Ross, P. O.	N. Ry. (Musk. Br.)	Washago, 50 m.	Ross	Renfrew	150	154
Rossean, P. O. & Tel. Sta. (Holensley)	G. W. Ry. (W.G. & B. M. L.)	Moorefield, 4 m.	Humphrey	Muskoka Dist.	200	147
Rothsuy, P. O. and Tel. Sta.	G. T. Ry.	Petersburg, 32 m.	Manyborough	Wellington	250	135
Pouge Hill, P. O.	Mid. Ry.	Peterborough, 32 m.	Petersburg	Peterborough	100	150
Pound Lake, P. O.	G. S. Ry.	Waterford, 5 m.	Belmont	Peterborough	140	140
Pound Point, P. O.	G. W. Ry. (Air Line)	Tilsburg, 18 m.	Townsend	Norfolk	150	138
Powell Mill, P. O.	G. T. Ry.	Mille Roches, 17 m.	Walsingham	Norfolk	80	138
Poxborough West	N. Ry.	Orilla, 5 m.	Roxborough	Stormont	150	157
Poxy, P. O.	G. W. Ry.	Manotte, 15 m.	Oro	Simcoe	75	151
Ruscow River, P. O.	St. L. & O. Ry.	Manotte, 15 m.	Rochester	Essex	131	131
Russell, P. O. (Duncanville)	G. W. Ry.	Thamesville, 12 m.	Russell	Russell	150	157
Rutherford, P. G.	G. T. Ry.	Belleville, 17 m.	Thamesville	Lincoln	100	134
Rutledgeville, (W. Huntingdon)	C. S. Ry.	Esex Centre, 11 m.	Huntingdon	Hastings	80	144
Ruthven, P. O. and Tel. Sta.	C. S. Ry.	Hamilton, 4 m.	Gosfield	Essex	150	131
Ryecliff's Corners, P. O.	G. W. & H. & L. E. Ry.	Teecumseh Sta.	Barlon	Wentworth	150	138
Ryegate, P. O. and Ry Sta.	G. W. Ry.	Teecumseh Sta.	East Sandwich	Essex	200	131
Ryegate, P. O.	G. T. Ry.	Tecum, 22 m.	Seymour	Northumberland	100	140
Rymal, Ry Sta.	H. & L. E. Ry.		Glauford	Wentworth	138	138



## LIST OF CITIES, VILLAGES, POST OFFICES, ETC.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE
Sable, P. O.	G. T. Ry.	Park Hill, 5 m.	Williams West	Middlesex	100	134
Sageville (Van Lear P. O.)	G. W. Ry.	Eastwood, 4 m.	East Oxford	Oxford	40	138
Sandfield, P. O.	T. & N. Ry.	Wick, 3 m.	Revel	Ontario	180	150
Salem, P. O. and Tel. Sta.	G. W. Ry. (W.G. & B. M.L.)	Elora, 1 m.	Nechel	Wellington	800	135
Salford, P. O.	G. W. Ry.	Ingersoll, 4 m.	Ontario	Oxford	100	138
Salmenville, P. O. and Tel. Sta.	G. T. Ry.	Brampton, 14 m.	Chinguacousy	Peel	70	150
Sandfield, P. O.	G. T. Ry.	Lancaster, 21 m.	Lochiel	Glengary	100	157
Sandford, P. O.	T. & N. Ry.	Exeter, 21 m.	Scott	Ontario	100	150
Sandhill, P. O.	T. G. & B. Ry.	Mono Road, 3 m.	Chinguacousy	Peel	200	150
Sandhill	G. W. Ry.	Minico, 5 m.	Minico	Peel	90	150
Sandhurst, P. O.	G. T. Ry.	Napuaee, 12 m.	South Fredericksburg	Lenox	50	154
Sand Point, P. O., Tel. and Ry Sta.	C. & S. Ry.	Windser, 2 m.	West Sandwich	Renfrew	150	131
SANDWICH, P. G. and Tel. Sta.	G. W. Ry.	Owen Sound, 9 m.	Sarawak	Bruce	125	142
Sarawak, P. O. and Tel. Sta.	T. G. & B. Ry.	Ailsa Craig, 15 m.	Sarawak	Huron	50	135
Sarapta, P. O.	G. T. Ry.		Sarnia	Laurelton	2929	134
SARNIA, P. G. O., Tel. and Ry Sta.	G. W. & G. T. Ry.		Saugeen	Bruce	2579	142
Saugeen, P. G. O. (Southampton Sta.)	G. W. Ry. (W.G. & B. M.L.)			Algoma Dist.	400	126
SAULT STE. MARIE, P. O.	T. T. Ry.	Tavistock, 1 m.	S. Easthoro.	Perth	135	135
Savastopol	N. Ry.		West Gwillimbury	Simcoe	151	150
Seaton, P. O.	G. T. Ry.		Scarborough	York	200	150
Scarborough, P. G. O., Tel. and Ry Sta.	G. T. & T. & N. Ry.		Scarborough	York	200	150
Scarborough Junction, P. O. and Ry Sta.	N. Ry.	New Market, 11 m.	King	Bruce	200	150
Schomberg, P. O. and Tel. Sta.	G. W. Ry. (W.G. & B. M.L.)	Paisley, 11 m.	Esquesing	Huron	50	142
Scerie, P. O.	G. T. Ry.	Georgetown, 6 m.	Oakland	Halton	150	150
Scotch Block	G. T. Ry.	Brantford, 11 m.	Seugog	Ontario	400	138
Scotland, P. O. and Tel. Sta.	G. T. & G. W. Ry.	Port Perry, 6 m.	Bunel	Muskoka Dist.	200	150
Seugog, P. O.	N. Ry. (Musk. Br.)	Washago, 11 m.	Tuckersmith	Huron	216	147
Seely, P. O.	G. T. Ry. (B. & L. H. Br.)	Wick, 8 m.	Ontario	Ontario	1500	135
Seaton, P. O.	T. & N. Ry.	Wick, 8 m.	York	York	150	150
Sebringville, P. O., Tel. & Ry Sta.	G. T. Ry. (B. & L. H. Br.)	Carleton, 2 m.	Ellice	Perth	500	135
Sebright, P. O.	N. Ry. (Musk. Br.)	Mara, 4 m.	Mara	Ontario	150	150
Selec's Corner	G. T. Ry.	Lyn, 2 m.	Yonge	Leeds	150	156
Seely's Bay, P. O. and Tel. Sta.	G. T. Ry.	Gananoque, 10 m.	Yonge	Leeds	150	156
Seegon Falls, P. O.	N. Ry. (Musk. Br.)	Washago, 60 m.	Monteith	Muskoka Dist.	140	134
Seelmore (Dr. Stanley P. O.)	L. A. & S. Ry.	Port Stanley 1 m.	Southwold	Elgin	35	130
Selby, P. O. and Tel. Sta.	G. T. Ry.	Napuaee, 4 m.	Richmond	Lenox	200	144
Selkirk, P. O.	G. W. Ry. (Air Line)	Nelle's Corners, 17 m.	Walpole	Haldimand	300	138
Selton, P. O.	G. W. Ry.	Thamesville, 6 m.	Howard	Kent	50	131
Selwyn, P. O.	Mid. Ry.	Peterborough, 12 m.	Smith	Peterborough	100	140
Seneca, P. G. O.	G. T. & H. & L. E. Ry.	Caledonia, 2 m.	Seneca	Haldimand	2000	138
Severn Bridge, P. O. and Tel. Sta.	N. Ry. (Musk. Br.)	Washago, 2 m.	Morrison	Simcoe	50	151
Shafesbury, P. O.	G. T. Ry.	South Easthoro.	Howland	Algoma Dist.	150	126
Shakespeare, P. O., Tel. and Ry Sta.	G. C. Ry.	Renfrew, 13 m.	Admaston	Perth	400	135
Shamrock, P. O.	G. T. Ry.	Belleisle, 35 m.	Marmora	Hastings	50	154
Shanick, P. O.	St. L. & O. Ry.	Spencerville, 6 m.	Edwardsburg	Grenville	150	111
Shandy, P. O.	G. T. Ry.	Gowan Sta.	Tyendinaga	Hastings	700	144
Shannonville, P. O., Tel. and Ry Sta.	N. Ry. (Musk. Br.)	New Market, 4 m.	Dro	Simcoe	400	151
Shanty Bay, P. O.	N. Ry.	Collin's Bay, 8 m.	East Gwillimbury	York	400	150
Sharon, P. O. and Tel. Sta.	G. T. Ry.		Kingston	Frontenac	120	141
Sharpton, P. O.	T. & N. Ry.	Bards, 2 m.	Sumerville	Victoria	150	140
Shedden, P. O. (Cobocook)	G. W. Ry. (W.G. & B. M.L.)	Brantford, 4 m.	Southwold	Elgin	130	131
Sheffield, P. O.	T. G. & B. Ry.	Melancton	Beverly	Westworth	150	138
Sheburne, P. O., Tel. and Ry Sta.	T. G. & B. Ry.	Shelburne, 14	Grey	Grey	80	143
Sheldon, P. O.	T. G. & B. Ry.	Oakville, 4 m.	Adjla	Simcoe	125	151
Shelton, P. O.	G. W. Ry.		Trafalgar	Huron	100	150
Sherkston, P. O. and Ry Sta.	G. T. Ry. (B. & L. H. Br.)	Lyn, 4 m.	Humberstone	Welland	100	139
Sherrwood Spring, P. O.	G. T. Ry.	Botwell, 9 m.	Yonge	Leeds	150	156
Shetland, P. O.	G. W. Ry.	Gowan Sta.	Epiphania	Lambton	175	134
Shipley, P. O.	G. W. Ry. (W.G. & B. M.L.)	Summit, 31 m.	Wallace	Perth	100	135
Shirley, P. O.	W. & L. P. Ry.	Dundalk, 6 m.	Reach	Ontario	100	150
Shirk's Crossing, Ry Sta.	G. T. Ry. (B. & L. H. Br.)	Ailsa Craig, 4 m.	Humberstone	Welland	100	139
Shirley, P. O.	T. G. & B. Ry.		Meluncheon	Grey	180	143
Sidellville	G. T. Ry.		London	Middlesex	50	134
Sidney Crossing, P. O. (Sidney Tel. Sta.)	G. T. Ry.	Lancaster, 11 m.	Sidney	Hastings	144	144
Sierra, P. O.	G. T. Ry.	Napuaee, 10 m.	Charlottenburg	Glengary	100	137
Sillsville, P. O.	T. & N. Ry.	Goodwood, 4 m.	South Fredericksburg	Lenox	60	144
Silver Creek, P. O.	T. G. & B. Ry.	Charleston, 4 m.	Exhico	Ontario	100	150
Silver Hill, P. O.	G. W. Ry. (Air Line)	Delhi, 9 m.	Caledon	Peel	90	150
Silver Islet, P. O.	G. W. Ry. (Air Line)	Woodhouse	Charlotteville	Norfolk	50	138
SIMCOE, P. G. O., Tel. and Ry Sta.	L. Ontario	Wolf Island	Norfolk	Algoma	126	126
Simcoe Island	G. T. Ry. (B. & L. H. Br.)	Brantford, 4 m.	Northumberland	Northumberland	150	150
Sinclairville	G. T. Ry.	Cook's, 5 m.	Northumberland	Northumberland	150	150
Singhampton, P. O. and Tel. Sta.	G. T. Ry.	Collingwood, 14 m.	Northumberland	Northumberland	150	150
Singleton's Corners	G. T. Ry.	Gananoque, 25 m.	Northumberland	Northumberland	150	150
Skiness, P. O.	T. G. & B. Ry.	Southampton, 11 m.	Northumberland	Northumberland	150	150
Skye, P. O.	G. T. Ry.	Corwall, 31 m.	Northumberland	Northumberland	150	150
Sleswick, P. O.	T. G. & B. Ry.	Paisley, 2 m.	Northumberland	Northumberland	150	150
Sligo, P. O.	T. G. & B. Ry.	Charleston, 3 m.	Northumberland	Northumberland	150	150
Smithfield	T. G. & B. Ry.	Weton, 3 m.	Northumberland	Northumberland	150	150
Smithfield, P. O.	G. T. Ry.	Brighton, 4 m.	Northumberland	Northumberland	150	150
Smith's Falls, P. G. O., Tel. & Ry Sta.	B. & O. Ry.	Napuaee, 6 m.	Northumberland	Northumberland	150	150
Smith Mills, (Deonoreville P. O.)	G. T. Ry.	Clifford, 3 m.	Northumberland	Northumberland	150	150
Smithurst, P. O.	G. W. Ry. (W.G. & B. M.L.)	Grimsby, 8 m.	Northumberland	Northumberland	150	150
Smithville, P. G. O. and Tel. Sta.	G. T. Ry.	Bellville, 6 m.	Northumberland	Northumberland	150	150
Smithville (Deonoreville P. O.)	G. T. Ry.	Belleville, 6 m.	Northumberland	Northumberland	150	150
Sneddon, Ry Sta.	C. C. Ry.	N. Gwillimbury	Northumberland	Northumberland	150	150
Snake Island	Lake Simcoe	Bonnayville, 21 m.	Northumberland	Northumberland	150	150
Solna, P. O.	G. T. Ry.	Sarna, 21 m.	Northumberland	Northumberland	150	150
Sombra, P. O. & Tel. Sta.	G. W. & G. T. Ry.	Wick, 5 m.	Northumberland	Northumberland	150	150
Sonya, P. O.	T. & N. Ry.	Wollord, 17 m.	Northumberland	Northumberland	150	150
Soperton, P. O.	B. & O. Ry.		Northumberland	Northumberland	150	150
Southampton (Saugeen P. O.), Tel. and Ry Sta.	G. T. Ry.	Bellville, 25 m.	Northumberland	Northumberland	150	150
South Bay, P. O. and Tel. Sta.	G. T. Ry. (B. & L. H. Br.)	Dumville, 6 m.	Northumberland	Northumberland	150	150
South Cayuga, P. O.	Mid. Ry.	Peterborough, 9 m.	Northumberland	Northumberland	150	150
South Doury, P. O.	Mid. Ry.	Peterborough, 9 m.	Northumberland	Northumberland	150	150
South Dummer, P. O.	G. T. Ry.	Smith's Falls, 7 m.	Northumberland	Northumberland	150	150
South Elmsley (Lombardy P. O.)	B. & O. Ry.	Dickinson's Landing, 13 m.	Northumberland	Northumberland	150	150
South Finch, P. O.	G. T. Ry.	Manotick, 4 m.	Northumberland	Northumberland	150	150
South Gloucester, P. O.	St. L. & O. Ry.	Kenpsville, 6 m.	Northumberland	Northumberland	150	150
South Gower, P. O.	G. T. Ry.	Belleisle, 22 m.	Northumberland	Northumberland	150	150
South Hastings	G. T. Ry.	Lancaster, 21 m.	Northumberland	Northumberland	150	150
South La Grasse, P. O.	G. T. Ry.	Gananoque, 3 m.	Northumberland	Northumberland	150	150
South Lake, P. O.	G. T. Ry.	Tyendinaga, 31 m.	Northumberland	Northumberland	150	150
South Longdale	G. T. Ry.	Bell's Corners, 7 m.	Northumberland	Northumberland	150	150
South March, P. O.	C. C. Ry.	Courtland, 6 m.	Northumberland	Northumberland	150	150
South Middleton, P. O.	G. W. Ry. (Air Line)	Midbrook, 5 m.	Northumberland	Northumberland	150	150
South Monaghan, P. O.	Mid. Ry.	Oxford, 9 m.	Northumberland	Northumberland	150	150
South Mountain, P. O. & Tel. Sta.	St. L. & O. Ry.		Northumberland	Northumberland	150	150
South Range			Northumberland	Northumberland	150	150
South Westmeath (Beachburg)			Northumberland	Northumberland	150	150

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE.
Southwold, R'y Sta.	C. S. Ry. (St. Cl. Br.)	Woodstock, 5 m.	Southwold.	Elgin.		134
South Zorra, P. O.	G. W. Ry.	Kingston, 12 m.	East Zorra.	Oxford.	150	138
Spallford, P. O.	O. T. Ry.		Longborough.	Frontenac.	25	144
Spanish River, P. O.	G. W. Ry. (Air Line.)	New Sarnia, 5 m.	Yarmouth.	Algona Dist.	100	127
Sparta, P. O. and Tel. Sta.	G. T. Ry.	Acton, 4 1/2 m.	Elgin.	Elgin.	400	134
Speyside, P. O.	T. G. & B. Ry.	Owen Sound, 4 m.	Grey.	Speyham.	100	150
Speddie, P. O.	G. W. Ry. (W.G. & B. Ry.)	Fergus, 6 m.	Erasmus.	Wellington.	30	135
Spencer, P. O.	N. Ry. (Musk. Br.)	Washago, 61 m.	Spence.	Muskoka Dist.	100	147
Spencerville, P. O., Tel. and R'y Sta.	St. L. & O. Ry.		Elwarsburg.	Grenville.	250	156
Spring Ailock, P. O.	G. W. Ry. (Air Line.)	Tilsenbury, 14 m.	Walsingham.	Norfolk.	100	138
Spring Bank, P. O.	G. W. Ry. (Sar. Br.)	Strathroy, 7 m.	East Williams.	Middlesex.	150	134
Springbrook.	G. T. Ry.	Brampton, 3 m.	Chinguacousy.	Peel.	150	150
Springbrook, P. O.	G. T. Ry.	Belleville, 25 m.		Hastings.		
Springfield, P. O. and R'y Sta. (Clums).	C. S. Ry.		South Dorchester.	Elgin.	350	134
Springfield, (Credit P. O.)	G. W. Ry.	Port Credit, 4 1/2 m.	Toronto.	Peel.	250	150
Springfield.	G. T. Ry.	Lansdowne, 4 m.	Leeds.	Escott.		156
Springford, P. O.	C. S. Ry.	Cornell, 5 m.	South Norwich.	Oxford.	200	138
Springhill.	N. Ry.	King, 1 m.	King.	York.	250	150
Springville, P. O.	G. S. Ry.	Townsend, 4 m.	Walpole.	Haldimand.	120	138
Springville, P. O.	Md. Ry.	Peterborough, 6 m.	North Monaghan.	Peterborough.	150	140
St. Agnes.	G. W. & G. T. Ry.		Wilmot.	Brant.		138
St. Agatha, P. O.	G. T. Ry.	Petersburg, 1 1/2 m.	Wilmot.	Waterloo.	150	135
St. Albans.	G. T. Ry.	Trenton, 1 m.	Sidney.	Hastings.		144
St. Andrews, P. O. and Tel. Sta.	G. T. Ry.	Cornwall, 7 m.	Cornwall.	Stormont.	160	157
St. Anns, P. O.	G. W. Ry.	Beamsville, 6 m.	Gainsborough.	Lincoln.	200	139
St. Catharines, P. O., Tel. and R'y Sta.	G. W. Ry. (W.L.)	Berlin, 10 m.	Grantham.	Lincoln.	7 64	139
St. Clements, P. O.	G. T. Ry.	Clifton, 5 m.	Wellesley.	Waterloo.	200	135
St. David, P. O.	G. W. Ry.	Yatesburg, 25 m.	Nigeria.	Lincoln.	270	139
St. Eugene, P. O.	G. T. Ry.	Harrisburg, 2 m.	East Hawkesbury.	Prescott.	400	157
St. George, P. O. and Tel. Sta.	O. T. Ry.	Lucknow, 5 m.	South Dunfries.	Brant.	400	138
St. Helens, P. O.	G. W. Ry. (W.G. & B. S. Ex.)	Thorncliffe, 4 m.	Wawamosh.	Huron.	600	135
St. Ivis, P. O.	G. T. Ry.	Berlin, 8 m.	West Norwich.	Middlesex.	130	134
St. Jacobs, P. O. and Tel. Sta.	G. T. Ry.	London, 1/2 m.	Woodwich.	Waterloo.	450	135
St. James Park, Sub. P. O.	G. W. Ry.	London, 1/2 m.	Westminster.	Middlesex.	1200	159
St. Johns, (Arva P. O.)	G. W. Ry.	London, 6 m.	London.	Middlesex.	200	134
St. Johns West, P. O.	G. W. Ry. (W.L.)	Allanburg, 4 m.	Thorold.	Welland.	150	139
St. Mary's, P. O., Tel. & R'y Sta.	G. T. Ry.	Belleville, 60 m.	Blanchard.	Perth.	3120	135
St. Olaf, P. O.	G. T. Ry.	Stayner, 30 m.	Finnick.	Hastings.	100	144
St. Patricks.	N. Ry.	Lancaster, 8 m.	Troy.	Simcoe.		151
St. Raphael West, P. O.	G. T. Ry.		Charlottenburg.	Glengarry.	250	157
St. THOMAS, P. O., Tel. & R'y. Sta.	G. W. Ry. (L. & Pt. S. Br.)	Delhi, 16 m.	Walsingham.	Norfolk.	7000	134
St. Williams, P. O. and Tel. Sta.	G. W. Ry. (Air Line.)	Carleton Place, 3 m.	Hilbert.	Norfolk.	125	138
Stalla, P. O.	C. C. Ry.	Renfrew, 24 m.	Stadford.	Perth.	100	135
Stallford, P. O.	G. T. Ry.	Belleville, 7 m.	Ameliasburg.	Prince Edward.	30	144
Stambridgeville.	G. W. Ry. (Air Line.)	Clifton, 7 m.	Bayham.	Elgin.	500	134
Stamford, P. O.	G. W. Ry.	Malton, 6 m.	Stamford.	Welland.	200	139
Stanley's Mills, P. O.	G. T. Ry.	Shelburne, 11 m.	Mulmur.	Peel.	200	150
Stanton, P. O.	T. G. & B. Ry.			Simcoe.	100	151
Stapleton, Tel. Sta.	G. T. Ry. (B. & L. H. Div.)			Huron.		135
Stark's Corners, P. O.	N. Ry.	Gowan Sta, 6 m.	Arran.	Bruce.	180	142
Stayer, P. O., Tel. & R'y. Sta.	N. Ry. (Musk. Br.)	Ernestown, 9 m.	Nottawasaga.	Simcoe.	1000	151
Steele, P. O.	G. T. Ry.	Black Creek, 3 1/2 m.	Oro.	Simcoe.		144
Stella, P. O.	E. N. Ry.	Georgetown, 2 m.	Amherst Island.	Addington.	130	151
Stevensville, P. O.	G. T. Ry.	Arnprior, 8 m.	Bortie.	Welland.	250	138
Stewarttown, (Equinox P. O.)	C. C. Ry.	Belleville, 15 m.	Georgetown.	Huron.	250	150
Stewartville, P. O.	G. T. Ry.	Drayton, 2 m.	Macab.	Renfrew.	150	154
Stirling, P. O. and Tel. Sta.	G. T. Ry.	Courtland, 16 m.	Rawdon.	Hastings.	1300	144
Stirton, P. O.	C. W. Ry. (W.G. & B. M.L.)		Drayton.	Wellington.	150	135
Stitted, P. O.	G. W. Ry. (Air Line.)		Walsingham.	Norfolk.	80	138
Stittville, P. O., Tel. and R'y Sta.	C. C. Ry.	Trenton, 8 m.	Goulbourn.	Carleton.	100	156
Stockdale, P. O.	G. T. Ry.	Hungerford, 24 m.	Murray.	Northumberland.	120	140
Stoco, P. O.	G. T. Ry.	Washago, 30 m.	Hungerford.	Hastings.	200	140
Stonewall, P. O.	N. Ry. (Musk. Br.)		Macanary.	Waterloo.	140	144
Stony Creek, P. O. and R'y Sta.	H. & L. E. Ry.		Saltfleet.	Wentworth.	250	138
Stony Point, P. O. and R'y Sta.	G. W. Ry.	Lakelield, 16 m.	Tilbury West.	Essex.	200	131
Stony Lake, P. O.	Md. Ry.		Montague.	Lansark.		156
Stony's R'y Sta.	B. & O. Ry.		Dummer.	Peterborough.		140
Stonville, P. O., Tel. and R'y Sta.	T. & N. Ry.	Newry, 11 m.	Whitchurch.	York.	100	150
Stowe, P. O.	G. W. Ry. (W.G. & B. S. Ex.)	Dundas, 9 m.	Grey.	Huron.	800	135
Strabine, P. O.	G. W. Ry.	Tilsenbury, 7 m.	West Plamboro.	Wentworth.	150	138
Stratfordville, P. O.	G. W. Ry. (Pt. S. Br.)	Toronto, 7 m.	Bayham.	Elgin.	40	134
Stratford, P. O.	G. T. & G. W. Ry.	Woodstock, 7 m.	York.	York.	150	150
STRATFORD, P. O., Tel. and R'y Sta.	G. T. Ry. (B. & L. H. Br.)	Gloucester, 2 1/2 m.	South Easthope.	Perth.	4313	135
Strathlana, P. O.	G. W. Ry.	Mille Roches, 17 m.	East Zorra.	Oxford.	150	138
Strathburn, P. O.	G. W. Ry.	Meaford, 9 m.	Mosa.	Middlesex.	150	134
Strathglass.	N. Ry.		Exhorough.	Stormont.		157
Strathlana, P. O.	G. W. Ry. (Sar. Br.)	Berlin, 4 1/2 m.	St. Vincent.	Grey.		143
Strathroy, P. O., Tel. and R'y Sta.	G. T. Ry.	Port Credit, 10 m.	Adelaide.	Middlesex.	3232	134
Strasberg, (New Aberdeen P. O.)	G. W. Ry.	Dunnville, 5 m.	Waterloo.	Waterloo.	50	135
Streetville, P. O., Tel. Sta.	G. T. Ry. (B. & L. H. Br.)	Craigville, 1 m.	Toronto.	Peel.	617	150
Stromness, P. O.	N. Ry.	Bellefille, 24 m.	Sherbrooke.	Haldimand.	100	138
Stroud, P. O.	G. T. Ry.	Chatsworth, 3 m.	Innisfil.	Simcoe.		151
Sugar, (Stoco P. O.)	G. T. Ry.	Summerstown, 2 1/2 m.	Hungerford.	Hastings.	200	144
Sullivan, P. O.	T. G. & B. Ry.	Widder, 11 m.	Holland.	Grey.	170	143
Summerstown, P. O.	G. T. Ry.	Mimico, 4 1/2 m.	Charlottenburg.	Glengarry.	75	157
Summerstown, Tel. and R'y. Sta.	G. T. Ry.		Charlottenburg.	Glengarry.		157
Summerstown Mill, (Brewster P. O.)	G. W. Ry.		Dosanquet.	Lambton.	30	134
Summersville, P. O.	G. W. Ry.		Toronto.	Peel.	100	150
Summit, R'y Sta.	W. & P. Ry.		Reach.	Ontario.		150
Summit, R'y Sta.	Md. Ry.	Kingston, 12 m.	Hope.	Durham.	100	140
Shubury, P. O.	G. T. Ry.		Storrington.	Frontenac.	80	144
Sunderland, P. O., Tel. and R'y Sta.	T. & N. Ry.		Brock.	Ontario.	100	150
Sundridge, P. O. and R'y Sta.	N. Ry.	Ainleyville, 6 m.	Sundridge.	Simcoe.	100	151
Sunshine, P. O.	G. W. Ry. (W.G. & B. S. Ex.)		Morris.	Huron.		135
Suspension Bridge.	G. W. Ry.	Bothwell, 5 m.	Stamford.	Welland.		139
Sutherland's Corners, P. O.	O. W. Ry.	Bell Ewart, 10 m.	Euphemia.	Lambton.	80	134
Sutton, (Georgina P. O.) Tel. Sta.	N. Ry.	Deuchville, 5 m.	Georgina.	York.	300	150
Swooburg, P. O.	G. W. Ry.	Cuyaga, 8 m.	West Oxford.	Georgina.	20	138
Sweet's Corners, (Ridham P. O.)	G. W. Ry. (Air Line.)	Napanee, 5 1/2 m.	Ridham.	Haldimand.	60	138
Switzer, P. O.	O. T. Ry.	Princeton, 6 1/2 m.	Ernestown.	Addington.	250	144
Sydenham.	G. W. Ry.	Kingston, 16 m.	Burford.	Brant.	100	138
Sydenham, (Longborough P. O.)	G. T. Ry.	Owen Sound, 10 m.	Longborough.	Addington.	450	144
Sydenham Mills, P. O.	G. T. & B. Ry.	Wilder, 5 m.	Williams West.	Grey.	30	143
Sylvan, P. O.	G. W. Ry. (L. & Pt. S. Br.)	Napanee, 3 m.	Southwold.	Middlesex.	80	134
Talbotville, P. O.	G. T. Ry.	Stoney Creek, 5 m.	Shelburne.	Elgin.	100	134
Tamworth, P. O. and Tel. Sta.	G. W. Ry. (W.G. & B. M.L.)	Port Elgin, 12 m.	Saltfleet.	Addington.	500	144
Tapeleytown, P. O.	T. G. & B. Ry.	Almorte, 17 m.	Whiteby.	Wentworth.	100	138
Tara, P. O. and Tel. Sta.	C. C. Ry.	Ochawa, 6 m.	Arvan.	Bruce.	450	142
Tarbot, P. O.	G. T. Ry.		Luther.	Wellington.	50	135
Tatlock, P. O.	G. T. Ry.		Darling.	Lanark.	100	150
Taunton, P. O.	G. T. Ry.		Whitby.	Ontario.		150
Tavistock, P. O., Tel. and R'y Sta.	O. T. Ry. (B. & L. H. Br.)		South Easthope.	Perth.	500	135

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SER. PAGE.
Taylor, Tel. and Ry Sta.	C. S. Ry.	Ottawa, 7 m.	Alliborough	Egin		134
Taylorholme, (Ramsay's Corners P.O.)	B. & O. & St. L. & O. Ry.	Gloucester	Essex		240	131
Tay Port.	N. Ry.	Orillia, 18 m.	Tay	Carleton	100	156
Teemseth, Ry Sta.	G. W. Ry.	Bradford, 13 m.	Es Sundwich	Simcoe		151
Teemseth, P. O.	N. Ry.	Bradford, 13 m.	Teemseth	Simcoe	200	151
Teeseater, P. O. and Tel. Sta.	G. W. Ry. (W. G. & B. M.L.)	Milimay, 10 m.	Bruce		450	142
Teeterville, P. O.	C. S. Ry.	Windham, 3 m.	Windham	Norfolk	200	138
Teleton	G. W. Ry.	Komoka, 3 m.	London	Middlesex	150	134
Teperanceville, P. O.	Mid. Ry.	Franklin, 3 m.	Manvers	Durham		140
Tempo, P. O.	N. Ry.	King, 2 m.	King	York		150
Tennyson, P. O.	G. W. Ry. (L. & P.L.S.Br.)	Glanworth, 4 m.	Westminster	Middlesex	150	134
Teskeyville	B. & O. Ry.	Franktown, 8 m.	Drummond	Lanark		156
Teskeyville, P. O.	C. C. Ry.	Ashton, 3 m.	Ramsay	Lanark		156
Teston, P. O.	N. Ry.	Richmond Hill, 3 m.	Vaughan	York	125	159
Tevidale, P. O.	G. W. Ry. (W. G. & B. M.L.)	Harriston, 7 m.	Minto	Wellington	100	135
Thames River	G. W. Ry.	Ingersoll, 5 m.		Oxford	500	138
Thamesville, P. O., Tel. and Ry Sta.	G. W. Ry.		Southwold	Elgin		134
Thanet, P. O.	G. T. Ry.	Belleville, 50 m.	Camden	Kent	500	131
Thistleton, P. O.	G. W. Ry.	Mimico, 4 m.	Wadaston	Hastings	100	141
Thirty Mile Creek, (Beamsville P. O.)	G. W. Ry.	Beamsville, 2 m.	Etobicoke	York	200	150
Thomassburg, P. O.	G. T. Ry.	Belleville, 17 m.	Clinton	Lincoln	20	139
Thompsonville, P. O.	N. Ry.	Bradford, 17 m.	Hungerford	Hastings	200	144
Thorburn, P. O., Tel. and Ry Sta.	N. Ry.	Bradford, 17 m.	Teemseth	Simcoe	40	151
Thorndale, P. O. and Tel. Sta.	G. T. Ry.		Collingwood	Grey	400	143
Thorhill, P. O. and Tel. Sta.	G. T. Ry.	Thorhill, 3 m.	West Nisour	Middlesex	150	134
Thornhill, Ry Sta.	N. Ry.		Vaughan	York	600	150
Thorton, P. O.	N. Ry.		Vaughan	York		150
Thorold, P. O., Tel. and Ry Sta.	N. Ry.	Allandale, 8 m.	Innisfil	Simcoe	100	151
Thunder Bay, P. O.	G. W. Ry. (Wel.)		Thorold	Welland	1635	139
Thurlow, P. O.	G. T. Ry.	Belleville, 13 m.	Thurlow	Algoma Dist.		126
Tilbury East, P. O.	C. S. Ry.	Tilbury, 6 m.	East Tilbury	Hastings	120	141
Tilbury, Ry Sta.	C. S. Ry.		East Tilbury	Kent	150	131
Tilsburg, P. O., Tel. and Ry Sta.	C. S. Ry.		Derebam	Oxford	1700	138
Tincup, (Bruckville P. O.)	B. O. & G. T. Ry.	Brookville, 4 m.	Elizabethtown	Leeds	200	156
Tinino Corners	N. Ry.	King, 2 m.	King	York	150	150
Tintern, P. O.	G. W. Ry.	Beamsville, 6 m.	Clinton	Lincoln		139
Treton, P. O. and Tel. Sta.	G. W. Ry. (W. G. & B. S. Ex.)	Kincardine, 7 m.	Kincardine	Bruce	250	142
Tedmonton, (Doncaster P. O.)	G. T. & G. W. Ry.	Toronto, 3 m.	York	York	150	156
Toledo, P. O. and Tel. Sta.	B. & O. Ry.	Irish Creek, 8 m.	Kitley	Leeds	300	156
Tollendale, (Allandale P. O.)	N. Ry.	Allandale, 1 m.	Innisfield	Simcoe	100	151
Topping, P. O.	G. T. Ry. (B. & L. H. Br.)	Stardford, 11 m.	North Easthope	Perth	280	135
Tomora, P. O.	T. G. & B. Ry.	Bolton, 3 m.	Albion	York	50	150
TORONTO, P. O., Tel. and Ry Sta.	G. T. & G. W. N. T. & A. E. G. & B. Ry.	Bolton, 3 m.	York	York	56092	150
Tottenham, P. O.	T. G. & B. Ry.	Bolton, 12 m.	Teemseth	Simcoe	150	151
Townsend, Ry Sta.	C. S. Ry.		Townsend	Norfolk		138
Townsend Centre, P. O.	C. S. Ry.	Townsend, 2 m.	Townsend	Norfolk	100	138
Trafalgar, P. O.	G. W. Ry.	Oakville, 3 m.	Trafalgar	Halton	100	150
Tramore, P. O.	C. C. Ry.	Renfrew, 47 m.	Hagarty	Hastings		144
Traverston, P. O.	T. G. & B. Ry.	Markdale, 7 m.	Glenelg	Grey	50	143
Treadwell, P. O.	St. L. & O. A. T. C. Ry.	Ottawa, 37 m.	North Plantagenet	Prescott	50	157
Treastle, P. O.	G. W. Ry. (W. G. & B. M.L.)	Moorefield, 6 m.	Wallace	Perth	90	135
Trenton, P. O.	G. T. Ry.	Trenton, 2 m.	Sidney	Hastings	2000	144
Trenton, Tel. and Ry Sta.	G. T. Ry.		Sidney	Hastings		144
Trout Lake, P. O.	N. Ry. (Musk. Br.)	Washago, 58 m.	Humphrey	Muskoka Dist.	25	147
Trowbridge, P. O.	G. W. Ry. (W. G. & B. S. Ex.)	Newry, 3 m.	Elma	Perth	150	135
Troy, (Fairfield P. O.)	G. W. Ry.	Lewisville, 13 m.	Hurwich	Kent	150	131
Troy, P. O.	G. W. Ry.	Laydon, 3 m.	Beverley	Wentworth	100	138
Trendell, P. O.	C. S. Ry.	Tilbury, 3 m.	Tilbury West	Essex	150	131
Trum, P. O.	T. G. & B. Ry.	Bolton, 10 m.	Teemseth	Simcoe	180	151
Tucker's Mills	G. T. Ry.	Norval, 4 m.	Chingacousy	Peel		159
Tullahoma, P. O.	T. G. & B. Ry.	Mono Road, 54 m.	Chingacousy	Peel	250	159
Turtle Lake, P. O.	N. Ry. (Musk. Br.)	Washago, 60 m.	Humphrey	Muskoka Dist.		147
Tuscara, P. O.	G. T. Ry. (B. & L. H. Br.)	Onondaga, 2 m.	Onondaga	Brant	150	138
Tweed, P. O. and Tel. Sta.	G. T. Ry.	Belleville, 25 m.	Hungerford	Hastings	600	144
Tweedside, P. O.	G. W. Ry.	Winona, 3 m.	Siltfleet	Wentworth	100	138
Two Creeks	C. S. Ry.	Tilbury, 16 m.	Romey	Kent		144
Tyendinaga, P. O., Tel. and Ry Sta.	G. T. Ry.		Tyendinaga	Hastings	100	131
Tyneside, P. O.	G. T. (B.L.H.) & H. & L. E. Ry.		Salisbury, 3 m.	Haldimand		138
Tyromnell, P. O. and Tel. Sta.	C. S. Ry.	Dutton, 3 m.	Dunbrich	Elgin	160	134
Tyrome, P. O. and Tel. Sta.	G. T. Ry.	Bowmanville, 8 m.	Darlington	Durham	300	140
Tynell, P. O.	G. W. Ry. (Air Line.)	Kenton, 2 m.	Townsend	Norfolk	80	138
Udora, P. O.			Scott	Ontario	250	150
Ullington, P. O.	N. Ry. (Musk. Br.)	Washago, 19 m.	Draper	Victoria	70	140
Udora, P. O.	N. Ry. (Musk. Br.)	Washago, 37 m.	Watt	Muskoka Dist.	50	147
Ullin, P. O.				Algoma Dist.		
Ullswater, P. O.	N. Ry. (Musk. Br.)	Washago, 42 m.	Watt	Muskoka Dist.	100	147
Ulyatt, P. O.	T. G. & B. Ry.	Markdale, 6 m.	Artemesia & Euphrasia	Grey		143
Uster, P. O.	G. W. Ry. (W. G. & B. S. Ex.)	Belleville, 64 m.	Wawanosh	Huron		135
Uxfraville, P. O.	G. T. Ry.	Belleville, 64 m.	Bungannon	Hastings		144
Uxerwood, P. O. and Tel. Sta.	G. W. Ry. (W. G. & B. M.L.)	Paslay, 3 m.	Bruce	Bruce	90	142
Union	C. S. Ry.	Essex Centre, 12 m.	Gosfield	Essex		131
Union, P. O. and Tel. Sta.	G. W. Ry. (L. & P.L.S.Br.)	Union Sta., 11 m.	Yarmouth	Elgin	350	134
Union Hill, P. O.	G. T. Ry.	Thorndale, 21 m.	London	Middlesex		134
Unionville, P. O., Tel. and Ry Sta.	T. & N. Ry.		Markham	York	250	150
Uphill, P. O.	T. & N. Ry.	Victoria Road, 10 m.	Dutton	Victoria	50	140
Upper Front Hill, (Font Hill P. O.)	G. W. Ry. (Wel.)	Fort Robinson, 3 m.	Pelham	Welland	75	139
Upper Lardin			Amherst Island	Addington		144
Upper Grove, P. O.	Mid. Ry.	Beverton, 18 m.	Mara	Ontario	185	150
Utica, P. O.	W. & Pt. P. Ry.	Prince Albert, 4 m.	Bench	Ontario	350	150
Uterson, P. O.	N. Ry. (Musk. Br.)	Washago, 38 m.	Stephenson	Victoria	350	140
Uttometer, P. O.	G. W. Ry.	Wanstead, 5 m.	Plympton	Lambton	100	134
Utopia, P. O. and Ry Sta. (Essa Crossing)	N. Ry.		Essa	Simcoe		151
Uxbridge, P. O., Tel. and Ry Sta.	T. & N. Ry.		Uxbridge	Ontario	1500	150
Vachell, P. O.	N. Ry.	Hell Ewart, 15 m.	Georgina	York	175	150
Valentia, P. O.	Mid. Ry.	Lindsay, 12 m.	Mariposa	Victoria		140
Valerystown, P. O.	T. & N. Ry.	Sundland, 4 m.	Brook	Ontario	100	150
Valletta, P. O.	C. S. Ry.	Tilbury, 3 m.	Tilbury East	York	75	131
Vancouver	G. T. Ry.	Belleville, 9 m.	Sidney	Hastings		144
Vancouver, P. O. and Tel. Sta.	C. C. Ry.	Renfrew, 35 m.	Sebastopol	Renfrew		154
Vaudreuil, P. O. (Sageville)	G. W. Ry.	Eastwood, 5 m.	East Oxford	Oxford	100	138
Vandeur, P. O.	T. G. & B. Ry.	Markdale, 6 m.	Artemesia	Grey		143
Vankle Hill, P. O. and Tel. Sta.	G. T. Ry.	Lanesster, 33 m.	West Hawkesbury	Prescott	700	157
Vanneck, P. O.	G. W. Ry.	Komoka, 81 m.	London	Middlesex	100	134
Vannator, P. O.	T. G. & B. Ry.	Georgville Junction, 2 m.	East Garafraxa	Wellington		135
Vanylack, P. O.	N. Ry.		Flos	Simcoe	175	151
Varna, P. O. and Tel. Sta.	G. T. Ry.	Seaford, 11 m.	Stanley	Huron	200	143
Vainey, P. O.	T. G. & B. Ry.	Mount Forest, 12 m.	Normanby	Grey	60	140
Vasey, P. O.	N. Ry.	Daric, 16 m.	Toy	Simcoe	50	151
Veighton, P. O.	B. & O. & St. L. & O. Ry.	Ottawa, 16 m.	Cumberland	Russell	80	151
Vellore, P. O.	N. Ry.	Richmond Hill, 31 m.	Vaughan	York	100	150
Vennachar, P. O.			Abinger	Addington	60	144
Ventnor, P. O.	St. L. & O. Ry.	Spencerville 6 m.	Edwardsburg	Grenville	150	156

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE
Ventry, P. O.	T. & B. Ry.	Dundalk, 6 m.	Proton	Grey	143	
Verdun, P. O.	G. W. Ry. (W.G.A.B., S. Ex.)	Huron, 3 m.	Huron	Bruce	142	
Vereker, P. O.	C. S. Ry.	Colchester, 31 m.	Colchester	Essex	131	
Vernon, P. O.	St. L. & O. Ry.	Vernon, 11 m.	Osgoode	Russell	30	157
Vernonville, P. O.	G. T. Ry.	Grafton, 6 m.	Haldimand	Northumberland	100	149
Verona, P. O.	G. T. Ry.	Kingston, 20 m.	Portland	Frontenac	40	144
Verschoyle	G. W. Ry.	Ingersoll, 6 m.	Brant	Dereham	175	138
Vesta, P. O.	G. W. Ry. (W.G.A.B., M. L.)	Pasley, 8 m.	Brant	Bruce	30	142
Victoria	G. W. Ry.	Princeton, 5 m.	Burlford	Brant	50	138
Victoria	N. Ry.	Bramley, 2 m.	Imisli	Simcoe	150	151
Victoria, (Campbell's Cross P. O.)	G. T. Ry.	Beampton, 8 m.	Chinguacousy	Peel	50	150
Victoriaburg	G. T. Ry.	Petersburg, 3 m.	Wilnot	Waterloo	135	
Victoria Corners, P. O.	T. & N. Ry.	Wick, 5 m.	Reach	Ontario	80	150
Victoria Harbor, P. O.	N. Ry.	Orilla, 21 m.	Tay	Simcoe	151	
Victoria Road Station, P. O. and Ry Sta.	T. & N. Ry.	Orilla, 21 m.	Tay	Simcoe	151	
Victoria Square, P. O.	N. Ry.	Richmond Hill, 8 m.	Markham	Victoria	100	140
Viena, P. O. & Tel. Sta.	G. W. Ry. (Air Line)	Pilsburg, 13 m.	Elgin	York	280	150
Vigo, P. O.	N. Ry.	Stayner, 11 m.	Floss	Simcoe	503	134
Villa Nova, P. O. and Ry Sta.	C. S. Ry.	Stayner, 11 m.	Townsend	Simcoe	200	151
Villiers, P. O.	M.H. Ry.	Peterborough, 15 m.	Otonabee	Norfolk	100	138
Vine, P. O.	N. Ry.	Barre, 7 m.	Otonabee	Peterborough	75	140
Violet, P. O.	G. T. Ry.	Rath, 4 m.	Imisli	Simcoe	175	151
Virgil, P. O.	C. S. Ry.	Ningra, 3 m.	Ernestown	Addington	200	144
Virginia, P. O.	T. & N. Ry.	Cunnington, 12 m.	Niagara	Lincoln	100	139
Vittrina, P. O. & Tel. Sta.	G. W. Ry. (Air Line)	Simcoe, 7 m.	Georgina	York	100	150
Vivian, P. O.	N. Ry.	Senneket, 9 m.	Charlottetown	Norfolk	600	138
Vroomanton, P. O.	T. & N. Ry.	Sunderland, 3 m.	Whitechurch	York	150	150
Vyner, P. O.	G. T. Ry.	Perch, 2 m.	Brook	Ontario	250	150
Wabashoe, P. O.	N. Ry.	Orilla, 19 m.	Sumia	Lambton	134	
Wagram, P. O.	T. G. & B. Ry.	Kenilworth, 7 m.	Tay	Simcoe	50	151
Wainfleet, Ry Sta.	G. T. Ry. (B. & L. H. Br.)	Kenilworth, 7 m.	Arthur	Wellington	135	
Walden, P. O., Tel. and Ry Sta.	T. G. & B. Ry.	Kenilworth, 7 m.	Wainfleet	Welland	139	
Wales, P. O., (Dickinson's Landing Sta.)	G. T. Ry.	Kenilworth, 7 m.	Amaratli	Wellington	135	
WALKERTON, P. O., Tel. & Ry Sta.	G. T. Ry.	Kenilworth, 7 m.	Osborne	Stormont	80	137
Walkerville, P. O. and Tel. Sta.	G. W. Ry. (W.G.A.B., M.L.)	Windsor, 14 m.	Brant	Bruce	1200	142
Wallace, P. O.	G. W. Ry.	Gowanstown, 2 m.	Swilwich East	Essex	200	131
Wallaceburgh, P. O. & Tel. Sta.	G. W. Ry.	Gowanstown, 2 m.	Wallace	Perth	50	135
Wallaceville, (Wallace P. O.)	G. W. Ry.	Chatham, 18 m.	Chatham	Kent	600	131
Walbridge, P. O.	C. S. Ry.	Dutton, 3 m.	Dunwich	Elgin	400	134
Wallenstein, P. O.	G. W. Ry. (W.G.A.B., S. Ex.)	Gowanstown, 2 m.	Wallace	Perth	100	135
Walmer	G. T. Ry.	Belleriville, 2 m.	Swilney	Hastings	100	144
Walmer, P. O.	G. T. Ry.	Berlin, 15 m.	Wellesley	Waterloo	100	135
Walsh, P. O.	T. G. & B. Ry.	Arthur, 4 m.	Peel	Wellington	135	
Walter's Falls, P. O.	G. T. Ry. (B. & L. H. Br.)	Right, 5 m.	East Zorra	Oxford	150	138
Waton, P. O. & Tel. Sta.	G. W. Ry. (Air Line)	Delhi, 9 m.	Charlottetown	Norfolk	150	138
Waukegan, P. O. and Ry Sta.	T. G. & B. Ry.	Chatworth, 10 m.	Holland	Grey	100	143
Waukegan, P. O. and Ry Sta.	G. W. Ry. (W.G.A.B., S. Ex.)	Aubleville, 5 m.	McKillop	Huron	125	135
Waukegan, P. O. and Ry Sta.	G. W. Ry.	Lansdowne, 4 m.	Plympton	Lambton	130	134
Waukegan, P. O. and Ry Sta.	G. W. Ry.	Newbury, 2 m.	Lansdowne	Leeds	100	156
Waukegan, P. O. and Ry Sta.	G. W. Ry.	Newbury, 2 m.	Moss	Middlesex	539	134
Waukegan, P. O. and Ry Sta.	T. G. & B. Ry.	Proton, 5 m.	Osprey	Grey	100	143
Waukegan, P. O. and Ry Sta.	G. T. Ry.	Colborne, 16 m.	Percy	Northumberland	800	140
Waukegan, P. O. and Ry Sta.	N. Ry.	Orilla, 7 m.	Medonte	Simcoe	120	151
Waukegan, P. O. and Ry Sta.	C. S. Ry.	Atterdill, 6 m.	Caistor	Lincoln	139	
Waukegan, P. O. and Ry Sta.	Mid. Ry.	Peterborough, 14 m.	Dimmer	Peterborough	150	140
Waukegan, P. O. and Ry Sta.	G. T. Ry. (B. & L. H. Br.)	Sobrierville, 6 m.	Ellice	Perth	200	135
Waukegan, P. O. and Ry Sta.	G. W. Ry.	Watford, 7 m.	Waukegan	Lambton	300	134
Waukegan, P. O. and Ry Sta.	G. T. Ry.	Watford, 7 m.	Pittsburg	Frontenac	100	144
Waukegan, P. O. and Ry Sta.	N. Ry.	Watford, 7 m.	North Orilla	Simcoe	180	151
Waukegan, P. O. and Ry Sta.	G. T. Ry. (B. & L. H. Br.)	Drumbo, 5 m.	Blenheim	Oxford	130	128
Waukegan, P. O. and Ry Sta.	G. W. Ry.	Waterdown, 2 m.	Flamborough East	Wentworth	1000	138
Waukegan, P. O. and Ry Sta.	C. S. Ry.	Waterdown, 2 m.	Townsend	Norfolk	900	128
Waukegan, P. O. and Ry Sta.	G. T. Ry.	Berlin, 2 m.	Waterloo	Waterloo	1500	135
Waukegan, P. O. and Ry Sta.	G. T. Ry.	Napanee, 10 m.	Tyendinaga	Hastings	150	144
Waukegan, P. O. and Ry Sta.	G. W. Ry.	Newbury, 6 m.	Moss	Middlesex	50	134
Waukegan, P. O. and Ry Sta.	G. W. Ry. (St. Br.)	Newbury, 6 m.	Waukegan	Lambton	400	134
Waukegan, P. O. and Ry Sta.	N. & O. Ry. (P. Br.)	Perth, 17 m.	Dalhousie	Lanark	100	156
Waukegan, P. O. and Ry Sta.	B. & O. Ry. (P. Br.)	Perth, 17 m.	Ferguson	Perry Sound Dist.	100	146
Waukegan, P. O. and Ry Sta.	N. Ry.	Washago, 90 m.	Moore	Lambton	134	
Waukegan, P. O. and Ry Sta.	G. T. Ry.	Napanee, 20 m.	Marysburg	Prince Edward	144	
Waukegan, P. O. and Ry Sta.	N. Ry.	Barrie, 22 m.	Glenelg	Grey	50	143
Waukegan, P. O. and Ry Sta.	B. & O. Ry.	Barrie, 22 m.	Montague	Simcoe	150	151
Waukegan, P. O. and Ry Sta.	G. T. & Mid. Ry.	Port Hope, 3 m.	Hope	Lanark	100	156
Waukegan, P. O. and Ry Sta.	C. S. & G. W. Ry. (Wet)	Port Hope, 3 m.	Crowland	Welland	1110	139
Waukegan, P. O. and Ry Sta.	G. W. Ry.	Marshville, 6 m.	Gainsborough	Lincoln	300	139
Waukegan, P. O. and Ry Sta.	G. T. Ry.	Madon, 9 m.	Wellesley	Waterloo	506	135
Waukegan, P. O. and Ry Sta.	G. T. Ry.	Brighton, 25 m.	Hillier	Prince Edward	517	144
Waukegan, P. O. and Ry Sta.	G. W. Ry.	Wellington Square, 2 m.	Nelson	Haltou	700	150
Waukegan, P. O. and Ry Sta.	G. T. Ry.	Belleville, 25 m.	Rawdon	Hastings	100	144
Waukegan, P. O. and Ry Sta.	St. L. & O. & C. Ry.	Ottawa, 32 1/2 m.	North Flintonet	Prescott	90	157
Waukegan, P. O. and Ry Sta.	G. W. Ry.	Westchester, 4 m.	North Oxford	Oxford	200	138
Waukegan, P. O. and Ry Sta.	G. W. Ry. (W.G.A.B., M.L.)	Port Elgin, 3 m.	Sauguen	Bruce	30	142
Waukegan, P. O. and Ry Sta.	G. T. Ry.	Ollins Bay, 4 m.	Kingston	Frontenac	100	144
Waukegan, P. O. and Ry Sta.	G. T. Ry.	Brampton, 2 m.	Chinguacousy	Peel	80	150
Waukegan, P. O. and Ry Sta.	N. Ry.	Angus, 10 m.	Essa	Simcoe	50	151
Waukegan, P. O. and Ry Sta.	G. W. Ry. (W.G.A.B., S. Ex.)	Wingham, 15 m.	Wawanosh	Huron	135	
Waukegan, P. O. and Ry Sta.	G. W. Ry.	Dundas, 3 m.	West Flamborough	Wentworth	300	138
Waukegan, P. O. and Ry Sta.	G. T. Ry.	Belleville, 14 m.	Huntington	Hastings	50	144
Waukegan, P. O. and Ry Sta.	C. C. Ry.	Ashton, 9 m.	Dunley	Grey	90	156
Waukegan, P. O. and Ry Sta.	G. T. Ry.	Belleville, 22 m.	Hilwell	Prince Edward	150	144
Waukegan, P. O. and Ry Sta.	C. S. Ry.	Bismark, 2 m.	Alborough	Elgin	250	134
Waukegan, P. O. and Ry Sta.	G. T. Ry.	Ailsa Craig, 6 m.	McGillivray	Middlesex	45	134
Waukegan, P. O. and Ry Sta.	C. S. Ry. (St. Cl. Br.)	Southold, 2 m.	Southold	Elgin	50	134
Waukegan, P. O. and Ry Sta.	C. C. Ry.	Castleford, 31 m.	Westmeath	Renfrew	170	154
Waukegan, P. O. and Ry Sta.	G.T.A.G. W.Ry. (L.A.B. S.Br.)	London, 4 m.	Westminster	Middlesex	600	134
Waukegan, P. O. and Ry Sta.	G. T. Ry.	Berlin, 12 m.	Woodwich	Waterloo	100	135
Waukegan, P. O. and Ry Sta.	N. Ry.	St. L. & O. Ry.	Flushing	York	1300	150
Waukegan, P. O. and Ry Sta.	St. L. & O. Ry.	Osgoode, 2 m.	Osgoode	York	100	150
Waukegan, P. O. and Ry Sta.	G. W. Ry.	Dundas, 10 m.	Feversley	Carlton	100	156
Waukegan, P. O. and Ry Sta.	B. & O. Ry. (P. Br.)	Perth, 20 m.	North Crosby	Wentworth	100	138
Waukegan, P. O. and Ry Sta.	G. T. Ry.	Stratford, 17 m.	Mornington	Leeds	400	156
Waukegan, P. O. and Ry Sta.	G. T. Ry.	Morrisburg, 18 m.	Winchester	Perth	150	135
Waukegan, P. O. and Ry Sta.	Mid. Ry.	Peterborough, 16 m.	Asphodel	Peterborough	260	157
Waukegan, P. O. and Ry Sta.	G. T. Ry.	Scarborough, 4 m.	Asphodel	Peterborough	100	140
Waukegan, P. O. and Ry Sta.	G. T. Ry.	Granton, 4 m.	Scarborough	Peterborough	150	150
Waukegan, P. O. and Ry Sta.	G. T. Ry.	Brampton, 6 m.	Hildburgh	York	150	150
Waukegan, P. O. and Ry Sta.	C. S. Ry.	Talbary, 14 m.	Peronto	Middlesex	180	134
Waukegan, P. O. and Ry Sta.	G. T. & W. & P. & P. Ry.	Talbary, 14 m.	Mersea	Essex	100	131
Waukegan, P. O. and Ry Sta.	C. C. Ry.	Talbary, 14 m.	Whitby	Ontario	2732	150
Waukegan, P. O. and Ry Sta.	B. & O. Ry.	Arnprior, 13 m.	Darling	Lanark	100	136
Waukegan, P. O. and Ry Sta.	C. C. Ry.	Aurora, 4 m.	Elizabethtown	Leeds	75	154
Waukegan, P. O. and Ry Sta.	N. Ry.	Aurora, 4 m.	McNab	Renfrew	200	154
Waukegan, P. O. and Ry Sta.	T. & N. Ry.	Unionville, 6 m.	Whitechurch	York	130	150
Waukegan, P. O. and Ry Sta.	T. & N. Ry.	Unionville, 6 m.	Peckering	Ontario	250	150

For explanations, names of Railroads abbreviated, etc., see page 183.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEK PAID.
Whitfield, P. O.	T. G. & B. Ry.	Shelburne, 8 m.	Mulmur	Simcoe	150	151
Whittington, P. O.	T. G. & B. Ry.	Orangeville Junction, 6 m.	Amaranth	Wellington		135
Warton, P. O.	T. G. & B. Ry.		Amabel	Bruce	200	142
Wick, P. O., Tel. & Ry Sta.	T. & N. Ry.	Oranville, 3 1/2 m.	Brook	Ontario	125	150
Wicklow, P. O.	G. T. Ry.	Widder, 2 m.	Haldimand	Northumberland	100	140
Widder, P. O. and Tel. Sta.	G. T. Ry.	Widder, 2 m.	Bosquet	Lambton	100	134
Widder Station, P. O., Tel. and Ry Sta.	G. T. Ry.	Widder, 2 m.	Bosquet	Lambton		134
Wilfrid, P. O.	T. & N. Ry.	Cunnington, 7 m.	Brook	Ontario	110	150
Wilkeport, P. O. and Tel. Sta.	C. S. Ry. (St. Cl. Br.)	Brigden, 1 m.	Sombra	Lambton	50	134
Wilkie's Corners (Fingal P. O.)	G. W. Ry. (L. & P. S. Br.)	St. Thomas, 8 m.	Southwold	Elgin	60	134
Williams, P. O.	G. T. Ry.	Gananoque, 4 m.	Pittsburg	Frontenac	100	144
Williamsburg, Tel. Sta. (New Aberdeen P. O.)	O. T. Ry.	Ailsa Craig	Williams East	Middlesex		134
Williamstown, P. O.	G. T. Ry.	Borlin, 4 m.	Waterloo	Waterloo	100	135
Willisford, P. O.	G. W. Ry. (W. G. & B. M. L.)	Lanesier, 4 m.	Holland	Orey	170	143
Willowdale, P. O.	N. Ry.	Pauley, 9 m.	Charlottenburg	Glenora	450	157
Willow Grove, P. O.	H. & L. E. Ry.	Thornhill, 5 m.	Elderslie	Bruce		142
Wilnor, P. O.	G. T. Ry.	Kingston, 21 m.	York	York	160	150
Wilton, P. O.	G. T. Ry.	Ernestown, 9 m.	Oneida	Haldimand	80	138
Wilton Grove, P. O.	G. W. Ry. (L. & P. S. Br.)	Westminster, 1 m.	Loughborough	Addington	300	144
Winchelsea, P. O.	G. T. Ry.	Ganston, 8 m.	Ernestown	Addington	200	144
Winchester, P. O.	G. T. Ry.	Ailsa Craig, 17 m.	Westminster	Middlesex		134
Winchester Springs, P. O. & Tel. Sta.	G. T. Ry.	Borlin, 12 m.	Ushorne	Huron	70	135
Windsor, P. O.	N. Ry. (Musk. Br.)	Waslago, 40 m.	Windsor	Dundas	400	157
Windham Centre, P. O. & Ry Sta. (Windham Sta.)	C. S. Ry.	Waslago, 40 m.	Williamsburg	Dundas	100	157
Windham, P. O., Tel. and Ry Sta.	G. W. Ry.	Alma, 7 m.	Watt	Muskoka Dist.	60	135
Winger, P. O.	G. W. Ry.	Marsha, 3 m.	William	Norfolk	100	135
Wingham, P. O., Tel. and Ry Sta.	G. W. Ry. (W. G. & B. M. L.)	Alma, 7 m.	West Sandwich	Essex	4233	131
Winona, P. O. & Ry. Sta.	G. W. Ry. (W. G. & B. S. Ex.)	Marsha, 3 m.	Peel	Wellington	50	135
Winterbourne, P. O.	G. T. Ry.	Marsha, 3 m.	Wainfleet	Welland		139
Wintrop, P. O.	G. T. Ry.	Berlin, 8 m.	Turnberry	Huron	700	135
Wisbech, P. O.	G. T. Ry. (B. & L. H. Br.)	Senfords, 6 m.	Saltfleet	Huron	100	138
Wohun, P. O.	G. W. Ry. (Sar. Br.)	Scarborough, 24 m.	Woolwich	Waterloo	150	135
Wolfe Island, P. O. and Tel. Sta.	G. T. Ry.	Scarborough, 24 m.	Worlock	Huron		135
Wolford, Ry Sta.	B. & O. Ry.	Kingston, 3 m.	Warwick	Lambton		134
Wolseley, P. O.	T. G. & B. Ry.	Wolford	Scarborough	York	50	150
Wolveston, P. O.	G. T. Ry. (B. & L. H. Br.)	Dwen Sound, 12 m.	Wolfe Island	Frontenac	2737	144
Woodbridge, P. O., Tel. & Ry Sta.	T. G. & B. Ry.	Drumbo, 3 m.	Wolford	Grenville		156
Woodburn, P. O.	G. W. Ry.	Heinheim	Keppel	Grey		143
Woodbury, P. O.	G. W. Ry.	Vanhan	Heinheim	Oxford	250	138
Woodford, P. O. and Tel. Sta.	G. W. Ry.	Stoney Creek, 7 m.	Vanhan	York	1000	150
Woodham, P. O.	N. Ry.	Burford	Binbrook	Wellington	100	138
Woodhill, P. O.	G. T. Ry.	Brinceton, 3 m.	Brant	Wellington	160	138
Woodlands, P. O.	G. T. Ry.	St. Mary's, 11 m.	Grey	Grey	50	143
Woodlakes, P. O.	G. T. Ry.	Nalton, 3 1/2 m.	Perth	Perth	100	135
Woodlodge, Ry Sta.	G. T. Ry.	Dickinson's Landing, 2 m.	Toronto Gore	Peel		150
Woodstock, P. O., Tel. and Ry Sta.	C. S. Ry.	Woodlodge Sta., 4 m.	Osnabruk	Stormont	70	157
Woodville, P. O., Tel. and Ry Sta.	G. W. Ry.	Woodlodge Sta., 4 m.	Maldstone	Essex	150	131
Wooler, P. O.	T. & N. & Mid. Ry.	Rochester	Essex	Essex		131
Wright's Corners, Ry Sta. (Algonquin P. O.)	G. T. Ry.	Planford	Planford	Oxford		138
Wroxeter, P. O. and Tel. Sta.	G. T. Ry.	Eldon	Victoria	Victoria	5000	140
Wyandot, P. O.	T. G. & B. Ry.	Trenton, 7 m.	Murray	Northumberland	400	140
Wyebridge, P. O. and Tel. Sta.	G. W. Ry. (W. G. & B. M. L.)	Mailand, 5 m.	Augusta	Grenville	120	140
Wyeon (Thorndale P. O.)	N. Ry.	Mailand, 5 m.	Howick	Huron	100	156
Yaker, P. O. and Tel. Sta.	G. W. Ry. (Sar. Br.)	Inusan, 4 m.	Maryborough	Wellington	700	135
Yarmouth Centre, P. O.	G. T. Ry.	Stagner, 24 m.	Wellington	Wellington	150	135
Yatton, P. O.	G. T. Ry.	Thorndale, 3 m.	West Nissouri	Wellington	150	151
Yelverton, P. O.	G. W. Ry. (L. & P. S. Br.)	Napanee, 13 m.	Camden East	Addington	30	144
Yeovil, P. O.	G. W. Ry. (W. G. & B. M. L.)	St. Thomas, 4 m.	Yarmouth	Elgin	160	134
York, P. O.	Mid. Ry.	Alma, 10 m.	Peel	Wellington	20	135
Yonge Mills, P. O.	T. G. & B. Ry.	Mount Forest, 10 m.	Manvers	Dorham		140
York River, P. O.	G. T. Ry. (B. & L. H. Br.)	Cook's, 2 m.	Egremont	Grey		143
Yonville, P. O. and Tel. Sta.	G. T. Ry.	Malloytown, 4 m.	Seneca	Haldimand	400	138
Young's Point, P. O.	G. T. N. & T. G. & B. Ry.	Weston, 3 m.	Yonge	Leeds		156
Youngsville, P. O.	G. T. Ry.	Belleville, 73 m.	York	York	350	150
Zealand, P. O.	G. T. Ry.	Toronto, 2 m.	Faraday	Hastings	125	144
Zephyr, P. O.	G. T. Ry.	Lakelield, 61 m.	York	York	2243	150
Zetland, P. O.	G. W. Ry.	Woodstock, 12 m.	Smith	Peterborough	100	140
Zimmerman, P. O.	B. & O. Ry. (P. Br.)	Perth, 25 m.	West Zorra	Oxford		138
Ziska, P. O.	T. & N. Ry.	Sunderland, 11 m.	Ontario	Frontenac		144
Zurich, P. O., and Tel. Sta.	G. W. Ry. (W. G. & B. S. Ex.)	Wingham, 2 m.	Seol	Ontario	300	150
	G. W. Ry.	Wellington Square, 8 m.	Turnberry	Huron	60	135
	N. Ry. (Musk. Br.)	Waslago, 21 m.	Nelson	Huron	100	150
	G. T. Ry.	Seadorth, 18 m.	Monck	Muskoka Dist.	100	150
			Hlay	Huron	200	147

For explanations, names of Railroads abbreviated, etc., see page 1\*3.

# LIST OF CITIES, VILLAGES, POST OFFICES AND RAILWAY STATIONS

## IN THE PROVINCE OF QUEBEC.

STATING MEANS OF ACCESS, APPROXIMATE NUMBERS OF POPULATION, ETC.

NAME OF PLACE, ETC.	NAME OF RAILWAY OR RIVER.	NEAREST STATION OR POST.	TOWNSHIP, PARISH, OR SEIGNORY.	COUNTY.	POPULATION.	SEE PAGE.
Abbotts Corners, P. O.	Cent. Vt. Ry (Nor. Div.)	St. Armand, 10 m	St. Armand	Missisquoi	100	152
Abbottsford, P. O.	Cent. Vt. Ry (Nor. Div.)	Granby, 9 m	St. Paul	Rouville	250	152
Abercorn, P. O. Ry and Tel. Sta.	E. Ry.		Sutton	Brome	200	152
Abloyne	River Restigouche		Nouvelle	Bonaventure	70	172
Acacia Vale, P. O., Tel. and Ry Sta.	G. T. Ry.		Acton	Bagot	500	152
Adamsburg	B. & O. Ry.	Renfrew, 25 m	Allumette	Pontiac		162
Adamsville, P. O.	S. E. Ry.	Brigham, 4 m	Farnham	Brome	200	152
Adelphi, P. O.	G. T. Ry.	Ileancour, 15 m	Inverness	Megantic	150	167
Aixl, P. O.	Cent. Vt. Ry (Nor. Div.)	St. Armand, 15 m	Arthabaska	Missisquoi	50	152
Alban Corner, P. O.	G. T. Ry (M. L. & Pr. L.)	La Pigeonière, 18 m	Durham	Chateauguay	80	148
Allumette Island, P. O. (Chapeau)	B. & O. Ry.	Renfrew, 32 m	Allumette	Pontiac	250	162
Ancienne Lorette, P. O.	River St. Lawrence	Quebec, 10 m	Ancienne Lorette	Quebec	2233	160
Anderson Corners, P. O. (Six Mile Cross)	River St. Lawrence	Valleyfield, 14 m	Hinchinbrooke	Huntingdon	180	148
Angé Gardien, P. O.	River St. Lawrence		Beaupré	Montmorency	1049	160
Angers, P. O.	River Ottawa		Buckingham	Ottawa	250	152
Apple Grove, P. O.	M. V. Ry.	Stanstead, 5 m	Stanstead	Stanstead	300	160
Armagh, P. O. (St. Cajetan)	G. T. Ry.	St. Valier, 24 m	Armagh	Dellechasse		152
Arthabaskaville, P. O.	G. T. Ry.	Arthabaska, 21 m	Arthabaska	Arthabaska	730	152
Arundel, P. O.	River Ottawa	Grenville, 22 m	Arundel	Argenteuil	50	148
Ascot Corner, P. O.	G. T. Ry.	Shorbrooke, 1 m	Ascot	Shebrooke	80	166
Assametsquan, P. O. and Tel. Sta.	River Restigouche	Matapédia, 12 m	Assametsquan	Bonaventure		172
Aston, P. O., Tel. and Ry Sta.	G. T. Ry.	Arthabaska, 18 m	Aston	Nicolet	30	152
Athelstan, P. O.	River St. Lawrence	Huntingdon, 4 m	Hinchinbrooke	Huntingdon	180	148
Aubigny, P. O.	River Ottawa	Papineauville, 14 m	Ripon	Ottawa	300	163
Aulrey, P. O.	G. T. Ry (M. L. & Pr. L.)	St. Rémi, 16 m	Georgetown	Chateauguay	50	148
Avignon, P. O. (St. Alexis)	I. Ry.	Metapédia, 7 m	Metapédia	Bonaventure	300	172
Avoca, P. O.	P. & G. Ry.	Grenville, 15 m	Grenville	Argenteuil	50	148
Ayers Flat, P. O., Tel. and Ry Sta.	M. V. Ry.		Hatley	Stanstead	200	152
Aylmer, P. O. and Tel. Sta.	B. & O. & St. L. & O. Ry.	Ottawa, 8 m	Hull	Ottawa	1400	163
Aylwin, P. O.	River Ottawa	Ottawa, 45 m	Aylwin	Ottawa	150	163
Bagotville, P. O.	River Saguenay	(Île à Hal Bay)	St. Alphonse	Chicoutimi	250	164
Baie des Hoehers, P. O. (Port au Ferst)	River St. Lawrence		Callières	Charlevoix	80	174
Baie du Fohvre, P. O. (La Baie)	G. T. Ry (Ar. & T. Riv.)	Doucet's Landing, 21 m	Baie du Fohvre	Yamaska		152
Baillargeon, P. O.	G. T. Ry.	Craig's Road, 3 m	St. Etienne de L.	Lewis		160
Baldwin's Mills, P. O. (Drews Mills)	G. T. Ry.	Coaticook, 5 m	Barford	Stanstead	300	152
Bartholomew, P. O.	Gulf of St. Lawrence		Malbaie	Gaspé	150	172
Barnston Corner, P. O.	G. T. Ry.	Coaticook, 41 m	Barnston	Stanstead	250	152
Barrington, P. O. and Ry Sta.	G. T. Ry (M. L. & Pr. L.)		Hemmingford	Huntingdon	125	148
Batican, P. O.	River St. Lawrence	Batican Bridge, 6 m	St. Genevieve	Champlain	274	152
Batesan Bridge, P. O. and Tel. Sta.	River St. Lawrence		St. François Xavier	Champlain	250	152
Beauharnois, P. O. and Tel. Sta.	River St. Lawrence		St. Clément	Beauharnois	1423	148
Beaulieu, P. O.	St. L. & I. Ry.	Joliette, 22 m	Kawdon	Montcalm	340	148
Beaulieu, P. O.	River St. Lawrence		Isle d'Orléans	Montmorency	150	160
Beaumont, P. O.	G. T. Ry.	Quebec, 9 m	Beaumont	Dellechasse	600	160
Beaurivage, P. O.	River St. Lawrence	Quebec, 34 m	Beauport	Quebec	4053	160
Beauceville, P. O. and Tel. Sta.	G. T. Ry.	Black River, 16 m	St. Sylvestre	Lotbinière	70	160
Beauport, P. O.	G. T. Ry.	Doucet's Landing, 5 m	Beauceville	Nicolet	600	152
Beccanour, P. O. and Tel. Sta.	G. T. Ry.		Beccanour	Megantic	100	167
Beccanour Station, P. O., and Ry Sta.	G. T. Ry.		Stanbridge	Missisquoi	1400	152
Bedford, P. O.	Cent. Vt. Ry (Nor. Div.)	Stanbridge Sta., 2 m	Derby Line, 3 1/2 m	Stanstead	100	148
Beebe Plain, P. O.	M. V. Ry.		St. Valentin	St. Johns		148
Belle Alodie, P. O.	G. T. Ry (R's Pt. Div.)	Stottsville, 2 m	St. Placide, 8 m	Two Mountains		148
Belle Rivière, P. O.	River Ottawa		Belleil Sta., 11 m	Verchères	300	148
Beloni, P. O.	G. T. Ry.		Belleil	Verchères	50	148
Bellon Station, P. O., Tel. and Ry Sta.	G. T. Ry.		Bergeronnes	Saguenay	148	168
Bergeronnes	River St. Lawrence	Quebec, 3 m	Charlesbourg	Quebec	552	160
Bergerville, P. O.	River St. Lawrence		Beramis	Quebec	168	168
Bersimis, P. O.	River St. Lawrence		St. François, 2 m	Saguenay	300	160
Berthier en bas, P. O.	G. T. Ry.		Berthier	Montmagny	1433	148
Berthier en haut, P. O. and Tel. Sta.	River St. Lawrence	New Durham, 6 m	Berthier	North Ely	60	152
Bethel, P. O.	G. T. Ry.		Bic	Shefford	400	169
Bie, P. O., Tel. and Ry Sta.	I. Ry.	Lennoxville, 10 m	Eaton	Rimouski	100	166
Birchton, P. O.	G. T. Ry.		St. Gilles	Lotbinière	160	160
Black River, P. O., Tel. and Ry Sta.	G. T. Ry.		Mount Murray	Charlevoix	300	174
Black River, P. O. (Port au Ferst)	River St. Lawrence		Laolle	St. Johns		148
Bagtown	G. T. Ry (Prov. L. Div.)	Hemmingford, 4 m	Bolton	Brome	240	152
Bolton Centre, P. O.	Cent. Vt. Ry (Nor. Div.)	Waterloo, 14 m	Bolton	Brome	40	152
Bolton Forest, P. O.	Cent. Vt. Ry (Nor. Div.)	Waterloo, 12 m	Bolton	Brome	150	172
Bonaventure, P. O. & Tel. Sta. (New Richmond)	Cent. Vt. Ry (Nor. Div.)		Hamilton	Bonaventure		168
Bon Desir, P. O. (Les Escammins)	River St. Lawrence	Montreal, 12 m	Escammins	Saguenay	40	168
Bord à Plouffe, P. O. & Tel. Sta.	G. T. Ry.	Acton Vale, 14 m	St. Martin	Laval	1290	148
Boisbelle, P. O.	G. T. Ry.	St. Lambert, 3 m	South Ely	Shefford	80	152
Boncherville, P. O. and Tel. Sta.	G. T. Ry.		Roucherville	Chamby	767	148
Boundary Line, Ry Sta. (Stanhope P. O.)	G. T. Ry.		Barnston	Stanstead		152
Bourg Louis, P. O.	River St. Lawrence	Pointe aux Trembles, 14 m	Bourg Louis	Portneuf	80	160
Boytown, P. O.	M. V. Ry.	Ayer's Flat, 41 m	Stanstead	Stanstead	70	152
Brigham, P. O. & Ry Sta.	S. E. Ry.		Familum	Pontiac	200	162
Bristol, P. O. & Tel. Sta.	River Ottawa	Carillon, 21 m	Bristol	Argenteuil		148
Britonville, P. O.	River Ottawa		Morin	Argenteuil		148
Britannia Mills, P. O., Tel. and Ry Sta.	G. T. Ry.		St. Dominique	Bagot	90	152
Broadlands, P. O.	I. Ry.	Campbelltown, N. B. 5 m	Restigouche	Bonaventure	50	172
Broun Corner, P. O. and Tel. Sta.	S. E. Ry.	Emer, 4 m	Brome	Brome	230	152
Bromont, P. O.	S. E. Ry.	Waterloo, 5 m	Brome	Brome	150	152
Bromont Falls, P. O., Tel. and Ry Sta.	G. T. Ry.	Bromont Falls, 4 m	Bromont	Richmond		152
	G. T. Ry.		Bromont	Richmond	500	152

NAME OF PLACE, ETC.	NAME OF RAILWAY OR RIVER.	NEAREST STATION OR PORT.	TOWNSHIP, PARISH OR SEIGNORY.	COUNTY.	POPULATION.	SEE PAGE.
Brookbury, P. O.	G. T. Ry.	Lennoxville, 25 m.	Bury	Compton.	100	166
Beekville, P. O. (Richby)	G. T. Ry.	Richby	Compton	Compton.	50	166
Broughton, P. O.			Broughton	Beauce	230	167
Brownburg, P. O.	G. & C. Ry.	Chatham, 7 m.	Chatham	Argenteuil.	60	148
Bryson, P. O. and Tel. Sta.	Lac des Chats	Portage du Fort, 8 m.	Litchfield	Pontiac	250	162
Buckingham, P. O. and Tel. Sta.	River Ottawa	Ottawa, 21 m.	Buckingham	Ottawa.	1301	161
Bulwer, P. O.	G. T. & M. V. Ry.	Lennoxville, 9 m.	Eston	Compton.	150	166
Buté, P. O.	G. T. Ry.	Béancourt, 2 m.	Somers-et	Mégantic.	150	167
Chicouma, P. O., Ry and Tel. Sta.	L. Ry.		St. George	Emmiquena	641	169
Callière, P. O. (Port au Persil.)	G. T. Ry.	Rivière du Loup, 18 m.	Callières	Charlevoix	230	177
Calumet Island, P. O.	Riv. Ottawa		Calumet	Pontiac	1080	174
Cambria, P. O.	River Ottawa	Carillon, 20 m.	St. Columbin.	Argenteuil	700	162
Canterbury, P. O.	G. T. Ry.	Lennoxville, 30 m.	Bury	Compton.	150	148
Cantley, P. O.	River Ottawa	Hull, 9 m.	Hull	Ottawa	136	146
Carrobert, P. O.	S. E. Ry.	West Farnham, 3 m.	Dessaulles	Rouville	255	163
Cap St. Ignace (Cap à l'Aigle) P. O.	River St. Lawrence		St. Murray	Charlevoix	152	152
Cap Châte, P. O.			Cap Châte	Gaspé	920	174
Cap de la Magdeleine, P. O.	G. T. Ry.	Doucet, 4 m.	Cap de la Magdeleine	Champlain.	230	172
Cap des Rosiers, P. O. (grande traverse)	Gulf St. Lawrence.		Cap des Rosiers	Gaspé	714	152
Cape Cove, P. O.			Perce	Gaspé	280	172
Cap Désespoir	Gulf St. Lawrence.		Perce	Bonaventure	172	172
Capetown, P. O. and Ry Sta.	M. V. Ry.		Ascol	Compton.	200	172
Caplin, P. O. and Tel. Sta.	Bois des Charleux		Hamilton	Bonaventure	166	166
Cap Rouge, P. O. and Tel. Sta.	River St. Lawrence	Quebec, 9 m.	St. Foye	Quebec	800	172
Cap Saint, P. O.	River St. Lawrence	Quebec, 31 m.	Cap Saint	Portneuf	430	160
Cap St. Ignace, P. O., Tel. & Ry Sta.	G. T. Ry.		Cap Saint	St. Ignace	300	169
Cariboo Island, P. O. (Beramis)	River St. Lawrence	Beramis, 80 m.	Beramis	Saguenay	50	169
Carillon, P. O., Tel. and Ry Sta.	C. & G. Ry.	Granby, 12 m.	Chatham	Argenteuil	50	148
Carleton, P. O.	Ry.	Dalhousie, N. B., 5 m.	Carleton	Bonaventure	500	172
Cascade, P. O.	Ottawa River.	Ottawa, 17 m.	Hull	Ottawa	163	163
Cascade	River St. Lawrence		Soulanges	Soulanges	118	148
Cassville	M. V. Ry.	Ayers Flat, 5 m.	Stonestead	Stonestead	152	152
Castlebar, P. O.	G. T. Ry.	Danville, 23 m.	Supton	Richmond.	150	152
Causapuel, P. O.	L. Ry.	Ste. Flavie, 61 m.	Causapuel	Rimouski.	920	172
Châteauguay, P. O., Tel. and Ry Sta.	G. T. Ry. (M. L. & P. L.)		Smith St. Louis	Laprairie	1650	148
Cazaville, P. O.	G. T. Ry.	Lanester, 7 m.	St. Anicet	Huntington	100	148
Cedars, P. O. and Ry Sta.	G. T. Ry.		Soulanges	Soulanges	300	148
Cedar Hill, P. O.	L. Ry.	Ste. Flavie, 35 m.	Lac Aetspehia	Rimouski.	169	169
Chambly Basin, P. O., Ry and Tel. Sta.	G. T. Ry.	St. Hubert, 9 m.	St. Hubert, 9 m.	Chambly	778	148
Chambly Canton, P. O., Ry & Tel. Sta.	G. T. Ry.	St. Hubert, 9 m.	Chambly Canton	Chambly	600	148
Chamford, P. O.	Lake St. John		Chs. Levoix	Chicoutimi	400	164
Champlain, P. O. and Tel. Sta.	G. T. Ry.	Doucet, 16 m.	Champlain	Champlain	400	152
Chanfle, P. O.	St. L. & I. Ry.	Joliette, 24 m.	Cherby	Portneuf	1619	148
Chapcau, P. O. (Allumette Island)	B. & O. Ry.	Beaufort, 32 m.	Allumette	Portneuf	250	162
Charlemagne, P. O.	River St. Lawrence	Quebec, 4 m.	Lachenaie	L. Assomption	48	148
Charlesbourg, P. O.	River St. Lawrence	Quebec, 4 m.	Quebec	Quebec	800	160
Charlevoix	River St. Lawrence	St. Paul's Bay, 6 m.	Côte Bonapre	Charlevoix	174	174
Charrington, P. O.	G. T. Ry.	Compton Station, 14 m.	Clifton	Compton	75	166
Chatsboro, P. O.	Ottawa River	Carillon, 7 m.	Chatham	Argenteuil	100	148
Chateauguay, P. O.	M. L. & P. L. Ry.	Caughr awaga, 6 m.	Chateauguay	Chateauguay	900	148
Chateauguay Basin, P. O. and Tel. Sta.	M. L. & P. L. Ry.	Caughr awaga, 5 m.	Chateauguay	Chateauguay	230	148
Chateau Richer, P. O.	River St. Lawrence	Quebec, 15 m.	Chateau Richer	Montmorency	1618	160
Chatham, Ry & Tel. Sta. (Cushing P. O.)	C. & G. Ry.		Chatham	Argenteuil	600	148
Chattillon, P. O.	G. T. Ry.	St. Celestin, 12 m.	St. Zéphirin	Yamaska	230	152
Chatwells	Ottawa River.	Carillon, 6 m.	Argenteuil	Argenteuil	148	148
Chaudière, P. O., Tel. and Ry Sta.	G. T. Ry.		Luzon	Lévis	775	160
Chaudière Curve, Tel. & Ry Sta.	G. T. Ry.		St. J. Chrysostôme	Lévis	100	160
Chelso, P. O. and Tel. Sta.	B. & O. & St. Law & P. Ry.	Ottawa, 2 m.	Huil	Ottawa	400	163
Chersey, P. O. (St. Theodore de Chersey)	St. L. & I. Ry.	Joliette, 24 m.	Chersey	Montreal	1619	148
Chester East, P. O.	G. T. Ry.	Arthabaska, 9 m.	Chester	Arthabaska	330	152
Chester West, P. O.	G. T. Ry.	Arthabaska, 9 m.	Chester	Arthabaska	250	152
Chichester, P. O.	River Ottawa		Pontiac	Pontiac	508	162
Chicoutimi, P. O.	River Saguenay		Chicoutimi	Chicoutimi	1393	161
Clapham, P. O.	G. T. Ry.	Béancourt, 2 m.	Invrness	Mégantic.	100	167
Clarenoville, P. O.	G. T. Ry. M. St. J. R. P. Ry.	Lacolle, 3 m.	St. George	Missisquoi.	300	152
Clarendon Centre, P. O. and Tel. Sta.	B. & O. & St. L. & P. Ry.	Ottawa, 6 m.	Clarendon	Pontiac	250	162
Clarendon Front, P. O.	Ottawa River.	Bristol, 5 m.	Clarendon	Pontiac	100	162
Clarks, P. O.	Cent. V. E. Ry. (N. Div.)	Granby, 4 m.	Granby	Shefford	400	152
Cloridome	River St. Lawrence		Cloridome	Saguenay	116	172
Coaticook, P. O., Tel. and Ry Sta.	G. T. Ry.	Portage du Fort, 11 m.	Barnston	Stamsted	90	162
Collfield, P. O.	River Ottawa		Litchfield	Pontiac	90	162
Cono, P. O. and Tel. Sta.	Ottawa River.		Vandrenil	Vandrenil	230	148
Compton, P. O. and Tel. Sta.	G. T. Ry.	Compton Station, 1 m.	Compton	Compton	500	166
Compton Station, Ry Sta.	G. T. Ry.		Compton	Compton	166	166
Contrecoeur, P. O.	River St. Lawrence		Contrecoeur	Vercheres	1813	141
Cookshire, P. O.	G. T. & M. V. Ry.	Lennoxville, 12 m.	Eston	Compton.	100	166
Corsin, P. O.	G. T. & M. V. Ry.	Huntingford, 7 m.	Huntingford	Huntington	300	147
Côteau du Lac, P. O.	River Rouge, 2 m.		S. Zolique	Hochelaga	680	148
Côteau Landing, P. O., Tel. & Ry Sta.	G. T. Ry.	Côteau Station, 1 m.	Tannery West, 1 m.	Montreal	5000	148
Côteau St. Antoine, P. O. (Tanneries West)	G. T. Ry.	Montreal, 4 m.	Montreal	Hochelaga	2000	148
Côteau St. Pierre, P. O. (Tanneries West)	G. T. Ry.	Montreal, 4 m.	Montreal	Hochelaga	2000	148
Côteau Station, P. O., Tel. & Ry Sta.	G. T. Ry.	Montreal, 2 m.	Montreal	Soulanges	200	148
Côte des Neiges, P. O.	G. T. Ry.	Montreal, 2 m.	Montreal	Hochelaga	42	148
Côte St. Antoine, P. O. (Côte des Neiges)	G. T. Ry.	Montreal, 2 m.	Montreal	Hochelaga	600	148
Côte Ste. Catherine, P. O. (Côte des Neiges)	G. T. Ry.	Montreal, 2 m.	Montreal	Hochelaga	100	148
Côte St. Louis, P. O. (Mile End)	G. T. Ry.	Montreal, 3 m.	Montreal	Hochelaga	400	148
Côte St. Luc, P. O. (Côte des Neiges)	G. T. Ry.	Montreal, 3 m.	Montreal	Hochelaga	300	148
Côte St. Paul, P. O. and Tel. Sta.	G. T. Ry.	Montreal, 3 m.	Montreal	Hochelaga	150	148
Cournoyer	G. T. Ry.	Belleville, 9 m.	Belleville	Vercheres	148	148
Covey Hill, P. O.	G. T. Ry. (M. L. & P. L.)	Huntingford, 10 m.	Havelock	Huntington	150	148
Cowansville, P. O., Ry & Tel. Sta.	S. E. Ry.	West Farnham, 14 m.	Dunham	Missisquoi.	600	152
Craig's Head, P. O., Tel. & Ry Sta. P. O. Baillargeon	G. T. Ry.		Luzon	Lévis	50	160
Crabbourne, P. O.	G. T. Ry.	St. Honoré, 90 m.	Crabbourne	Dorchester	300	169
Crosspoint, P. O.	L. Ry.	Comptellon, N. B., 4 m.	Rostomouche	Bonaventure	150	172
Cushing, P. O., Tel. and Ry Sta. (Chatham)	C. & G. Ry.		Chatham	Argenteuil	600	148
Dalboure, P. O. (Mechan)	River St. Law.		Dalboure	Rimouski	400	172
Daillebout, P. O.	St. L. & I. Ry.	Joliette, 6 m.	Daillebout	Joliette	500	148
Dalesville, P. O.	River Ottawa	Carillon, 16 m.	Chatham	Argenteuil	100	148
Danby, P. O. and Tel. Sta.	G. T. Ry.		Durham	Drummond.	117	152
Danville, P. O., Tel. & Ry Sta.	G. T. Ry.		Supton	Richmond.	621	152
Deesville, P. O.	L. Ry.		St. J. Chrysostôme	Bonaventure	172	172
Denison's Mills, P. O.	G. T. Ry.	Richmond, 7 m.	Richmond	Richmond.	150	152
Desclumault, P. O.	River St. Lawrence		Desclumault	Portneuf	1456	160
Des Rivières, P. O., Tel. & Ry Sta. P. O. Malmaison	Cent. V. Ry. (N. Div.)		Stanbridge	Missisquoi.	100	152
Dewittville, P. O.	Chateauguay River.	Montreal, 44 m.	Godmanchester	Huntington	300	148
Dillon, P. O. (Huntington Mines)	S. E. Ry.	Watflood, 13 m.	Solton	Brome	400	152
Dixville, P. O.	G. T. Ry.	Coaticook, 5 m.	Barford	Stonestead	300	151
Ditton, P. O. (West Ditton)	G. T. Ry.		Ditton	Compton.	300	166
Domaine de Gentilly, P. O.	G. T. Ry.	Stamford, 18 m.	Gentilly	Arthabaska	250	152
Douglas Corner	P. L. Ry.	Sherrytown, 8 m.	De Lévy	St. Johns	200	172
Douglastown, P. O.	River St. John.		Douglastown	Gaspé	200	172
Dreux Mills, (Dixville P. O.)	G. T. Ry.	Coaticook, 5 m.	Barford	Stonestead	300	151
Dumondville, P. O. & Tel. Sta.	River St. Francis		Grantlum	Drummond.	160	152
Duck River, P. O. (Pointe au Bouleau)	Lake St. John	Chicoutimi, 48 m.	Charlevoix	Saguenay	300	164
Dun-Well, P. O.	G. T. Ry.	Sherbrooke, 20 m.	Dudswell	Wolfe	875	166

NAME OF PLACE, ETC.	NAME OF RAILWAY OR RIVER.	NEAREST STATION OR PORT.	TOWNSHIP, PARISH OR SEIGNIORY.	COUNTY.	POPULATION.	SEE PAGE
Dumoine Depot.	Dumoine River.			Pontiac	50	162
Dumoulin, P. O.	River Ottawa	Chatham, 12 m.	Wentworth	Argenteuil		118
Dumoulin, P. O. and Tel. Sta.	G. T. Ry.	Lanester, 12 m.	Dumoulin	Huntingdon	150	148
Dumoulin Centre, P. O.	G. T. Ry.	Lanester, 10 m.	Dumoulin	Huntingdon	200	148
Dunham, P. O. and Tel. Sta.	S. E. Ry.	Cowansville, 6 m.	Dumoulin	Missisquoi	218	152
Dunham, P. O.	Ottawa River	Calumet Island, 5 m.	Dumoulin	Pontiac	500	162
Dunham, Tel. Sta. (Ornstown P. O.)	River St. Lawrence	Valleyfield, 10 m.	Dumoulin	Beauharnois	500	148
Dunham, (South Dunham, P. O.) Tel. & Ry. Sta.	G. T. Ry.		Dumoulin	Drummond	200	153
Eardley, P. O.	Ottawa River	Aylmer, 17 m.	Dumoulin	Ottawa	90	163
East Bolton, P. O.	Cent. Ver. (Nor. Div.)	Waterloo, 18 m.	Bolton	Brome	20	152
East Broughton, P. O.	G. T. Ry.	Beauceville, 35	Broughton	Beauce		167
East Clifton, P. O.	G. T. Ry.	Compton, 15 m.	Clifton	Compton	100	166
East Dunham, P. O.	Cent. Ver. Ry. (Nor. Div.)	Stanbridge, 11 m.	Dumoulin	Missisquoi	180	152
East Farnham, P. O. & Ry. Sta.	S. E. Ry.		Farnham	Brome	100	152
East Hatley, (Hedley P. O.)	M. V. Ry.	Massawippi, 21 m.	Hatley	Stanstead	300	152
East Hereford, P. O.	G. T. Ry.	Cotiacook, 21 m.	Hereford	Compton	150	166
East Magdala, P. O.	G. T. Ry.	Lyster, 71 m.	Nelson	Megantic	60	167
East Templeton, P. O.	River Ottawa	Ottawa, 7 m.	Templeton	Ottawa	175	163
Eaton, P. O.	G. T. & M. V. Rys	Lennoxville, 13 m.	Eaton	Compton	280	166
Eboulements, P. O. (Les Eboulements).	River St. Lawrence	Quebec, 25 m.	Laurière	Charlevoix	2400	174
Ebroulles, P. O. (Les Ebroulles).	River St. Lawrence	Hinton, 9 m.	Bahar & Nouvelle	Pontneuf	240	160
Egypte, P. O.	G. T. Ry.	Huntingdon, 8 1/2 m.	Milton	Shelford	70	152
Elgin, (K-Isle, P. O.)	River St. Lawrence		Elgin	Huntingdon	125	148
Escoumins, P. O. (Les Escoumins).	River St. Lawrence		Escoumins	Saguenay	1023	165
Escuminis, P. O. (Hearant)	I. Ry.	Dalhousie, N. B., 5 m.	Shoalbred	Bonaventure	50	172
Evangeline, (St. Hermenegilde, P. O.)	G. T. Ry.	Cotiacook, 6 m.	Batford	Stanstead	200	152
Fairfax	G. T. Ry.	Craig's Road, 32 m.	S. Gilles de Beauvoir	Lothbinière	100	160
Falls of Montmorency	River St. Lawrence	Quebec, 7 m.	Beaufort	Brome	60	152
Farnham, P. O. & Ry. Sta.	Cent. Ver. Ry. (Nor. Div.)	West Sheffield, 41 m.	East Farnham	Brome	100	152
Farnham Centre, P. O. & Tel. Sta.	S. E. Ry.		West Farnham	Missisquoi	300	152
Father Point, P. O. & Tel. Sta.	S. E. Ry.	Brigden, 2 m.	Farnham	Brome	100	168
Fermont	River St. Lawrence		Lessard	Rimouski	150	152
Fitch Bay, P. O.	River St. Lawrence	Three Rivers, 8 m.	Cap de la Magdeleine	Champlain	200	152
Fleurant, P. O.	M. V. Ry.	Smith's Mills, 5 m.	Stanstead	Stanstead	150	152
Fontenoy, P. O.	Restigouche Harbour		Shoalbred	Bonaventure		172
Forestville	G. T. Ry.	Richmond, 5 m.	Melbourne	Richmond	90	152
Fort Coulonge, P. O.	River St. Lawrence	Lava	Saguenay	Saguenay		168
Fort Ingalls	River Ottawa	Portage du Fort, 23 m.	Mandeville	Pontiac	100	162
Fort Lennox, (Isleau Noix)	U. T. Ry.	Rivière du Loup, 34 m.	Lake Temiscouata	Temiscouata		169
Fort Wilham, P. O.	M. St. J. & R. P. Ry.	Stotsville, 31 m.	St. John's	Pontiac		148
Fox River, P. O.	Alumette Lake		Sheen	Pontiac	125	162
Frampton, P. O. (St. Edouard de Frampton)	River St. Lawrence		Fox	Gaspé	500	172
Franklin Centre, P. O.	G. T. Ry.	St. Férèle, 22 m.	West Frampton	Dorchester	1041	160
Fransville, Tel. and Ry. Sta. (R. du Loup, P. O.)	M. L. & P. L. Ry.	Hemmingford, 16 m.	Franklin	Huntingdon	300	148
Freepoint	G. T. Ry.		Rivière du Loup	Temiscouata	1541	169
Frenchville, P. O. & Tel. Sta.	S. E. Ry.	Cowansville, 1 m.	East Farnham	Missisquoi	100	152
French Village, P. O.	Cent. Ver. Ry. (Nor. Div.)	St. Armand, 10 m.	St. Armand	Missisquoi	621	152
Frost Village, P. O.	G. T. Ry.	Richmond East, 13 m.	Kingsey	Drummond		152
Furford, P. O.	Cent. Ver. Ry. (Nor. Div.)	Waterloo, 2 m.	Shefford	Shefford	150	152
Gabelle	Cent. Ver. Ry. (Nor. Div.)	Waterloo, 2 m.	Brome	Brome	250	152
Gabou, (Bersimis, P. O.)	River St. Lawrence	Three Rivers, 12 m.	Champlain	Saguenay		163
Gagné, P. O.	River St. Lawrence		St. Jean Port Joli, 19 m.	St. John's		160
Gardiner, (St. Olivier, P. O.)	G. T. Ry.	Warwick, 30 m.	Garnon	Wolfe	30	166
Gaspé Basin, P. O.	G. T. Ry.		Garthby	Gaspé Bay, South	726	172
Genoa, P. O.	River Ottawa	Carillon	St. Jérusalem	Argenteuil	150	148
Gentilly, P. O.	G. T. Ry.	Doucette's, 71 m.	Gentilly	Nicolet	600	150
Georgville, P. O. & Tel. Sta.	M. V. Ry.	Derby Line, 13 m.	Stanstead	Stanstead	250	152
Gilbertville, (River Gilbert, P. O.)	G. T. Ry.	Lyster, 50	Rigaud de Vaudrouil	Beauce	200	167
Gilman's Mills	G. T. Ry.	Danville, 1 m.	Kingsey	Richmond		152
Glenoyal, P. O.	G. T. Ry.	Lyster, 11 m.	Inverness	Megantic	125	167
Glen Murray, P. O.	G. T. Ry.	Recanour, 12 m.	Inverness	Megantic	300	167
Glen Sutton, P. O.	S. E. Ry.	Richford Village, 6 m.	Sutton	Brome	200	152
Goose Point, (Bersimis, P. O.)	River St. Lawrence		Lingwick	Saguenay	50	168
Gould, P. O.	G. T. Ry.	Lennoxville, 33 m.	Grubly	Compton	200	166
Granboro, P. O.	S. S. & C. Ry.	Granby, 5 m.	Grubly	Shelford	100	152
Granby, P. O. Tel. & Ry. Sta.	River Saguenay		St. Alexis	Shelford	876	152
Grande Baie, P. O. (Hut Hut Bay)	River St. Lawrence		Romaine	Chicoutimi	300	164
Grand Capucien	G. T. Ry.	St. François de Beauce, 28 m.	Jersey	Beauce		167
Grandes Canées, P. O.	River St. Lawrence		Gran Etang	Beauce		172
Grand Etang	I. Ry.		Cap Rosier	Gaspé		172
Grand Grève, P. O.	B. des Chaleurs		Grand River	Gaspé	250	172
Grand River, P. O.	River St. Lawrence		Cap des Rosiers	Saguenay		165
Grande Bergeronne, (Les Escoumins)	River St. Lawrence		Cap des Rosiers	Hatchin	100	172
Grande Grève, P. O.	Gaspé Bay		Beauharnois	Beauharnois		148
Grande Isle	River St. Lawrence		Léry	St. Johns	400	148
Grande Ligne, P. O. & Ry. Sta.	M. St. J. & R. P. Ry.		Patos	Gaspé	150	172
Grand Exbos, P. O.	River St. Lawrence		G. Vallée des Monts	Gaspé	318	172
Grande Vallée des Monts	G. T. Ry.	Rivière du Loup, 7 m.	Whitworth	Temiscouata		163
Green River, P. O.	C. & G. Ry.		Greenville	Argenteuil	300	148
Grenville, P. O. Tel. & Ry. Sta.	River St. Lawrence	Stanstead Plain, 5 m.	Griffin	Stanstead	679	172
Griffin Cove, P. O. & Tel. Sta.	M. V. Ry.		Stanstead	Stanstead	50	152
Griffin's Corner, P. O. (Lineboro)	River St. Lawrence		Grondeux	Pontneuf	400	160
Grondeux, P. O.	G. T. Ry. & Riv. St. Law.	St. Thomas, 1 m.	Pierreville	Yamaska		152
Grosse Isle	River St. Lawrence		Cherbourg	Rimouski		172
Grosse Roche	River Saguenay		St. Alexis	Chicoutimi	300	161
Hat Hut Baie, P. O. (Grand Bay)	G. T. Ry.	Point Lévis, 2 m.	Caldwell	Lévis		160
Hadlow	G. T. Ry.	Somerset, 15 m.	South H. Halifax	Megantic	150	167
Halifax, P. O.	G. T. Ry.	Hemmingford, 41 m.	Hemmingford	Huntingdon	150	148
Hallerton, P. O.	M. L. & P. L. Ry.	Beauceville, 23 m.	S. Gilles de Beauvoir	Lothbinière		160
Handkerchief	G. T. Ry.	Grenville, 16 m.	Argenteuil	Harrington	100	148
Harrington, P. O.	C. & G. Ry.	Mothot's Mills, 21 m.	Leeds	Megantic	200	167
Hershey Hill Mines, P. O.	G. T. Ry.	Farnham, 5 m.	Farnham	Missisquoi		152
Hatchin	S. E. Ry.	Massawippi, 3 m.	Hatley	Stanstead		152
Hatchin, P. O.	M. V. Ry.	Portage du Fort, 8 m.	Litchfield	Pontiac		163
Hatchin, (Brosson, P. O. & Tel. Sta.)	River Ottawa		Léves	Chicoutimi	300	164
Hatchin, (Labarre P. O. & Tel. Sta.)	River Saguenay		Godmanchester	Huntingdon	400	148
Helen, P. O.	River St. Lawrence	Dundee, 11 m.	Frampton	Dorchester		160
Hemison, P. O.	G. T. Ry.	St. Férèle, 24 m.	Hemmingford	Huntingdon	600	148
Hemmingford, P. O., Tel. & Ry. Sta.	G. T. Ry. (M. L. & P. L.)	Lacolle, 7 m.	Lacolle	St. John's	60	148
Henryburg, P. O.	G. T. Ry. (M. St. J. & R. P.)	Des Rivières, 9 m.	St. George	Iberville	700	152
Henryville, P. O.	Cent. Ver. Ry. (Nor. Div.)	Mansonville, 5 m.	Potton	Brome	80	162
Herbert, P. O.	S. E. Ry.	Hemmingford, 21 m.	Hinchinbrook	Huntingdon		148
Herbman's Corners, P. O.	G. T. Ry.	Cotiacook, 16 m.	Hinchinbrook	Huntingdon		166
Hereford, P. O.	G. T. Ry.	Montreal, 1 m.	Hull	Ottawa	30	163
Heyworth, P. O.	River St. Lawrence		Island of Montreal	Haute-Richelieu	1061	148
Hochelaga, P. O.	B. des Chaleurs		Hope	Bonaventure	1450	173
Hope, P. O.	M. & P. Ry.	Caughnawaga, 18 m.	St. Georgestown	Chateauguay	300	148
Howick, P. O.	Gull St. Lawrence		Magdalen Island	Gaspé		172
House Harbor, P. O.	G. T. Ry.	Vaudreuil, 10 m.	Vaudreuil	Vaudreuil	100	148
Hudson, P. O. & Tel. Sta.	B. O. & St. L. & O. Ry.	Ottawa, 1 m.	Hull	Ottawa	5000	163
Hull, P. O. & Tel. Sta.	G. T. Ry.	Three Rivers, 22 m.	Huntertown	Maskinonge	300	152
Huntertown, P. O.	River St. Lawrence	Port Lewis, 8 m.	Godmanchester	Huntingdon	763	148
Huntingdon, P. O. and Tel. Sta.						





NAME OF PLACE, ETC.	NAME OF RAILWAY OR RIVER.	NEAREST STATION OR PORT.	TOWNSHIP, PARISH, OR PAROCHIALE.	COUNTY.	POPULATION.	SER. PAGE.
Angers, P. O. & Tel. Sta.	G. T. Ry.	Sherbrooke, 16 m.	Magog	Stanstead	600	152
Ar 2000's Point, P. O.	M. V. Ry.	Smith's Mills, 7 m.	Stanstead	Stanstead	780	152
Aspic, P. O.	River St. Lawrence			Saguenay	108	152
Belmont, P. O.	Cent. Vt. Ry. (Nor. Div.)	St. Vallee, 25 m.	Ston' ridge	Missisquoi	152	152
Bellouville, P. O.	G. T. Ry.	Quebec, 78 m.	Mailbois	Bellevue	200	160
Bancroft, P. O. & Tel. Sta.	River St. Lawrence			Bellevue	108	152
Bancroft, P. O.	S. E. Ry.	Somer-et, 16 m.	Pottou	Brome	300	167
Barre, P. O.	G. T. Ry.	Lennoxville, 21 m.	Ireland	Meg ule	300	167
Barre, P. O.	G. T. Ry.	Sherbrooke, 25 m.	N. West	Compton	300	166
Barre, P. O.	Bio de Chateaux		Dudwell	Wolfe	300	166
Barre, P. O.	M. C. & Sorel Ry.		Monnoir	Bonaventure	300	172
Barre, P. O.	G. T. Ry.		Monnoir	Bonville	700	152
Barre, P. O.	G. T. Ry. (M. L. & P. L.)	Hennin 26rd, 13 m.	Lamoire	Stanstead	90	148
Barre, P. O.	G. T. Ry.	Compton Sta., 8 m.	Franklin	Huntingdon	100	169
Barre, P. O.	G. T. Ry.	Montreal, 21 m.	Clifton	Compton	100	169
Barre, P. O.	River St. Lawrence	Ottawa, 23 m.	St. Henri de M.	L'Assomption	650	148
Barre, P. O.	River St. Lawrence	Three Rivers, 30 m.	Masouche	L'Assomption	150	163
Barre, P. O.	River St. Lawrence	Three Rivers, 27 m.	Mashon	Mackinongé	250	152
Barre, P. O.	M. V. Ry.		Mackinongé	Missisquoi	350	152
Barre, P. O.	River St. Lawrence		Hutley West	Stamford	300	152
Barre, P. O.	S. E. Ry.	Granby, 6 m.	Matoue	Rimouski	300	172
Barre, P. O.	River Ottawa	Rackham, 8 m.	Re-tignou-bo	Bonaventure	300	172
Barre, P. O.	River St. Lawrence		Granby	Shefford	200	152
Barre, P. O.	Bio des Chateaux	Richmond June, 10 m.	Lochele	Ottawa	100	161
Barre, P. O.	G. T. Ry.	Richmond June, 10 m.	Dalloire	Rimouski	400	172
Barre, P. O.	G. T. Ry.	Richmond June, 10 m.	Neuville	Bonaventure	75	172
Barre, P. O.	Jeandunois Canal		Monnoir	Richmond	270	152
Barre, P. O.	River St. Lawrence		Richmond	Richmond	125	152
Barre, P. O.	G. T. Ry.		St. Clement	Bonharnois	400	148
Barre, P. O.	River St. Lawrence		Metabetchouan	Chicoutimi	400	164
Barre, P. O.	G. T. Ry.		Des Mées	Ladbière	75	169
Barre, P. O.	River St. Lawrence		Metis	Rimouski	200	172
Barre, P. O.	G. T. Ry.	Somers-et, 13 m.	Inverness	Megantic	100	167
Barre, P. O.	River Ottawa	Carillon, 25 m.	Two Mountains	Argenteuil	250	148
Barre, P. O.	River St. Lawrence	Carillon, 25 m.	Mille Vaches	Saguenay	250	164
Barre, P. O.	Cent. Vt. Ry. (Nor. Div.)	Granby, 9 m.	Milton	Shefford	100	152
Barre, P. O.	River St. Lawrence			Saguenay	560	152
Barre, P. O.	Cent. Vt. Ry. (Nor. Div.)	St. Armand, 4 m.	Foucault	Missisquoi	200	152
Barre, P. O.	River St. Lawrence	Compton, 3 m.	Compton	Compton	150	166
Barre, P. O.	G. T. Ry.	Yaudreuil, 18 m.	Rigaud	Saguenay	366	148
Barre, P. O.	G. T. Ry.	Joliette, 10 m.	Rigaud	Vanbent	250	148
Barre, P. O.	River St. Lawrence	Three Rivers, 13 m.	Riv. de la Magdeleine	Champlain	250	152
Barre, P. O.	River Ottawa		Petite Nation	Ottawa	200	163
Barre, P. O.	River St. Lawrence		Mont Louis	Gaspé	200	172
Barre, P. O.	G. T. Ry.	Quebec, 7 m.	St. Thomas	Montaugny	1512	109
Barre, P. O.	River Ottawa	Montreal, 60 m.	Beaupré	Quebec	160	169
Barre, P. O.	G. T. Ry.	R. du Loup, 20 m.	Beaufort	Terrebonne	107225	148
Barre, P. O.	Cent. Vt. Ry. (Nor. Div.)	St. Johns, 6 m.	Montreal West	Missisquoi	152	152
Barre, P. O.	G. T. Ry. (M. L. & P. L.)	Coteau Landing, 4 m.	St. Grégoire	St. Maurice	750	152
Barre, P. O.	St. L. & Ind. Ry.	Joliette, 22 m.	St. Longueuil	Iberville	200	148
Barre, P. O.	River St. Lawrence	Rigaud, 5 m.	Rawdon	Montreal	100	148
Barre, P. O.	River Ottawa	St. Hubert Sta., 23 m.	Rigaud	Vanbent	100	148
Barre, P. O.	River St. Lawrence	Quebec, 90 m.	Rouville	Bonville	200	152
Barre, P. O.	Cent. Vt. Ry. (Nor. Div.)	Des Riv. ées, 3 m.	Chatham	Argenteuil	300	148
Barre, P. O.	G. T. Ry. (M. St. J. & R.P.)	Stottville, 7 m.	Mont Murray	Chicoutimi	200	174
Barre, P. O.	St. L. & Ind. Ry.	Sio. Flavie, 8 m.	Stambridge	Missisquoi	20	152
Barre, P. O.	G. T. Ry. (M. L. & P. L.)	Hemmingford, 2 m.	De Léry	N. pieville	1000	148
Barre, P. O.	Bio de Chateaux		Thivierge	Rimouski	164	164
Barre, P. O.	River Ottawa		Hemmingford	Huntingdon	148	148
Barre, P. O.	River Ottawa		Cox	Bonaventure	455	172
Barre, P. O.	River Ottawa		Terrebonne, 16 m.	Terrebonne	168	148
Barre, P. O.	River Ottawa		Terrebonne, 18 m.	Terrebonne	130	148
Barre, P. O.	G. T. Ry.	St. Hubert, 9 m.	Terrebonne	Terrebonne	200	172
Barre, P. O.	G. T. Ry.	Danville, 2 m.	Terrebonne	Bonaventure	250	172
Barre, P. O.	River St. Lawrence	Bristol, 5 m.	Terrebonne	Bonaventure	1300	152
Barre, P. O.	River St. Lawrence	Beaufort, 7 m.	Terrebonne	Bonaventure	200	152
Barre, P. O.	G. T. Ry.	Warwick, 18 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	M. V. Ry.		Terrebonne	Bonaventure	100	166
Barre, P. O.	River Ottawa		Terrebonne	Bonaventure	100	166
Barre, P. O.	River Ottawa		Terrebonne	Bonaventure	100	166
Barre, P. O.	Cent. Vt. Ry. (Nor. Div.)	St. Armand, 15 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	Cent. Vt. Ry. (Nor. Div.)	Stambridge Sta., 6 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	G. T. Ry.	Sherbrooke, 19 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	Cent. Vt. Ry. (Nor. Div.)	Waterloo, 14 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	S. E. Ry.	West Brome, 2 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	River Ottawa	Hull, 20 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	G. T. Ry. (M. L. & P. L.)	St. René, 9 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	G. T. Ry.	St. Michel Bellechasse, 20 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	G. T. Ry.	Montreal, 2 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	M. C. & Sorel Ry.	Clambly Basin, 2 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	Cent. Vt. Ry. (Nor. Div.)	Stambridge Sta., 3 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	River St. Lawrence	Rivière du Loup, 36 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	G. T. Ry.	St. Denis, 2 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	Histigouche Harbor	Lacolle Sta., 2 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	G. T. Ry. (M. St. J. & R.P.)	Clarenceville, 3 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	Lake Champlain	Lacolle, 3 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	G. T. Ry. (M. St. J. & R.P.)		Terrebonne	Bonaventure	100	166
Barre, P. O.	River Ottawa		Terrebonne	Bonaventure	100	166
Barre, P. O.	G. T. Ry.	(See Danby.)	Terrebonne	Bonaventure	100	166
Barre, P. O.	M. V. Ry.	Ayer's Plat, 9 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	River Ottawa	Port Louis, 12 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	River Ottawa	Port Coulonge, 20 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	Lake Memphremagog		Terrebonne	Bonaventure	100	166
Barre, P. O.	River St. Lawrence		Terrebonne	Bonaventure	100	166
Barre, P. O.	River Ottawa		Terrebonne	Bonaventure	100	166
Barre, P. O.	G. T. Ry.	Coutouck, 16 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	G. T. Ry.	Craig's Road, 7 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	Bio des Chateaux	Ottawa, 27 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	River Ottawa	Georgville, 4 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	Lake Memphremagog	Georgville, 4 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	Gaspé Bay	Georgville, 4 m.	Terrebonne	Bonaventure	100	166
Barre, P. O.	Gaspé Bay	Georgville, 4 m.	Terrebonne	Bonaventure	100	166

For explanations, names of Railroads abbreviated, etc., see page 183.

NAME OF PLACE, ETC.	NAME OF RAILWAY OR RIVER.	NEAREST STATION OR FORT.	TOWNSHIP, PARISH OR SEIGNOIRY.	COUNTY.	POPULATION.	SEE PAGE.
Deseronto	Cent. Vt. Ry (Nor. Div.)	Stanbridge Sta., 8 m.	Stanbridge	Missisquoi	80	152
Ruel, P. O. and Tel. Sta.	River St. Lawrence	East Templeton, 9 m.	Templeton	Ottawa	174	172
Perkins, P. O.	G. T. Ry.	Coaticook, 8 m.	Compton	Ottawa	100	163
Perryboro, P. O.	River St. Lawrence	Montreal, 2 m.	Metis	Compton	166	166
Petit Metis, P. O.	G. T. Ry.	Coteau Landing Sta., 12 m.	Newton	Rimouski	300	148
Patitot 6to.	Cent. Vt. Ry (Nor. Div.)	St. Armand, 2 m.	Pierreville	Vaudreuil	86	148
Peverly, P. O.	River St. Francois	River St. Francois	Pierreville	Missisquoi	500	152
Phillipsburg, P. O.	River St. Francois	St. Armand, 5 m.	Pierreville	Yamaska	1,300	152
Pierreville, P. O. & Tel. Sta.	Cent. Vt. Ry (Nor. Div.)	Des Rivières, 2 m.	Stanbridge	Missisquoi	200	152
Pierreville Mills, P. O. & Tel. Sta.	Cent. Vt. Ry (Nor. Div.)	Lake Moganic, 5 m.	Marston	Missisquoi	200	152
Piccon Hill, P. O.	G. T. Ry.	Baie des Chaleurs	Pabos	Compton	200	166
Pike River, P. O.	River Ottawa	Greenville, 9 m.	Somerset South	Bonaventure	173	173
Piopolis, P. O.	River St. Lawrence	Greenville, 9 m.	St. Armand	Megantic	1,200	167
Plate Chaloupe	River Ottawa	Greenville, 9 m.	St. Armand	Argenteuil	50	75
Messisville (Somerset P. O.) Tel. & Ry Sta.	River St. Lawrence	Three Rivers, 18 m.	Mt. Murray	Charlevoix	174	174
Point au Chevre, P. O.	River Ottawa	Three Rivers, 18 m.	Shawenegan	Two Mountains	148	148
Point au Gros, P. O. & Tel. Sta.	River St. Lawrence	Three Rivers, 18 m.	Rigaud	St. Maurice	152	152
Point aux Calumets	River Ottawa	Three Rivers, 18 m.	Rigaud	Vaudreuil	100	148
Point Chevaier	River St. Lawrence	Three Rivers, 18 m.	Lotbinière	Lotbinière	160	160
Point Fontaine, P. O. & Tel. Sta.	River St. Lawrence	Three Rivers, 18 m.	Lotbinière	Charlevoix	174	174
Point Platon, P. O.	River St. Lawrence	Three Rivers, 18 m.	Les Ebaulements	Jacques Cartier	118	118
Point Péri	G. T. Ry.	Montreal, 2 m.	Montreal	Gaspé	172	172
Point St. Charles, P. O., Tel. and Ry Sta.	River St. Lawrence	Montreal, 2 m.	Montreal	Bonaventure	172	172
Point St. Peter, P. O. and Tel. Sta.	River St. Lawrence	Montreal, 2 m.	Montreal	Bonaventure	172	172
Poënie & Fleury (Fleury P. O.)	Ristigouche Harbour	Shoalbrook	Shoalbrook	Nouveau	50	172
Pointe à la Gardie (Aboyné P. O.)	Baie des Chaleurs	Nouveau	Nouveau	Nicolet	152	152
Pointe à la Garene	River St. Lawrence	Nicolet	Nicolet	Nicolet	152	152
Pointe aux Anglais	River Ottawa	Vaudreuil, 2 m.	Lake Two Mountains	Two Mountains	20	148
Pointe aux Trembles, P. O.	River St. Lawrence	Montreal, 10 m.	Montreal	Hochelega	100	148
Pointe aux Trembles, P. O. & Tel. Sta.	G. T. Ry.	Quebec, 21 m.	Nouvelle	Portneuf	600	160
Pointe aux Trembles du Lac St. Jean	River Saguenay	Chicoutimi, 60 m.	Chicoutimi	Chicoutimi	70	164
Pointe Claire, P. O., Tel. & Ry Sta.	G. T. Ry.	Chicoutimi, 60 m.	Chicoutimi	Jacques Cartier	461	148
Pointe des Monts (Hermès P. O.)	River St. Lawrence	Chicoutimi, 60 m.	Chicoutimi	Saguenay	168	168
Pont Château (Village du Ruissseau P. O.)	G. T. Ry.	River Rouge, 2 m.	Soulanges	Soulanges	120	148
Pont de Maskinongé, P. O.	Lake St. Peter	Maskinongé	Maskinongé	Maskinongé	350	152
Pont de Maskinongé (Onslow P. O.)	River Ottawa	Onslow, 3 m.	Onslow	Onslow	50	162
Portage du Fort, P. O. & Tel. Sta.	River Ottawa	Onslow, 3 m.	Onslow	Lichfield	625	162
Port au Fersil, P. O.	River St. Lawrence	Onslow, 3 m.	Onslow	Mt. Murray	350	174
Port aux Milles (Port au Fersil P. O.)	River St. Lawrence	Onslow, 3 m.	Onslow	Charlevoix	75	174
Port Daniel, P. O. & Tel. Sta.	Baie des Chaleurs	Onslow, 3 m.	Onslow	Charlevoix	200	173
Portland	River Ottawa	Onslow, 3 m.	Onslow	Bonaventure	100	165
Port Lewis, P. O.	River St. Lawrence	Onslow, 3 m.	Onslow	Portland	120	148
Portneuf	River St. Lawrence	Onslow, 3 m.	Onslow	St. Anicet	130	168
Portneuf, P. O. & Tel. Sta.	River St. Lawrence	Onslow, 3 m.	Onslow	Saguenay	50	168
Port Pausley	River St. Lawrence	Onslow, 3 m.	Onslow	Portneuf	800	160
Port Salmon	River St. Lawrence	Onslow, 3 m.	Onslow	Charlevoix	174	174
Port St. Francois	River St. Lawrence	Onslow, 3 m.	Onslow	Charlevoix	171	171
Poste des Grès	River St. Lawrence	Onslow, 3 m.	Onslow	Nicolet	152	152
Porton (Mansouville P. O.)	S. E. Ry.	Onslow, 3 m.	Onslow	St. Maurice	200	162
Powers Court (St. Etienne P. O.)	Chateauguay River	Onslow, 3 m.	Onslow	Brome	150	148
Princeville (Stanford P. O.) Tel. and Ry Sta.	G. T. Ry.	Onslow, 3 m.	Onslow	Huntingdon	152	152
QUEBEC, P. O., Tel. & Ry Sta.	G. T. Ry. & R. St. Lawrence	Onslow, 3 m.	Onslow	Hitchbrook	150	148
Quo, (Onslow P. O.)	Ottawa River	Onslow, 3 m.	Onslow	Stanford	250	152
Rainor Forges (Formont)	River St. Lawrence	Onslow, 3 m.	Onslow	Quebec	59,939	160
Rapides des Juchéans P. O. and Tel. Sta.	River Ottawa	Onslow, 3 m.	Onslow	Onslow	50	162
Rawdon, P. O.	St. L. & L. Ry.	Onslow, 3 m.	Onslow	Cap. de la Magdelaine	150	152
Rebecqhe, P. O.	G. T. Ry.	Onslow, 3 m.	Onslow	Aberdeen	80	152
Rebentigny, P. O. and Tel. Sta.	River St. Lawrence	Onslow, 3 m.	Onslow	Montcalm	600	148
Rebentigny, P. O.	Cent. Vt. Ry (Nor. Div.)	Onslow, 3 m.	Onslow	Megantic	200	167
Richby, P. O.	G. T. Ry.	Onslow, 3 m.	Onslow	L'Assomption	300	148
Richelieu Village, P. O.	River Richelieu	Onslow, 3 m.	Onslow	Stanbridge	200	152
Richmond, P. O. and Ry Sta.	G. T. Ry.	Onslow, 3 m.	Onslow	Compton	50	166
Richmond Station, P. O., Tel. and Ry Sta.	G. T. Ry.	Onslow, 3 m.	Onslow	St. Mathias	148	148
Rimouski, P. O., Tel. and Ry Sta.	River Ottawa	Onslow, 3 m.	Onslow	Cleveland	715	152
River Baudouin, P. O., Tel. & Ry Sta.	L. Ry. & Riv. St. Lawrence	Onslow, 3 m.	Onslow	Cleveland	300	152
River Deseronto, P. O., Tel. and Ry Sta.	S. E. Ry. (Sorel Br.)	Onslow, 3 m.	Onslow	Rigaud	280	148
River Deseronto, P. O.	River Gatineau	Onslow, 3 m.	Onslow	St. Barnabé	1,185	161
River Gilbert (Gilbertville P. O.)	G. T. Ry.	Onslow, 3 m.	Onslow	Soulanges	100	148
River Rouge (Coteau du Lac P. O.)	River St. Lawrence	Onslow, 3 m.	Onslow	St. David	800	162
River Trois Pistoles, P. O., Tel. and Ry Sta.	L. Ry.	Onslow, 3 m.	Onslow	Maw-waki	1,400	152
Rivière à la Grande	River St. Lawrence	Onslow, 3 m.	Onslow	Vaudreuil	200	167
Rivière à la Madeleine	River St. Lawrence	Onslow, 3 m.	Onslow	Soulanges	148	148
Rivière à l'Orme (Boherval P. O.)	Lake St. John	Onslow, 3 m.	Onslow	Trois Pistoles	160	160
Rivière aux Vaches, P. O.	River St. Lawrence	Onslow, 3 m.	Onslow	St. Louis	172	172
Rivière des Prairies, P. O. and Tel. Sta.	G. T. Ry.	Onslow, 3 m.	Onslow	Gaspé	172	172
Rivière du Loup en bas, P. O., Tel. & Ry Sta.	G. T. Ry. & Riv. St. Law.	Onslow, 3 m.	Onslow	Chicoutimi	120	161
Rivière du Loup en haut, P. O. and Tel. Sta.	River St. Lawrence	Onslow, 3 m.	Onslow	St. Pie Deltuire	225	152
Rivière Madeleine, P. O.	River St. Lawrence	Onslow, 3 m.	Onslow	Y. maska	148	148
Rivière Marsouin	River St. Lawrence	Onslow, 3 m.	Onslow	Hochelega	250	148
Rivière Quatre, P. O. & Ry Sta.	G. T. Ry.	Onslow, 3 m.	Onslow	Rivière du Loup	1,511	169
Roberval, P. O.	Lake St. John	Onslow, 3 m.	Onslow	Rivière du Loup	1,500	152
Roberval, P. O.	G. T. Ry.	Onslow, 3 m.	Onslow	Tachereau	172	172
Roberval, P. O.	Cent. Vt. Ry (Nor. Div.)	Onslow, 3 m.	Onslow	Gaspé	172	172
Rockburn, P. O.	G. T. Ry. (M. L. & P. L.)	Onslow, 3 m.	Onslow	Duchesnay	172	172
Rock Forest, P. O.	M. V. Ry. & G. T. Ry.	Onslow, 3 m.	Onslow	Rivière Durolle	300	171
Rock Island, P. O. and Ry Sta.	M. V. Ry.	Onslow, 3 m.	Onslow	Roberval	300	161
Rougemont, P. O.	Chateauguay River	Onslow, 3 m.	Onslow	Bury	100	152
Roussin, P. O.	G. T. Ry.	Onslow, 3 m.	Onslow	Waterloo, 9 m.	100	152
Roxton Falls, P. O. and Tel. Sta.	G. T. Ry.	Onslow, 3 m.	Onslow	Henningford, 22 m.	75	148
Roxton Pond, P. O.	Cent. Vt. Ry (Nor. Div.)	Onslow, 3 m.	Onslow	M. V. Ry & G. T. Ry.	152	152
Ruissseau des Clénes, P. O.	G. T. Ry.	Onslow, 3 m.	Onslow	Sherbrooke, 8 m.	152	152
Rupert, P. O.	River Ottawa	Onslow, 3 m.	Onslow	M. V. Ry.	152	152
Russelltown, P. O.	G. T. Ry. (M. L. & P. L.)	Onslow, 3 m.	Onslow	Chambly, 12 m.	152	152
Sab. croix, P. O.	G. T. Ry. (M. L. & P. L.)	Onslow, 3 m.	Onslow	Henningford, 5 m.	152	152
Samborn, P. O.	G. T. Ry.	Onslow, 3 m.	Onslow	Acton, 6 m.	152	152
Sault à la Pêche, P. O. and Tel. Sta.	River St. Lawrence	Onslow, 3 m.	Onslow	Acton, 6 m.	152	152
Sault au Cochon	River St. Lawrence	Onslow, 3 m.	Onslow	Roxton, 6 m.	152	152
Sault aux Moutons (Les Escoumains P. O.)	River St. Lawrence	Onslow, 3 m.	Onslow	Upton, 17 m.	152	152
Sault au Renouveau, P. O.	River Ottawa	Onslow, 3 m.	Onslow	Eardley, 9 m.	50	163
Savage's Mills, P. O.	Cent. Vt. Ry (Nor. Div.)	Onslow, 3 m.	Onslow	Henningford, 13 m.	100	148
Sawyerville, P. O.	G. T. Ry. & M. V. Ry.	Onslow, 3 m.	Onslow	St. Johns, 8 m.	175	152
Scottdown	G. T. Ry.	Onslow, 3 m.	Onslow	Warwick, 20 m.	152	152
Scottdown, P. O.	River St. Lawrence	Onslow, 3 m.	Onslow	Metis, 9 m.	152	152
Sebrington, P. O.	River St. Lawrence	Onslow, 3 m.	Onslow	Gaspé Basin, 4 m.	152	152
Seven Islands (Beauséjour P. O.)	River St. Lawrence	Onslow, 3 m.	Onslow	Tadoussac, 60 m.	152	152
Sevigny, P. O.	River Ottawa	Onslow, 3 m.	Onslow	Tadoussac, 60 m.	152	152
Shawbridge	River Ottawa	Onslow, 3 m.	Onslow	Tadoussac, 60 m.	152	152
Shawnessy, P. O.	River St. Maurice	Onslow, 3 m.	Onslow	Tadoussac, 60 m.	152	152
Sheenboro, P. O.	River Ottawa	Onslow, 3 m.	Onslow	Tadoussac, 60 m.	152	152
Shefford Mountain, P. O.	Cent. Vt. Ry (Nor. Div.)	Onslow, 3 m.	Onslow	Tadoussac, 60 m.	152	152
Sherbrooke, P. O., Tel. & Ry Sta.	G. T. Ry.	Onslow, 3 m.	Onslow	Tadoussac, 60 m.	152	152
Sherington, P. O.	G. T. Ry. (M. L. & P. L.)	Onslow, 3 m.	Onslow	Tadoussac, 60 m.	152	152
Shigawane, P. O. and Tel. Sta.	Baie des Chaleurs	Onslow, 3 m.	Onslow	Tadoussac, 60 m.	152	152
Shipton (Denison's Mills P. O.)	G. T. Ry.	Onslow, 3 m.	Onslow	Tadoussac, 60 m.	152	152

For explanations, names of Railroads abbreviated, etc., see page 183.

NAME OF PLACE, ETC.	NAME OF RAILWAY OR RIVER.	NEAREST STATION OR PORT.	TOWNSHIP, PARISH OR SEIGNORY.	COUNTY.	POPULATION.	SEE PAGE
Sacredred, P. O.	River Restigouche	Carillon, 15 m.	Shoalbrook	Bonaventure	175	172
Shrawsbury, P. O.	River Ottawa	Carillon, 15 m.	West Gore	Argenteuil	50	148
Signay	Lake St. John	G. T. Ry.	Hinchinbrook	Huntington	180	148
Six Mile Cross, (Anderson Corners P. O.)	G. T. Ry.	Coteau Landing, 18 m.	Bouchette	Ottawa	125	163
Six Portages, P. O.	River Gatineau	M. V. Ry.	Stanstead	Stanstead	90	152
Smith's Mills, P. O. & Ry Sta.	M. V. Ry.	Stanstead, 3 m.	St. Hyacinthe, 9 m.	St. Hyacinthe	225	152
Solante, P. O., Tel. & Ry Sta.	G. T. Ry.	St. Hyacinthe, 9 m.	La Présentation	Mégantic	1200	167
Somersel, P. O. & Tel. Sta.	G. T. Ry.	St. Hyacinthe, 9 m.	Somersel	Richelieu	5636	152
Sorel, P. O. and Tel. Sta.	River St. Lawrence	Stansfeld, 61 m.	Sorel	Stanstead	140	152
Soull. Barnston, P. O.	M. V. Ry.	Stansfeld, 61 m.	Barnston	Brome	125	152
South Bolton, P. O. & Tel. Sta.	S. E. Ry.	Emerson, 16 m.	Bolton	Drummond	132	152
South Durlham, P. O.	G. T. Ry.	Waterloo, 17 m.	Durlham	Shelford	125	152
South Ely, P. O.	Cent. Vt. Ry.	Waterloo, 17 m.	Ely	Shelford	90	152
South Granby, P. O.	Cent. Vt. Ry. (Nor. Div.)	Granby, 6 m.	Granby	Wolfe	293	166
South Ha. P. O.	G. T. Ry.	Denison's Mills, 23 m.	South Ham	Huntington	400	148
South Hinchinbrook, Tel. Sta. (Helena P. O.)	G. T. Ry.	Lanester, 16 m.	Godmanchester	Huntington	400	148
South Quebec, P. O., Tel. & Ry Sta.	G. T. Ry.	Acton Vale, 14 m.	Acton Vale	Lévis	3000	160
South Roxton, P. O.	G. T. Ry.	Quebec, 5 m.	Roxton	Shelford	21	152
Spencer Cove, P. O.	River St. Lawrence	Quebec, 30 m.	St. Colombe de Sillery	Quebec	150	172
Ste. Adèle (Grand Pâques P. O.)	River St. Lawrence	Quebec, 30 m.	St. Colombe de Sillery	Quebec	150	172
St. Adolphe	River St. Lawrence	Quebec, 30 m.	St. Colombe de Sillery	Quebec	150	172
St. Aimé, P. O.	River Yamaska	Portneuf, 10 m.	St. Aimé	Richelieu	3150	150
St. Alban, P. O.	River St. Lawrence	Portneuf, 10 m.	St. Alban	Portneuf	1665	160
St. Albert de Warwick, P. O.	G. T. Ry.	Arthabaska, 9 m.	Warwick	Arthabaska	371	152
St. Alexandre, P. O. & Ry Sta.	G. T. Ry.	Arthabaska, 9 m.	St. Alexandre	Kamouraska	250	174
St. Alexandre, P. O., Tel. & Ry Sta.	Cent. Vt. Ry. (Nor. Div.)	Joliette, 12 m.	Sabrevois	Iberville	840	152
St. Alexis, P. O.	St. L. & I. Ry.	Matapédia, 4 m.	St. Sulpice	Montenlm	138	148
St. Alexis (Avignon P. O.)	River Restigouche	Matapédia, 4 m.	Matapédia	Bonaventure	172	148
St. Alphonse, P. O.	St. L. & I. Ry.	Rawdon, 12 m.	St. Alphonse	Joliette	400	148
St. Anaclet, P. O.	River St. Lawrence	Berthier, 8 m.	St. Anaclet	Rimouski	1173	168
St. André (Rang)	Lake St. Peter	Berthier, 8 m.	St. Barthelemi	Berthier	250	174
St. André, P. O. & Ry Sta.	G. T. Ry.	Papineauville, 9 m.	St. André	Kamouraska	250	174
St. André Avin, P. O.	River Ottawa	Papineauville, 9 m.	Petite Nation	Ottawa	251	160
St. André d'Acton, (Acton Vale P. O., Tel. & Ry Sta.)	G. T. Ry.	Carillon, 24 m.	Acton	Argenteuil	540	152
St. André, P. O. and Tel. Sta.	River Ottawa	Carillon, 24 m.	Argenteuil	Argenteuil	1000	148
St. Anicet, P. O.	River St. Lawrence	St. Henri, 9 m.	St. Anicet	Huntington	550	148
St. Anselme, P. O.	G. T. Ry.	St. Henri, 9 m.	St. Anselme	Dorchester	700	160
St. Antoine, P. O.	River Richelieu	Hemmingford, 15 m.	St. Antoine	Verehères	1663	148
St. Antoine (Starnesboro P. O.)	G. T. Ry. (M. L. & P. L.)	Hemmingford, 15 m.	St. Antoine	Châteauguay	200	148
St. Antoine de Tilly, P. O.	G. T. Ry.	Rivière du Loup, 7 m.	Tilly	Lotbinière	600	160
St. Antonin	G. T. Ry.	Rivière du Loup, 7 m.	Warwick	Missisquoi	150	152
St. Apollinaire, P. O.	G. T. Ry.	Black River, 5 m.	Gaspé	Lotbinière	400	160
St. Armand Centre, P. O.	Cent. Vt. Ry. (Nor. Div.)	St. Armand, 7 m.	St. Armand East	Missisquoi	100	152
St. Armand Station, P. O., Tel. & Ry Sta.	Cent. Vt. Ry. (Nor. Div.)	Rivière du Loup, 8 m.	St. Armand	Missisquoi	300	152
St. Arsène, P. O.	I. Ry.	St. Jean Port Joli, 2 m.	St. Arsène	Temiscouata	800	169
St. Aubert, P. O.	G. T. Ry.	St. Jean Port Joli, 2 m.	St. Aubert	L'Islet	250	160
St. Augustin	Gulf St. Lawrence	Quebec, 15 m.	Cap Rosiers	Gaspé	170	160
St. Augustin de Quebec, P. O.	River St. Lawrence	Quebec, 15 m.	St. Augustin	Portneuf	200	160
St. Augustin (Deux-Montagnes P. O.)	River Ottawa	St. Eustache, 7 m.	St. Augustin	Portneuf	200	160
St. Augustin (St. Maurice P. O.)	River St. Lawrence	Yamachiche, 12 m.	Robert (die)	St. Maurice	500	150
St. Barnabé (River Yamaska P. O.)	G. T. Ry.	St. Hyacinthe, 9 m.	St. Barnabé	St. Hyacinthe	1639	152
St. Barthelemi, P. O.	River St. Lawrence	Berthier, 10 m.	York	Berthier	800	148
St. Basile, P. O.	River St. Lawrence	Portneuf, 7 m.	Auteuil	Portneuf	300	160
St. Basile le Grand, P. O.	G. T. Ry.	St. Bruno, 4 m.	Chambly	Chambly	148	148
St. Beatrix, P. O.	St. L. & I. Ry.	Joliette, 16 m.	Paillebout	Joliette	927	148
St. Benoit, P. O.	River Ottawa	Pointe aux Anglais, 7 m.	St. Augustin	Two Mountains	250	148
St. Bernard, P. O.	G. T. Ry.	St. Henri, 18 m.	St. Henri	Dorchester	600	160
St. Blainville	St. L. & I. Ry.	St. Océide du Bic, 12 m.	Macpes	Rimouski	168	168
St. Bonaventure d'Upton, P. O.	S. E. Ry. (Sud Br.)	Drummondville, 7 m.	Upton	Drummond	1144	152
St. Boniface (Shawenegan P. O.)	River St. Lawrence	Three Rivers, 23 m.	Shawenegan	St. Maurice	250	152
St. Bruno Station, P. O., Tel. and Ry Sta.	G. T. Ry.	P. O. 14 m from Sta.	Montarville	Chambly	300	148
St. Cajetan (Armagh P. O.)	G. T. Ry.	St. Vallier, 21 m.	Armagh	Bellechasse	200	160
St. Camille, P. O.	G. T. Ry.	Danville, 17 m.	St. Camille	Wolfe	606	166
St. Canut, P. O.	River Ottawa	Pointe aux Anglais, 19 m.	Two Mountains	Two Mountains	643	148
St. Catherine, P. O.	River St. Anne	Ste. Anne de la Pêrade, 10 m.	St. Casimir	Portneuf	350	160
St. Cécile du Bio (See Bio)	River St. Lawrence	Pointe aux Trembles, 6 m.	Fossambault	Portneuf	150	160
St. Cécile de Valleyfield (See Valleyfield)	Int. Ry.	Beauharnois Canal	Bie	Rimouski	400	169
St. Cécile de Milton (See Milton)	Cent. Vt. Ry. (Nor. Div.)	Granby, 9 m.	Beauharnois	sauharois	149	149
St. Césaire, P. O.	G. T. Ry.	St. Marie, 9 m.	Milton	St. eford	100	152
St. Charles, River Boyer, P. O., Tel. & Ry Sta.	M. & Chamb. Ry.	St. Marie, 9 m.	St. Césaire	Nicolet	600	152
St. Charles de Stanbridge	G. T. Ry.	Des Rivières Sta., 31 m.	St. Césaire	Nicolet	937	152
St. Charles, P. O. and Tel. Sta.	Cent. Vt. Ry. (Nor. Div.)	Des Rivières Sta., 31 m.	Beauport	Bellechasse	400	160
St. Clair, P. O.	River Richelieu	St. Henri, 15 m.	St. Charles	Missisquoi	200	152
St. Clot, P. O.	G. T. Ry.	River Rouge, 5 m.	St. Charles	St. Hyacinthe	800	152
St. Clotilde, P. O.	G. T. Ry.	Arthabaska, 18 m.	St. Claire	Dorchester	600	160
St. Colombe (Sillery Cove P. O.)	River St. Lawrence	Quebec, 3 m.	Soulanges	Soulanges	1057	148
St. Columbin, P. O.	River Ottawa	Carillon, 29 m.	Horton	Arthabaska	371	152
St. Gôme, P. O.	St. L. & I. Ry.	Joliette, 30 m.	Sillery	Two Mountains	3300	16
St. Constant, P. O.	River St. Lawrence	Laprairie, 6 m.	Catherine	Two Mountains	676	148
St. Croix, P. O.	G. T. Ry.	Method, 15 m.	St. Constant	Joliette	300	148
St. Cuthbert, P. O.	River St. Lawrence	Berthier, 7 m.	St. Constant	Laprairie	1898	148
St. Cyrac, P. O.	River Saguenay	L'Islet, 7 m.	St. Croix	Lotbinière	750	160
St. Cyrille, P. O.	G. T. Ry.	St. Hyacinthe, 7 m.	Berthier	Berthier	3122	148
St. Damase, P. O.	G. T. Ry.	Berthier en haut, 27 m.	Kenogami	Chicoutimi	150	160
St. Daniel de Brandon, P. O.	River St. Lawrence	Berthier en haut, 27 m.	Lesard	L'Islet	150	160
St. Denis, P. O.	River Richelieu	Berthier en haut, 27 m.	St. Hyacinthe	St. Hyacinthe	2345	152
St. Denis de la Bouteillerie, P. O. & Ry Sta.	G. T. Ry.	Berthier, 17 m.	Berthier	Berthier	100	148
St. Diégo, P. O.	G. T. Ry.	St. Hyacinthe, 7 m.	Brandon	St. Hyacinthe	2163	152
St. Dominique, P. O.	G. T. Ry.	St. Dominique Sta., 2 m.	St. Denis	St. Hyacinthe	980	171
St. Dominique des Cèdres, P. O.	Rio des Chaudières	Montreal, 15 m.	Labontellierie	Kamouraska	2000	152
St. Dominique de Newport	River St. Lawrence	Quebec, 13 m.	Lanauère	Maskinongé	200	152
St. Douc (s. de Luce P. O.)	River St. Lawrence	Lotbinière, 23 m.	Dessaulles	Bagot	200	152
St. Dorothée, P. O.	G. T. Ry.	St. Jean Chrysostôme, 23 m.	Soulanges	Soulanges	150	148
St. Dunstan (Lake Beauport P. O.)	G. T. Ry. (M. L. & P. L.)	La Pigeonnière, 6 m.	Newport	Bonaventure	173	173
St. Edouard (River Bois Claire P. O.)	G. T. Ry.	Compton, 8 m.	Thérage	Rimouski	148	168
St. Edouard (Stamton P. O.)	River St. Lawrence	R. du Loup en haut, 24 m.	St. Jean	Laval	989	148
St. Edouard, P. O.	G. T. Ry.	Berthier, 9 m.	St. Joseph	Quebec	70	160
St. Edwige, P. O.	G. T. Ry.	Idle Verle, 8 m.	St. Joseph	Quebec	70	160
St. Elis, P. O.	River St. Lawrence	Black River, 29 m.	St. Joseph	Lotbinière	300	160
St. Elizabeth, P. O.	River St. Lawrence	Somersel, 42 m.	St. Joseph	Dorchester	144	160
St. Eloi, P. O.	G. T. Ry.	Green River, 11 m.	St. Joseph	Napierville	600	148
St. Elzéar, P. O.	River St. Lawrence	L'Assomption, 10 m.	St. Joseph	Compton	50	166
St. Ephrem de Fring, P. O.	River St. Lawrence	Three Rivers, 15 m.	St. Joseph	Compton	530	162
St. Ephrem d'Upton	Lake St. Louis	Beauharnois, 5 m.	St. Joseph	Berthier	460	148
St. Eplhémie (Viger P. O.)	G. T. Ry.	Montreal, 21 m.	St. Joseph	Berthier	1134	169
St. Esprit, P. G. & Tel. Sta.	G. T. Ry.	Somersel, 45 m.	St. Elzéar	Temiscouata	1134	169
St. Etienne des Grés, P. O.	River St. Lawrence	Joliette, 12 m.	Ting	Beauce	500	167
St. Etienne des Beauharnois, P. O.	River St. Lawrence	Joliette, 12 m.	Upton	Beauce	200	167
St. Eustache, P. O. & Tel. Sta.	G. T. Ry.	Joliette, 12 m.	Viger	Beauce	250	167
St. Evariste ne Forsyth, P. O.	River St. Lawrence	Joliette, 12 m.	St. Esprit	Beauce	1537	148
St. Fabien, P. O.	St. L. & I. Ry.	Joliette, 12 m.	St. Esprit	Beauharnois	300	152
St. Félix du Valois, P. O.	St. L. & I. Ry.	Joliette, 12 m.	St. Esprit	Beauharnois	1097	148

For explanations, names of Railroads abbreviated, etc., see page 181.

NAME OF PLACE, ETC.	NAME OF RAILWAY OR RIVER.	NEAREST STATION OR PORT.	TOWNSHIP, PARISH OR SEIGNIORY.	COUNTY.	POPULATION.	SER. PAGE.
St. Férol, P. O.	River St. Lawrence	Quebec, 30 m.	Beaupré.	Montmorency	593	169
St. Fidèle, P. O.	G. T. Ry.	St. Paschal, 20 m	Mt. Murray.	Charlevoix	813	174
St. Flavie, P. O. and Tel. Sta.	Int. Ry.		Lepage.	Rimouski	450	169
St. Flavian, P. O.	G. T. Ry.	Methot's Mills, 4 m.	Les Dames Ursulines.	Lotbinière	300	160
St. Flore, P. O.	River St. Maurice.	Shavenegan, 12 m.	Cap de la Magdeleine.	Champlain	200	152
St. Foye, P. O.	River St. Lawrence	Quebec, 5 m.	St. Foye	Quebec	1625	160
St. François d'Orléans, P. O.	River St. Lawrence.		Islet of Orleans.	Montmorency	530	160
St. François de la Beauce, P. O.	River Chaudière.		St. Francis.	Beauce	500	167
St. François de La, P. O. & Tel. Sta.	River St. Francis.	Quebec, 54 m.	St. François.	Yamaska	800	152
St. François du Sud, P. O. & Tel. Sta.	G. T. Ry.		St. Valier.	Montmagny.	1613	160
St. François de Siles, P. O.	River Ottawa.	Montreal, 16 m.	Isle Jesus.	Laval.	964	148
St. François Xavier.	River St. Lawrence.		St. Paul's Bay.	Charlevoix.	175	174
St. Frédéric, P. O.	G. T. Ry.	Black River, 30 m	Fleury	Beauce	500	167
St. Fulgence (L'Anse au Foin P. O.)	River Saguenay.	Chicoutimi, 10 m.	Tremblay.	Chicoutimi	60	164
St. Gabriel.	Int. Ry.	Rimouski, 18 m.	Fleurant.	Rimouski.	168	168
St. Gabriel de Beauport, P. O.	River St. Lawrence.	Beauport, 21 m.	Berthier.	Beauce	600	148
St. George, Beauce, P. O.	G. T. Ry.	Quebec, 60 m.	Aubert Gallion.	Beauce	400	167
St. George de Windsor, P. O.	G. T. Ry.	Duville 10 m	Windsor.	Richmond	1094	152
St. Germain de Grantham, P. O.	S. E. R. Y. (Sar. Br.)	Drummondville, 4 1/2 m.	Grantham.	Drummond	150	152
St. Gervais, P. O.	G. T. Ry.	St. Charles, 5 m.	Beaumont.	Bel eclair.	850	160
St. Gertrude, P. O.	G. T. Ry.	Three Rivers, 15 m.	Bellefeuille.	Nicolet	350	152
St. Gilles, P. O.	G. T. Ry.	Craig's Road, 9 m.	Beauvillage.	Lotbinière.	300	160
St. Grégoire, P. O. & Tel. Sta.	G. T. Ry. (Ar. & T.R. Div.)	1 1/2 m from Sta.	St. Grégoire.	Nicolet	660	152
St. Guillaume de Grand, (Mont-Jonson P. O.)	Cont. Vt. Ry. (Nor. Div.)	Upton, 6 m.	St. Eusebe.	Beauce	450	160
St. Guillaume d'Upton, P. O. & Tel. Sta.	G. T. Ry.	Upton, 7 m.	St. Goullaire.	Yamaska	400	152
St. Hélène de Bagot, P. O.	G. T. Ry.	Upton, 7 m.	St. Hélène.	Bagot.	100	152
St. Henri de Lauzon, P. O. & Tel. Sta.	G. T. Ry.	St. Henri Sta., 3 1/2 m.	Lauzon.	Levis.	500	160
St. Henri Station, P. O. & Ry Sta.	G. T. Ry.		Lauzon.	Levis.	50	160
St. Hermas, P. O.	Lake Two Mountains.		St. Hermas.	Two Mountains.	1307	148
St. Hilaire Village, P. O.	G. T. Ry.	St. Hilaire Sta., 1 m	Rouville.	Rouville	300	152
St. Hilaire Mountain (Mont St. Hilaire P. O.)	G. T. Ry.	St. Hilaire Sta., 3 m	Rouville.	Rouville	200	152
St. Hilaire Station, P. O. & Ry Sta.	G. T. Ry.		Rouville.	Rouville	30	152
St. Hippolyte de Kilkenny, P. O.	River Ottawa.	St. Jérôme, 16 m.	Kilkenny.	Montcalm.	200	148
St. Honoré, P. O.	G. T. Ry.	Beauceour, 50 m.	Beauce.	Shu nley	100	167
St. Honoré (Arnaud P. O.)	River St. Lawrence	Rivière du Loup, 21 m	Arnaud.	Témiscouata.	100	169
St. Hubert, P. O., Tel. & Ry Sta.	G. T. Ry.		Longueuil.	Chambly	250	148
St. Hugues, P. O.	G. T. Ry.	St. Hyacinthe, 14 m	Bissey.	Bagot.	500	152
St. Hyacinthe, P. O., Tel. and Ry Sta.	G. T. Ry.		St. Hyacinthe.	St. Hyacinthe	3746	152
St. Ignace (Lorette P. O.)	River St. Lawrence	Quebec, 10 m.	St. Ignace.	Quebec	160	160
St. Ignace, Isle-la-Peque, P. O.	G. T. Ry.	St. Henri, 12 m.	Lauzon.	Charlevoix	634	160
St. Ignace, Laprairie, P. O. & Ry Sta.	G. T. Ry. (M. L. & Prov. L.)	L'Assomption, 13 m.	Grey Naps.	Laprairie	800	148
St. Jacques l'Abbe, P. O.	River St. Lawrence	Lacadie, 5 m	St. Jacques.	Montcalm.	800	148
St. Jacques le Mineur, P. O.	G. T. Ry. (M. St. J. & R. P.)	Montreal, 50 m.	De Léry.	Laprairie.	800	148
St. Janvier, P. O. & Tel. Sta.	G. T. Ry.	Quebec, 12 m.	St. Thérèse de Blainy	Terrebonne	1300	148
St. Jean d'Orléans.	River St. Lawrence	Montreal, 1 m.	Island of Orleans	Montmorency	1436	150
St. Jean Baptiste de Montreal, P. O. & Tel. Sta.	G. T. Ry.		Côte St. Louis.	Hochelaga.	4308	148
St. Jean Baptiste de Bouville, P. O.	G. T. Ry.	St. Hilaire 6 m.	Rouville.	Rouville	1955	152
St. Jean-Christophe, Chateauguay, P. O.	G. T. Ry. (M. L. & Prov. L.)	St. Remi, 14 m.	Beauharnois.	Chateauguay.	1000	148
St. Jean Chrysostome, Levis, P. O. & Ry Sta.	G. T. Ry.	Trois Pistoles, 12 m.	Lauzon.	Levis.	300	160
St. Jean de Dieu, (Bogon P. O.)	River St. Lawrence.	Batiscan, 10 m.	Deshauts.	Témiscouata.	400	169
St. Jean Deschêvrons, P. O.	River L'Assomption	Joliette, 21 m.	De Rimsay.	Joliette.	400	148
St. Jean de Matha, P. O.	G. T. Ry.		Port Joli.	L'Islet	400	160
St. Jean Port Joli, P. O., Tel. & Ry Sta.	River St. Lawrence.	Montreal, 33 m.	Matane.	Rimouski.	168	168
St. Jérôme.	G. T. Ry.	Chicoutimi, 53 m	St. Jérôme.	Terrebonne	1159	148
St. Jérôme de Lac St. Jean.	River Saguenay.		Caron.	Chicoutimi	120	161
St. Joachim.	River St. Lawrence	Waterloo, 9 m.	Beaupré.	Montmorency	623	160
St. Jacques de Shelburne, P. O.	Cont. Vt. Ry. (Nor. Div.)		Roxton.	Shelburne.	152	148
St. Johns, P. O., Tel. and Ry Sta.	G. P. & C. Vt. & S. E. C. R. Ys		Brony of Longueuil.	St. Johns.	3022	142
St. Joseph.	River St. Lawrence.	Somer-et, 43 m.	Gaspé Bay North.	Casé	172	167
St. Joseph de Beauce, P. O.	G. T. Ry.	Pointe Levis, 23 m.	Beauce.	Flavry	450	160
St. Joseph de Lévis (Lauzon P. O.)	G. T. Ry.	St. Eustache, 8 m.	Lauzon.	Levis.	1847	160
St. Joseph du Lac, P. O.	River Ottawa.	St. Hyacinthe, 14 m.	Two Mountains.	Two Mountains	1292	148
St. Jude, P. O.	G. T. Ry.	Maskinongé, 2 m.	St. Jude.	St. Hyacinthe	600	152
St. Justin, P. O.	Lake St. Peter.		Carleton.	Maskinongé.	228	152
St. Lambert, P. O., Tel. & Ry Sta.	G. T. Ry.	St. Jean Chrysostome, 12 m.	Chambly.	Chambly	400	148
St. Lambert de Lauzon, P. O.	G. T. Ry.	Montreal, 7 m.	Lauzon.	Levis.	500	160
St. Laurent de Montreal, P. O.	River St. Lawrence.	Quebec, 14 m.	Montreal.	Jacques Cartier	400	144
St. Laurent d'Orléans.	G. T. Ry.	St. Charles, 11 m	Island of Orleans	Montmorency	500	160
St. Lazare P. O.	G. T. Ry.	St. Jean Chrysostome, 33 m.	Taschereau.	Bellechasse.	300	160
St. Leon (Standore P. O.)	G. T. Ry.	Rivière du Loup en bas, 3 m	Standon.	Dorchester.	250	160
St. Léon, P. O.	River St. Lawrence.	Bulstrode, 10 m.	Grandpère.	Maskinongé.	400	152
St. Léonard, P. O.	G. T. Ry.	Joliette, 57 m.	Nicolet.	Nicolet.	130	148
St. Liboire, P. O. & Ry Sta.	G. T. Ry.	Three Rivers, 15 m.	St. Liboire.	Bagot.	150	152
St. Liguori, P. O.	St. L. & I. Ry.	Joliette, 9 m.	Riveton.	Montcalm.	1498	148
St. Lin, P. O. & Tel. Sta.	River Ottawa.	Terrebonne, 12 m.	Lachemie.	L'Assomption	800	148
St. Louis de Blandford, P. O.	G. T. Ry.	St. Michel, 8 m.	Blandford.	Arthabaska.	150	152
St. Louis de Gonzague, P. O.	River St. Lawrence.	Beauharnois, 10 m.	Godmanchester.	Beauharnois.	400	148
St. Louis de Hatfield.	G. T. Ry.	Rivière du Loup, 35 m.	Lac Témiscouata.	Témiscouata.	169	169
St. Louis de Montserrat (St. Zénon P. O.)	St. L. & I. Ry.		St. Louis de Montserrat.	Joliette.	150	142
St. Luc (Vincennes P. O.)	G. T. Ry.	Three Rivers, 15 m.	St. Louis de Montserrat.	Chambly.	130	152
St. Luc, P. O.	G. T. Ry.	St. Johns, 6 m.	Longueuil.	St. Johns.	800	148
St. Melchior.	Lak. St. John.	Chicoutimi, 60 m.	Roberval.	Chicoutimi	70	161
St. Magloire, P. O.	G. T. Ry.	Quebec, 69 m.	Rioux.	Bellechasse.	75	160
St. Malcom (East Hampton P. O.)	G. T. Ry.	St. Henri, 20 m.	Frampton.	Dorchester.	1108	160
St. Malo, P. O.	G. T. Ry.	Cotiacook, 39 m.	Auckland.	Compton.	250	166
St. Mary, P. O.	River Richelieu.	St. Hyacinthe, 12 m.	St. Marc.	Verchères.	500	148
St. Mary, P. O.	G. T. Ry.		St. Marcel.	Richelieu.	1222	152
St. Mary of the River (Beauport P. O.)	River St. Lawrence.	Levis & Riv. Ry.	St. Marie.	Beauce.	1000	167
St. Marie la Bonne (Beauce P. O.)	Levis & Riv. Ry.		Monnoir.	Riviro.	1000	152
St. Marie de Bonnoir, P. O. & Ry Sta.	Mt. Cham. & S. Ry.	Montreal, 12 m.	Iste Jésus.	Laval.	2747	148
St. Martin, P. O.	G. T. Ry.		East Chambly.	Rouville	200	152
St. Mathias, P. O.	River Richelieu.		St. Mathieu.	Rimouski.	890	169
St. Mathieu, P. O.	Int. Ry.	St. Simon, 3 m.	Cap de la Magdeleine.	Champlain.	250	152
St. Maurice, P. O.	River St. Lawrence.	Three Rivers, 11 m.	St. Etienne.	St. Maurice.	300	152
St. Maurice-Beauce, P. O.	River St. Lawrence.	Three Rivers, 8 m.	Lacolle.	Napierville.	600	148
St. Michel Ardouin, P. O. (La Pigeonnière P. O.)	G. T. Ry. (M. L. & P. L.)	Levis, 15 m.	Ladurantie.	Bellechasse.	100	160
St. Michel, P. O.	G. T. Ry.	Rivière du Loup en bas, 9 m	Wentworth.	Témiscouata.	1124	169
St. Modeste, P. O.	Int. Ry.	St. Flavie, 18 m.	Calot.	Rimouski.	169	168
St. Moise, P. O.	River St. Lawrence.	Batiscan Bridge, 9 m.	Champlain.	Champlain.	1469	152
St. Nérée, P. O.	G. T. Ry.	Craig's Road, 1 m.	Lauzon.	Levis.	600	160
St. Nicholas, P. O. & Tel. Sta.	G. T. Ry.	Berthier en haut, 15 m.	Arthabaska.	Arthabaska.	450	152
St. Norbert (East Arthabaska P. O.)	River St. Lawrence.	Metis, 3 m.	St. Norbert.	Berthier.	200	148
St. Norbert, P. O.	Int. Ry.	St. Anne, 4 1/2 m.	Ixworth.	Rimouski.	200	168
St. Ours, P. O.	G. T. Ry.	Rivière Ouelle, 1 1/2 m.	St. Ours.	Kamouraska.	701	152
St. Ours, P. O.	River Richelieu.		La Boutillerie.	Kamouraska.	300	174
St. Paul de Chateauguay (Va Bonson P. O.)	G. T. Ry.	Cap St. Ignace, 50 m.	Dionne.	L'Islet.	700	160
St. Paul de Chateauguay, P. O. & Tel. & Ry Sta.	G. T. Ry.		Kamouraska.	Kamouraska.	700	174
St. Paul de Chateauguay, P. O.	G. T. Ry.	Worcester, 6 m.	Tingwick.	Arthabaska.	250	152
St. Paul de Chateauguay, P. O.	G. T. Ry.	St. Pierre, 15 m.	West Chester.	Arthabaska.	152	152
St. Paul de Montclair (St. Paul du Batou P. O.)	G. T. Ry.	Joliette, 3 m.	Montclair.	Montmagny.	200	160
St. Paul d'Industrie, P. O.	St. L. & I. Ry.		Laurie.	Joliette.	1943	148

For explanations, names of Railroads abbreviated, etc., see page 183.

NAME OF PLACE, ETC.	NAME OF RIVER.	NEAREST STATION OR PORT.	TOWNSHIP, PARISH OR SERIGNOY.	COUNTY.	POPULATION.	SEE PAGE.
St. Paulin, P. O.	River St. Lawrence	Rivière du Loup en haut, 15 m.	Hunterstown	Maskinongé	290	152
St. Paul l'Assomption, P. O.	River l'Assomption	Repentigny	Repentigny	L'Assomption	450	148
St. Paul & Bay, P. O.	River St. Lawrence	Beauport	Beauport	Charlevoix	3623	172
Sto. Perpetue, P. O.	G. T. R. Y.	St. Célestin, 9 m.	St. Célestin	Nicolet	154	152
Sto. Perpetue (Vaillancourt P. O.)	G. T. R. Y.	Trois Saumons, 18 m.	Lafratime	L'Islet	307	160
St. Philippe, P. O.	River St. Lawrence	Laprairie	Laprairie	Kamouraska	991	148
St. Philippe de Nery, P. O.	G. T. R. Y.	St. Denis, 31 m.	Clanham	Argenteuil	300	148
St. Philppe d'Argenteuil, P. O.	River Ottawa	Cardon, 6 m.	Clanham	Argenteuil	600	152
St. Pie, P. O.	G. T. R. Y.	St. Hyacinthe, 11 m.	St. Pie	Bagot	225	152
St. Pie de Génie (R. aux Vaches P. O.)	S. E. R. Y. (Sorel Br.)	River David, 7 m.	DeJairo	Yamaska	174	152
St. Pierre	River St. Lawrence	Côte Beauport	Côte Beauport	Charlevoix	174	152
St. Pierre Baptiste, P. O.	G. T. R. Y.	Somersét, 7 m.	Inverness	Mégantic	167	167
St. Pierre de Broughton (Broughton P. O.)	G. T. R. Y.	Somersét, 36 m.	Broughton	Beauce	1109	160
St. Pierre d'Orléans, P. O.	River St. Lawrence	Quebec, 9 m.	St. Michel	Montmorency	350	160
St. Pierre Montagny, P. O., Tel. and Ry Sta.	G. T. R. Y.	Batiscau, 3 m.	Rivière du Sud	Montmagny	500	152
St. Pierre les Becquets, P. O.	River St. Lawrence	Batiscau, 3 m.	St. Pierre les Becquets	Nicolet	250	148
St. Placide, P. O.	River Ottawa	St. Paul's Bay, 9 m.	Two Mountains	Two Mountains	400	174
St. Placide (Châteaux P. O.)	River St. Lawrence	Coteau Landing, 5 m.	New Longueuil	Soulanges	500	148
St. Polycarpe, P. O.	G. T. R. Y.	Lake St. John	Asnapmeubottan	Chicoutimi	120	152
St. Prime, P. O.	River St. Lawrence	Batiscau, 10 m.	St. Joseph	St. Michel	300	160
St. Prosper, P. O.	G. T. R. Y.	St. Vallier, 7 m.	St. Michel	Bellefleur	430	160
St. Raphael East, P. O.	River St. Lawrence	Pointe aux Trembles, 14 m.	Bourg Louis	Portneuf	800	148
St. Raymond, P. O.	River St. Lawrence	River St. Lawrence	St. Régis	Huntingdon	821	148
St. Régis, P. O.	River St. Lawrence	Sorel, 9 m.	La Salle	Navigerville	250	152
St. René, P. O., Tel. and Ry Sta.	G. T. R. Y.	Sorel, 9 m.	Sorel	Richelieu	400	148
St. Robert, P. O.	River St. Lawrence	L'Assomption, 11 m.	Bayeul	L'Assomption	800	152
St. Roch l'Achigan, P. O.	River Achigan	St. Roch	St. Roch	Richelieu	100	160
St. Roch de Richelieu, P. O.	River Richelieu	St. Roch	St. Roch	Richelieu	150	166
St. Roch des Antilles, P. O. and Ry Sta.	G. T. R. Y.	Lanoxville, 16 m.	Grand Anso	Windsor	700	160
Sto. Romane, P. O.	G. T. R. Y.	Quebec, 5 m.	Lacuzon	L'Islet	300	148
St. Romuld, Tel. Sta. (New Liverpool P. O.)	River St. Lawrence	St. Jérôme, 12 m.	St. Sauveur	Terrebonne	300	148
St. Saurer des Montagnes	Cent. Vt. Ry (Nor. Div.)	Des Rivières Sta., 3 m.	St. Sébastien	Iberville	300	152
St. Sébastien, P. O.	River St. Lawrence	Lomboto on L. St. Francis, 8 m.	Aylmer	Benice	175	152
St. Sébastien d'Aylmer (Valleyton P. O.)	River St. Lawrence	Three Rivers, 6 m.	Dugny	Benice	350	174
St. Simon, P. O.	River St. Lawrence	Murray Bay, 18 m.	St. Murray	St. Maurice	200	169
St. Simon (Port au Persil P. O.)	River St. Lawrence	Murray Bay, 18 m.	St. Murray	Charlevoix	200	169
St. Simon de Lévis, P. O.	River St. Lawrence & Int. Ry.	St. Hyacinthe, 9 m.	Rivard	Rimouski	250	152
St. Simon de Lévis, P. O.	G. T. R. Y.	St. Hyacinthe, 9 m.	De Ramsay	Bagot	300	152
St. Stanislas de Kotska, P. O.	River St. Lawrence	St. Anne de la Pérade, 8 m.	Batiscau	Champlain	250	148
St. Sulpice, P. O.	River St. Lawrence	Valleyfield, 7 m.	Ormatown	Beauharnois	300	148
St. Sylvester, P. O.	River St. Lawrence	St. Sulpice	St. Sulpice	L'Assomption	400	160
St. Sylvester East, P. O.	G. T. R. Y.	Michels Mills, 18 m.	St. Charles	St. Maurice	150	160
St. Théodore d'Acton, P. O.	G. T. R. Y.	Acton Vale, 4 m.	St. Gilles Beauvillage	St. Gilles Beauvillage	1236	152
St. Theodor de Châteaufort, P. O.	St. L. & Ind. Ry.	Joliette, 21 m.	Acton	Acton	148	148
St. Thomas East, P. O. and Ry Sta.	St. L. & Ind. Ry.	Joliette, 21 m.	Chertsey	Montcalm	200	148
St. Thomas, P. O., Tel. & Ry Sta. (Montmagny & P. O.)	G. T. R. Y.	Rivière du Sud	Lanornie	Joliette	1572	160
St. Thomas, Tel. Sta. (Ferroville P. O.)	River St. Francis	Beauharnois, 9 m.	Rivière du Sud	Montmagny	1290	152
St. Timothée, P. O.	River St. Lawrence	St. Anne de la Pérade, 20 m.	Pierreville	Yamaska	400	148
St. Tito, P. O.	River St. Lawrence	Cap Rouge, 3 m.	St. Timothée	Beauharnois	150	152
St. Tito des Caps, P. O.	River St. Lawrence	Deschambault	Batiscau	Champlain	663	160
St. Urbain (St. Casimir P. O.)	River St. Lawrence	Deschambault	Beauport	Montmorency	80	160
St. Urbain (Fesserville P. O.)	River St. Lawrence	St. Anne de la Pérade, 20 m.	Beauport	Portneuf	150	168
St. Urbain, P. O.	River St. Lawrence	St. Anne de la Pérade, 20 m.	Beauport	Portneuf	885	174
St. Urbain, P. O.	G. T. R. Y. (M. L. & P. L.)	St. 1 idore, 6 m.	Beauharnois	Charlevoix	1666	148
St. Valentin, P. O.	G. T. R. Y. (M. S. St. J. & R. F.)	Stottsville, 3 m.	Beauharnois	Charlevoix	2148	148
Sto. Valerio de Bulstrode, P. O.	G. T. R. Y.	Arthabaska, 6 m.	Lery	St. Johns	120	152
St. Valérie, P. O.	G. T. R. Y.	Upton, 5 m.	Bulstrode	Arthabaska	75	152
St. Vallier, P. O.	G. T. R. Y.	St. Vallier, 3 m.	Milton	St. Johns	330	160
St. Vallier Station, P. O., Tel. & Ry Sta.	G. T. R. Y.	Somersét, 48 m.	Laurantais	Bellechasse	300	167
St. Victor de Tanguay, P. O.	G. T. R. Y.	Montreal, 11 m.	Ladurantais	Bellechasse	1000	148
St. Vincent de Paul, P. O. and Tel. Sta.	Rivière des Prairies	Aston, 4 m.	Tring	Beauce	150	152
St. Venceslas, P. O.	River St. Lawrence	Berthier, 46 m.	Tring	Nicolet	400	148
St. Zenon, P. O.	G. T. R. Y.	St. Célestin, 15 m.	Prevost	Joliette	400	152
St. Zéphirin, P. O.	River St. Lawrence	Coteau Landing, 3 m.	St. Zéphirin	Joliette	200	148
St. Zéphirin, P. O.	River St. Lawrence	St. Jérôme, 18 m.	New Longueuil	Yamaska	40	148
Sto. Agathe des Monts (Beresford P. O.)	Round Lake	Michels Mills, 8 m.	Mills Isles	Soulanges	325	160
Sto. Agathe, P. O.	Ottawa River	Carillon, 34 m.	Ste. Croix	Terrebonne	2000	148
Sto. Agathe de Dundee, P. O.	River St. Lawrence	Murray Bay, 10 m.	Beresford	Terrebonne	1615	174
Sto. Agathe de Dundee, P. O.	Salmon River	Dundee, 51 m.	St. Murray	Charlevoix	133	148
Sto. Angelo de Lival, P. O., Tel. & Ry Sta.	G. T. R. Y.	Doucets	St. Angele	Huntingdon	150	152
Sto. Angelo de Merici, Tel. Sta.	Int. Ry.	Sto. Flavie, 10 m.	Sto. Angele	Nicolet	715	168
Sto. Angelo de Monnoir, P. O.	S. E. R. Y.	Papineauville, 5 m.	C. bot.	Rimouski	690	152
Sto. Angélique	River Ottawa	Papineauville, 5 m.	Papineauville	Rouville	1738	163
Sto. Anne	River St. Lawrence	St. Anne de la Pérade, 20 m.	Papineauville	Ottawa	300	160
Sto. Anne Bout de l'Isle, P. O., Tel. and Ry Sta.	G. T. R. Y. & River Ottawa	St. Anne de la Pérade, 20 m.	Beauport	Montmorency	1296	148
Sto. Anne de la Pérade, P. O., Tel. Sta.	River St. Anne	St. Anne de la Pérade, 20 m.	Sto. Anne	Charlevoix	1000	152
Sto. Anne de la Pérade, P. O., Tel. and Ry Sta.	G. T. R. Y.	Lapocatière	Lapocatière	Kamouraska	4134	174
Sto. Anne de Ristigouche (Cross Point P. O.)	River Ristigouche	Mann	Mann	Beauport	200	172
Sto. Anne des Monts, P. O.	River St. Lawrence	Terrebonne, 10 m.	Sto. Anne des Monts	Beauport	1015	172
Sto. Anne des Plaines, P. O.	River Ottawa	Terrebonne, 10 m.	Belle Plaine	Gaspé	400	148
Sto. Anne du Saguenay	River Saguenay	Terrebonne, 10 m.	Belle Plaine	Terrebonne	200	161
Sto. Brigitte de P. O. and Ry Sta.	River St. Lawrence	P. O. 2 m. from Sta.	Terrebonne	Chicoutimi	400	152
Sto. Brigitte de Laval (Laval P. O.)	River St. Lawrence	Clanau Richer, 8 m.	Monnoir	Beauce	763	160
Sto. Brigitte des Saints, P. O.	S. E. R. Y.	Drummondville, 10 m.	Beauport	Montmorency	548	152
Sto. Emile de l'Énergie, P. O.	St. L. & I. Ry.	Joliette, 22 m.	Courval	Nicolet	200	148
Sto. Emile (Leclercville P. O.)	River St. Lawrence	Quebec, 18 m.	Joliette	Joliette	200	160
Sto. Famille, P. O.	River St. Lawrence	Quebec, 18 m.	Joliette	Joliette	834	160
Sto. Félicité, P. O.	River St. Lawrence	Matane, 9 m.	Lotbinière	Lotbinière	1088	172
Sto. Geneviève (Batiscau P. O.)	River Batiscau	Pointe à Claire, 5 m.	St. Denis	Montmorency	274	152
Sto. Geneviève	Lake Richemieu	St. Henri, de Lauzon, 36 m.	Sto. Geneviève	Champlain	672	148
Sto. Germaine (L'Isle Richemieu P. O.)	G. T. R. Y.	St. Bpère d'Upton, 7 m.	Ware	Jacques Cartier	250	160
Sto. Hélène, P. O. and Ry Sta.	G. T. R. Y.	St. Bpère d'Upton, 7 m.	Kamouraska	Dorchester	100	152
Sto. Hélène de Bugot, P. O.	G. T. R. Y.	St. Bpère d'Upton, 7 m.	Ramsay	Kamouraska	450	160
Sto. Hérodine, P. O.	G. T. R. Y.	St. Bpère d'Upton, 7 m.	Sto. Hérodine	Dorchester	200	152
Sto. Herménégilde, P. O.	River Jacques Cartier	Cotticook, 6 m.	Neuville	Portneuf	1153	148
Sto. Jeanne de Neuville	G. T. R. Y.	Pointe aux Trembles, 71 m.	Belœil	Verchères	300	167
Sto. Julie, P. O.	G. T. R. Y.	Beaucocq, 14 m.	Belœil	Mégantic	409	148
Sto. Julie de Somersét, P. O.	River L'Assomption	L'Assomption, 23 m.	Rawdon	Montcalm	151	160
Sto. Juliette, P. O.	G. T. R. Y.	St. Henri, 61 m.	Langlois	Dorchester	1227	148
Sto. Justine (Langovin P. O.)	G. T. R. Y.	Coteau Landing, 14 m.	Newton	Dorchester	150	160
Sto. Justine, P. O.	G. T. R. Y.	St. René, 1 m.	Sto. René	L'Islet	1774	172
Sto. Lucie, P. O.	River St. Lawrence	St. Henri, 19 m.	Lepajo	Rimouski	400	160
Sto. Marguerite, P. O.	G. T. R. Y.	Terrebonne, 30 m.	Joliette	Dorchester	650	148
Sto. Marguerite (Lac Beauport P. O.)	River Ottawa	St. Henri, 20 m.	Wexford	Terrebonne	1000	167
Sto. Marie (La Beauce P. O.)	G. T. R. Y.	Coteau Landing, 11 m.	Tascheranu	Beauce	300	148
Sto. Marie, P. O.	River Chateauguay	Coteau Landing, 13 m.	Idgand	Vaudreuil	700	148
Sto. Martin, P. O.	G. T. R. Y.	St. Léonard, 6 m.	Beauharnois	Chateauguay	500	152
Sto. Martin, P. O.	River St. Lawrence	Catchunguay, 8 m.	Nicolet	Nicolet	1548	148
Sto. Philomène, P. O.	G. T. R. Y.	St. Jacques, 4 m.	Chateauguay	Chateauguay	100	152
Sto. Rosalie, P. O.	River Ottawa	Montreal, 16 m.	Dessaulles	Bagot	736	148
Sto. Rose, P. O.	River Ottawa	Montreal, 16 m.	Isle Jésus	Laval	736	148

For explanations, names of Railroads abbreviated, etc., see page 183.

NAME OF PLACE, ETC.	NAME OF RAILWAY OR RIVER.	NEARBY STATION OR PORT.	TOWNSHIP, PARISH OR SEIGNORY.	COUNTY.	POPULATION.	SEE PAGE.
Ste. Rose de Degelée	G. T. Ry.	Rivière du Loup, 42 m.	Lac Temiscouata	Temiscouata	169	169
Ste. Scholastique, P. O. and Tel. Sta.	River Ottawa	St. Eustache, 6 m.	St. Eustache	Two Mountains	797	148
Ste. Sophie, P. O.	River Ottawa	Terrebonne, 16 m.	Lacorne	Terrebonne	1311	148
Ste. Sophie d'Halifax, P. O.	G. T. Ry.	Somerset, 6 m.	Halifax	Mégantic	200	167
Ste. Thérèse de Blainville, P. O. and Tel. Sta.	River Ottawa	St. Eustache, 6 m.	Blainville	Terrebonne	914	148
Ste. Ursule, P. O.	G. T. Ry.	Rivière du Loup, 54 m.	Ste. Ursule	Maskinonge	400	152
Ste. Victoire, P. O.	G. T. Ry. (M. L. & P. L.)	Sorel, 7 m.	Sorel	Rochelle	1620	152
Stadcona	River St. Charles	Cent. Vt. Ry. (Nor. Div.)	Notre Dames Anges	Quebec	540	160
Stanbridge East, P. O.	Cent. Vt. Ry. (Nor. Div.)	Stanbridge Sta., 6 m.	Stanbridge	Missisquoi	500	152
Stanbridge Station, P. O., Tel. & Ry Sta.	Cent. Vt. Ry. (Nor. Div.)	West Farnham, 6 m.	Stanbridge	Missisquoi	800	152
Stanbury	S. E. Ry.	West Farnham, 6 m.	Stanford	Arthabaska	175	152
Stanford, P. O. (Princeville) Tel. & Ry Sta.	G. T. Ry.	Coaticook, 5 m.	Barnston	Stansstead	2500	152
Stanhope, P. O.	G. T. Ry.	Coaticook, 5 m.	Barnston	Stansstead	60	152
Stanstead, P. O. and Tel. Sta.	M. V. Ry.	Rock Island, 14 m.	Stanstead	Stanstead	1000	152
Starnboro, P. O.	G. T. Ry. (M. L. & P. L.)	Rock Island, 14 m.	Franklin	Huntingdon	300	148
Stockwell, P. O.	G. T. Ry. (M. L. & P. L.)	Henningford, 10 m.	St. Antoine	Chateauguay	50	148
Stoke Centre	G. T. Ry.	Sherbrooke, 12 m.	Stoke	Richmond	175	152
Stoketon, P. O.	G. T. Ry.	Sherbrooke, 7 m.	Stoke	Richmond	100	152
Stonefield, P. O., Tel. & Ry Sta.	C. & G. Ry.	Quebec, 18 m.	Chatham	Argenteuil	300	148
Stoneham, P. O.	G. T. Ry.	Lennoxville, 47 m.	Stoneham	Quebec	450	160
Stormway, P. O.	G. T. Ry.	Lennoxville, 47 m.	Winslow	Compton	150	160
Stotaville, P. O., Tel. & Ry Sta.	G. T. Ry. (M. St. J. & R. P.)	Waterloo, 6 m.	De Ley	St. Johns	250	148
Stukely (South Stukely P. O.)	S. E. Ry.	Waterloo, 6 m.	Stukely	Shefford	150	152
Sut on Flats, P. O., Tel. & Ry Sta.	S. E. Ry.	Waterloo, 6 m.	Sutton	Iron	350	152
Swedburgh, P. O., Tel. and Ry Sta.	S. E. Ry.	Richmond, 12 m.	Dunbrim	Missisquoi	340	152
Sydenham Place, P. O.	G. T. Ry.	Richmond, 12 m.	Kingsy.	Drummond	200	152
Tadouac, P. O.	River Saguenay	River Saguenay	Tadouac	Saguenay	765	165
Tannery West, P. O. & Ry Sta.	C. T. Ry.	Lake Temiscamingue	Montreal	Hochelaga	4000	148
Temiscamingue (Northern Canada District)	Lake Temiscamingue	Mattawa, 90 m.	Montreal	Pontiac	300	116
Templeton, P. O., Tel. & Ry Sta.	River Ottawa	Montreal, 16 m.	Templeton	Ottawa	200	163
Terrebonne, P. O. & Tel. Sta.	G. T. Ry.	Quebec, 20 m.	Terrebonne	Terrebonne	1050	148
Tessierville, P. O.	River St. Lawrence	Quebec, 20 m.	Mattawa	Rimouski	150	169
Tewkesbury	G. T. Ry.	Béancour, 50 m.	Stonham	Quebec	200	160
Thiers, P. O.	G. T. Ry.	Portage du Fort, 24 m.	Thieford	Mégantic	100	167
Thoraby, P. O.	River Ottawa	Portage du Fort, 16 m.	Thorne	Pontiac	100	162
Thorne Centre P. O.	River St. Lawrence	Portage du Fort, 16 m.	St. Maurice	St. Maurice	844	152
Three Rivers, P. O., Tel. Sta.	River Ottawa	Warwick, 5 m.	Lochabec	Ottawa	700	163
Thurso, P. O., Tel. Sta.	G. T. Ry.	Warwick, 5 m.	Tingwick	Arthabaska	250	152
Tingwick (St. Patrick Hill P. O.)	River St. Lawrence	Chicoutimi, 3 m.	Tingwick	Gaspé	172	172
Tourelle	River St. Lawrence	Richmond, 44 m.	Tourelle	Chicoutimi	150	152
Tremblay, P. O.	River Saguenay	Richmond, 44 m.	Jonquière	Drummond	150	152
Tremholmville, P. O.	G. T. Ry.	Richmond, 44 m.	Kingsy.	Saguenay	50	168
Trinity Bay (Bersimis P. O.)	Gulf St. Lawrence	Richmond, 44 m.	Trois Pistoles	Temiscouata	650	169
Trois Pistoles, P. O., Tel. & Ry Sta.	G. T. Ry.	Lewis, 14 m.	St. Jean Port Joli	L'Islet	200	160
Trois Sumons, P. O. & Ry Sta.	River St. Lawrence	Richmond, 8 m.	Godmanchester	Huntingdon	20	148
Tout River, P. O. & Ry Sta.	G. T. Ry.	Ottawa, 32 m.	Durham	Drummond	20	152
Ulverton, P. O.	G. T. Ry.	Ottawa, 32 m.	Wakelield	Ottawa	350	163
Upper Wakefield, P. O.	G. T. Ry.	St. Jean Port Joli, 33 m.	Upton	Bout	70	160
Upton, P. O., Tel. & Ry Sta. (St. Ephrem d'Upton)	G. T. Ry.	Quebec, 17 m.	Cesraim	Quebec	757	169
Vaillancourt, P. O.	G. T. Ry.	New Durham, 13 m.	St. Gabriel	Shefford	80	152
Valcartier, P. O.	G. T. Ry.	Beauharnois Canal	St. Cécile	Beauharnois	2000	148
Valcourt, P. O. and Tel. Sta.	G. T. Ry.	Somerset, 50 m.	Aylmer	Beauce	170	167
Vand, P. O.	River St. Lawrence	Three Rivers, 15 m.	N. D. du Mont Carmel	Champlain	152	152
Vandenberg, P. O.	G. T. Ry.	Des Rivières, 9 m.	Vandenberg	Verchères	561	148
Vandreville, P. O., Tel. & Ry Sta.	G. T. Ry.	Ottawa, 45 m.	Vandreville	Vandreville	1000	148
Venice, P. O.	Cent. Vt. Ry. (Nor. Div.)	Ottawa, 45 m.	Noyau	Missisquoi	120	152
Venosta, P. O.	River St. Lawrence	St. Johns, 7 m.	Low	Ottawa	160	163
Verchères, P. O.	Cent. Vt. Ry. (Nor. Div.)	Henningford, 8 m.	Verchères	Verchères	900	148
Verchères, P. O. & Ry Sta.	G. T. Ry. (M. L. & P. L.)	Warwick, 14 m.	St. Grégoire	Harville	150	152
Vicars, P. O.	G. T. Ry.	St. Roch, 4 m.	Havelock	Huntingdon	60	148
Victorville, Tel. Sta. (Arthabaska Station P. O.)	G. T. Ry.	Coaticook, 6 m.	Arthabaska	Arthabaska	400	152
Viger Mines, P. O.	G. T. Ry.	Champlain, 3 m.	East Chester	Arthabaska	152	152
Viger, P. O. (Ste. E. Ignace)	G. T. Ry.	Papineauville, 17 m.	Viger	Temiscouata	150	169
Village des Aulnaies, P. O.	G. T. Ry.	Portage du Fort, 16 m.	Grande Arce	L'Islet	200	160
Village Richelieu, P. O.	M. & Chamb. Ry.	Fort Coulonge, 13 m.	St. Mathias	Rochelle	100	152
Villette, P. O.	G. T. Ry.	Waterloo, 3 m.	Heoford	Compton	300	166
Vincennes, P. O.	River St. Lawrence	Coaticook, 6 m.	St. Luc	Champlain	152	152
Vincyl, P. O.	River Ottawa	Champlain, 3 m.	Wakelield	Ottawa	160	163
Vinton, P. O.	Lac des Chats	Papineauville, 17 m.	Salfvik	Ottawa	160	163
Wakefield, P. O.	River Gatineau	Portage du Fort, 16 m.	Laflefield	Pontiac	162	162
Waldham, P. O. & Tel. Sta.	Black River	Fort Coulonge, 13 m.	Wakefield	Ottawa	20	160
Warden, P. O.	Cent. Vt. Ry. (Nor. Div.)	Waterloo, 3 m.	Shedford	Pontiac	50	162
Warwick, P. O., Tel. & Ry Sta.	G. T. Ry.	Coaticook, 6 m.	Warwick	Shefford	150	152
Waterloo, P. O., Tel. & Ry Sta.	Cent. Vt. Ry. (Nor. Div.)	Waterloo, 3 m.	Shedford	Arthabaska	1600	152
Waterville, P. O., Tel. & Ry Sta.	G. T. Ry.	Waterloo, 3 m.	Warwick	Arthabaska	1700	152
Ways Mills, P. O.	M. V. Ry.	Ayer's Flats, 5 m.	Shedford	Shefford	350	166
Weedon, P. O.	S. E. & Ken. Ry.	Knowlton, 3 m.	Compton	Compton	200	166
Weedon Lake (Lake Weedon P. O.)	S. E. & Ken. Ry.	Knowlton, 3 m.	Barnston	Stanstead	200	152
West Bolton, P. O.	S. E. Ry.	Knowlton, 3 m.	Weedon	Wolfe	200	166
West Brome, P. O. & Ry Sta.	S. E. Ry.	Knowlton, 3 m.	Weedon	Wolfe	150	162
West Broughton, P. O.	G. T. Ry.	Somerset, 29 m.	Broughton	Brome	125	132
Westbury, P. O.	S. E. & Ken. Ry.	Somerset, 29 m.	Westbury	Brome	150	167
West Ditton, P. O.	G. T. Ry.	Lennoxville, 31 m.	Ditton	Compton	100	166
West Farnham, P. O., Tel. & Ry Sta.	Cent. Vt. Ry. (Nor. Div.)	Mansonville, 5 m.	St. Romuald Farnham	Compton	300	164
West Potton, P. O.	S. E. Ry.	Mansonville, 5 m.	Potton	Missisquoi	1000	152
West Shefford, P. O.	Cent. Vt. Ry. (Nor. Div.)	Mansonville, 5 m.	Shefford	Brome	200	152
Westland, P. O.	S. E. Ry. (Sorel Br.)	Lennoxville, 55 m.	Shefford	Shefford	250	132
Whitton, P. O.	G. T. Ry.	Lennoxville, 55 m.	Wickham	Drummond	100	152
Windsor Mills, P. O., Tel. & Ry Sta.	G. T. Ry.	Somerset, 24 m.	Whitton	Compton	100	166
Windsor Mills, P. O.	G. T. Ry.	Somerset, 24 m.	Windsor	Richmond	320	152
Windsor Mills, P. O.	G. T. Ry.	Somerset, 24 m.	Wolfe	Wolfe	100	162
Windsor Mills, P. O.	G. T. Ry.	Somerset, 24 m.	Wolfe	Wolfe	100	162
Winton, P. O.	G. T. Ry.	Danville, 12 m.	Wotton	Mégantic	100	167
Wright, P. O. & Tel. Sta.	River Gatineau	Ottawa, 50 m.	Wright	Wolfe	200	166
Yamachiche, P. O. & Tel. Sta.	River St. Lawrence	Ottawa, 50 m.	Wright	Ottawa	250	163
Yamaska, P. O. & Tel. Sta.	River Yamaska	Bryson, 10 m.	Gros Bois	St. Maurice	1300	152
Yam, P. O.	River Ottawa	Bryson, 10 m.	Yamaska	Yamaska	800	152
			Clarendon	Pontiac	162	163

For explanations, names of Railroads abbreviated, etc., see page 183.

**BUSINESS CARDS OF THE PATRONS OF THE ATLAS**  
 COMPRISING THE  
**PRINCIPAL BUSINESS HOUSES AND PROFESSIONAL MEN**

IN THE CITY OF MONTREAL.

CLASSIFIED AND ALPHABETICALLY ARRANGED.

<b>ADVOCATES &amp; BARRISTERS.</b>			
<b>ABBOTT, TAIT &amp; WOTHERSPOON</b> <i>BARRISTERS, SOLICITORS, &amp;C.</i> 1 <sup>st</sup> Hospital Street. Hon. J. J. C. Abbott, Q.C., D.C.L., M. M. Tait, B.C.L., Ivan Wotherspoon, M.A., LL.B.	<b>CHAPLEAU, Q.C., HON. J. A.</b> <i>ADVOCATE &amp; SOLICITOR GENERAL.</i> 16 St. James Street. Monsseau, Chapleau & Champagne.	<b>DROLET, GUSTAVE A.</b> <i>ADVOCATE,</i> 43 St. Vincent Street.	<b>LAFRAMBOISE, HON. M.</b> <i>ADVOCATE,</i> 73 St. James Street.
<b>AUGÉ, O.,</b> <i>ADVOCATE,</i> Office: 63 St. Gabriel Street, Residence: 205 St. André Street.	<b>CORBELL, L. L.</b> <i>ADVOCATE,</i> 29 St. Vincent Street.	<b>DUHAMEL &amp; RINFRET</b> <i>ADVOCATES,</i> 30 St. Vincent Street. Joseph Duhamel, Olivier Rinfret.	<b>LAFLAMME, HUNTINGTON, MONK &amp; LAFLAMME,</b> <i>ADVOCATES,</i> 42 St. James Street. R. Lafamme, Q.C., Hon. L. S. Huntington, Q.C. E. C. Monk, B.C.L., L. Lafamme, B.C.L.
<b>ARCHAMBAULT, AMEDEE</b> <i>ADVOCATE,</i> 53 St. James Street.	<b>COWAN, R. C.</b> <i>ADVOCATE,</i> 235 St. James Street.	<b>DUNLOP &amp; LYMAN</b> <i>ADVOCATES &amp; SOLICITORS,</i> 3 Place d'Armes Hill, John Dunlop, B.C.L., F. S. Lyman, B.A., (C.A.M.P., B.C.L. (COMMISS. JUDGES FOR ONTARIO).)	<b>LACOSTE &amp; DRUMMOND</b> <i>ADVOCATES,</i> 486 Craig Street.
<b>ARCHAMBAULT &amp; DE SALABERRY</b> <i>ADVOCATES,</i> 57 St. Gabriel Street. F. X. Archambault, C. L. De Salaberry.	<b>CROSS, LUNN, DAVIDSON &amp; FISHER</b> <i>ADVOCATES,</i> Exchange Court. Alexander Cross, Q.C., Alexander H. Lunn, C. P. Davidson, Roswell C. Fisher.	<b>DURAND, NEPHTALE</b> <i>ADVOCATE,</i> 43 St. Gabriel Street.	<b>LAREAU &amp; LEBCEUF</b> <i>ADVOCATES,</i> 25 St. Gabriel Street. Edmond Lareau, B.C.L., L. C. Leboeuf, B.C.L.
<b>ARCHIBALD, J. S.</b> <i>ADVOCATE,</i> 162 St. James Street.	<b>CUSHING, LEMUEL</b> <i>ADVOCATE,</i> 155 St. James Street.	<b>FORAN, THOMAS P.</b> <i>ADVOCATE,</i> 212 Notre Dame Street.	<b>LONGPRÉ &amp; DUGAS</b> <i>ADVOCATES,</i> 38 St. James Street.
<b>BARNARD, EDMUND</b> <i>ADVOCATE,</i> 126 St. James Street.	<b>DAVID, L. O.</b> <i>ADVOCATE,</i> and one of the Editors and Publishers of "Le Bien Public," 87 St. James Street.	<b>FORGET &amp; ROY</b> <i>ADVOCATES,</i> 10 St. James Street. A. E. Forget, P. H. Roy.	<b>LORANGER &amp; LORANGER</b> <i>ADVOCATES,</i> 44 St. Vincent Street.
<b>BARRY, D., B.C.L.</b> <i>ADVOCATE, BARRISTER &amp; SOLICITOR,</i> (COMMISSIONER FOR ONTARIO.) 10 St. James Street.	<b>DAVIDSON, L. H.</b> <i>ADVOCATE,</i> 181 St. James Street.	<b>GRIFFIN, FREDERICK, Q. C.</b> <i>ADVOCATE,</i> 61 St. Gabriel Street.	<b>MACRAE, GEORGE</b> <i>ADVOCATE,</i> 42 St. James Street.
<b>BENJAMIN, L. N.</b> <i>ADVOCATE,</i> 162 St. James Street.	<b>DE PELLEFEUILLE &amp; TURGEON</b> <i>ADVOCATES,</i> 15 St. Lambert Street.	<b>HARTLEY &amp; TAYLOR</b> <i>ADVOCATES AND PATENT SOLICITORS,</i> 41 St. John Street. W. B. Hartley, F.S.A., Read Taylor, B.C.L.	<b>MAILLET, L. L.</b> <i>ADVOCATE,</i> 33 St. Vincent Street.
<b>BERTRAND, THEO.</b> <i>ADVOCATE,</i> 16 St. Vincent Street.	<b>DESIARDINS, ALP.</b> <i>ADVOCATE, M. P.</i> Editor of "Le Nouveau Monde," 222 Notre Dame Street.	<b>HOLTON, E.</b> <i>ADVOCATE,</i> 199 St. James Street.	<b>MCCORD, DAVID R.</b> <i>ADVOCATE,</i> 353 Notre Dame Street.
<b>BETHUNE &amp; BETHUNE</b> <i>ADVOCATES, ETC.</i> Merchants Exchange. S. Bethune, Q.C., M. Pethune, M.A., B.C.L.	<b>DESIARDINS, ARTHUR</b> <i>ADVOCATE,</i> Dominion Building, 53 St. James Street.	<b>HUOT, LUCIEN</b> <i>ADVOCATE,</i> 44 St. Vincent Street.	<b>MCCORMICK, DUNCAN</b> <i>ADVOCATE,</i> 162 St. James Street.
<b>BOURGOUIN, N. H.</b> <i>ADVOCATE,</i> Office: 29 St. Vincent Street, Residence: 405 Dorchester Street.	<b>DE LORIMIER, T. &amp; C. C.</b> <i>ADVOCATES,</i> 6 St. James Street.	<b>JETTÉ &amp; BÉQUE</b> <i>ADVOCATES,</i> 42 St. Vincent Street. L. A. Jetté, M. P., F. L. Béque.	<b>McMAHON &amp; DOUTRE</b> <i>ADVOCATES,</i> 11 St. James Street.
<b>BRANCHAUD, A.</b> <i>ADVOCATE,</i> 63 St. James Street.	<b>DORION &amp; GEOFFRION</b> <i>ADVOCATES,</i> 43 St. Vincent Street. V. P. W. Dorion, C. A. Geoffrion, B.C.L.	<b>JONES &amp; COUILLARD</b> <i>BARRISTERS FOR ONTARIO AND ADVOCATES FOR QUEBEC,</i> 230 St. James Street.	<b>MIREAULT, G.</b> <i>ADVOCATE,</i> 10 St. James Street.
<b>CARTER &amp; KELLER</b> <i>ADVOCATES,</i> 155 St. James Street.	<b>DOUTRE, DOUTRE &amp; HUTCHENSON</b> <i>SOLICITORS &amp; BARRISTERS.</i> 82 St. François Xavier Street. J. Doutre, Q.C., G. Doutre, D.C.L., M. Hutchenon, B.C.L.	<b>KELLY &amp; DORION</b> <i>ADVOCATES,</i> 16 St. James Street. J. P. Kelly, P. A. A. Dorion.	<b>MONAGHAN, J.</b> <i>ADVOCATE,</i> 60 St. James Street.
<b>CAYLEY, M.,</b> <i>ADVOCATE,</i> 17 St. James Street.		<b>KERR, LAMBE &amp; CARTER</b> <i>ADVOCATES,</i> 51 St. François Xavier Street.	<b>MORRIS, JOHN L.</b> <i>ADVOCATE,</i> 553 Notre Dame Street.
			<b>MOUSSEAU, J. A., Q.C. &amp; M.P.</b> <i>ADVOCATE,</i> also Editor and Proprietor of "L'Opinion Publique." 16 St. James Street.



BUSINESS CARDS OF PATRONS IN THE CITY OF MONTREAL.

<p><b>QUIMET &amp; QUIMET</b> <i>ADVOCATES.</i> 18 St. James Street. J. Aldric Quimet, M.P., J. Alphonse Quimet.</p>	<p><b>ARCHITECTS.</b> <b>DUNLOP, A. F.</b> <i>ARCHITECT.</i> 217 St. James Street.</p>	<p><b>MERCHANTS BANK,</b> Jackson Lane, General Manager, Montreal.</p>	<p><b>LEGGATT &amp; JOHNSON,</b> <i>WHOLESALE BOOTS AND SHOES,</i> 110 McGill Street.</p>
<p><b>PAGNUELO, S.</b> <i>ADVOCATE, BARRISTER, &amp; SOLICITOR.</i> Secretary to the Isolated Buildings &amp; Farmers Fire Insurance Company, 12 St. James Street.</p>	<p><b>DORAN, WM. E.</b> <i>ARCHITECT.</i> W. M. DORAN <i>ACCOUNTANT AND REAL ESTATE AGENT.</i> 191 St. James Street, over Queen's Ins. Co.</p>	<p><b>MOLSONS BANK,</b> F. W. Thomas, Cashier, Montreal.</p>	<p><b>LINTON &amp; COOPER,</b> <i>BOOTS AND SHOES, WHOLESALE.</i> Victoria Square.</p>
<p><b>PAUZÉ, J. R. N.</b> <i>ADVOCATE,</i> 12 St. James Street.</p>	<p><b>HUTCHINSON, ALEX. C.</b> <i>ARCHITECT,</i> 204 St. James Street, Mechanics Hall.</p>	<p><b>MONTREAL, BANK OF</b> R. P. Angus, General Manager, Montreal.</p>	<p><b>McCREADY, J. &amp; R.</b> <i>WHOLESALE BOOT AND SHOE MANUFACTURERS.</i> 18 and 20 Lemoine Street.</p>
<p><b>PERKINS, MACMASTER &amp; PRÉFON-TAINE</b> <i>ADVOCATES, BARRISTERS, COUNSELLORS AT LAW, COMMISSIONERS.</i> 60 St. James Street. John A. Perkins, D. MacMaster, R. Préfontaines.</p>	<p><b>HODSON, WM. H.</b> <i>ARCHITECT,</i> 59 &amp; 61 Boaventure Street.</p>	<p><b>NATIONALE, BANQUE</b> Wm. Moffatt, Manager, 10 Place d'Armes.</p>	<p><b>McLAREN, Wm., &amp; Co.,</b> <i>BOOT AND SHOE MANUFACTURERS,</i> 18 St. Maurice Street.</p>
<p><b>QUINN, F. A.</b> <i>ADVOCATE.</i> Sec. Trea. Dominion Building Society, 55 St. James Street, Resid. Longue Pointe.</p>	<p><b>KENNEDY, WM.</b> <i>ARCHITECT, Builder and Valuer,</i> 27 Bleury Street.</p>	<p><b>QUEBEC BANK,</b> Thomas McDougall, Manager, Montreal.</p>	<p><b>McMARTIN, HAMEL &amp; Co.,</b> <i>MANUFACTURERS OF BOOTS &amp; SHOES,</i> Wholesale, 100 St. Peter Street. J. A. SYMMES, Sec.-Trea.</p>
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375 St. Paul Street.

HODGSON, MURPHY & SUMNER  
(Late Foulds & Hodgson.)  
IMPORTERS OF DRY GOODS AND SMALL  
WARES,  
347 St. Paul Street.

HUDON & PLAMONDON  
IMPORTERS AND WHOLESALE  
DEALERS IN DRY GOODS,  
354 and 356 St. Paul Street.

LARUE & GUERIN  
WHOLESALE AND RETAIL,  
Dry Goods, and Ready Made Clothing,  
232 St. Paul Street.

LECAVALIER & LAMONTAINE  
WHOLESALE AND RETAIL,  
Importers of Dry Goods.  
A Tailor and Dressmaker are attached to the  
Establishment.  
293 St. Lawrence, corner Mignonne Streets.

MACKAY, JOSEPH & BRO.  
IMPORTERS OF DRY GOODS,  
166 to 170 McGill, corner St. Helen Streets.

MACKENZIE, J. G. & CO.  
IMPORTERS & WHOLESALE DEALERS  
In British and Foreign Dry Goods,  
381 and 383 St. Paul Street.

McINTYRE, FRENCH & CO.  
IMPORTERS OF BRITISH AND FOREIGN  
DRY GOODS,  
478 St. Paul Street.

McLACHLAN, BROS. & CO.  
WHOLESALE DRY GOODS AND SMALL  
WARES,  
468 St. Paul Street.

McMASTER, W. J. & CO.  
CANADIAN WOOLLENS,  
Wholesale Importers of British and Con-  
tinent Dry Goods,  
8 Bonaventure Street.

MARLER, G. R. & CO.  
WHOLESALE IMPORTERS OF STRAW  
AND FANCY DRY GOODS,  
146 McGill Street.

MARTIN, P. P. & CO.  
IMPORTERS AND DEALERS IN WHOLE-  
SALE DRY GOODS,  
276 St. Paul Street.

MAY, THOS. & CO.  
WHOLESALE DRY GOODS,  
137 St. Peter Street.

MORGAN, H. & CO.  
DRY GOODS MERCHANTS,  
255 St. James Street.

BUSINESS CARDS OF PATRONS IN THE CITY OF MONTREAL.

MORGAN H. & CO.  
**DRY GOODS MERCHANTS.**  
 255 St. James Street.

MURPHY, JOHN & CO.  
**IMPORTERS OF FINEST AND STAPLE DRY GOODS.**  
 403 and 405 Notre Dame Street.

MUSSEN, THOS.  
 Wholesale and Retail Dealer in Hosiery and  
 Lingerie and other  
**KID GLOVES, BOUSET AND OTHER SILKS,  
 CARPETS, FLOOR CLOTHS, &c.**  
 Established in 1857.  
 257 and 259 Notre Dame Street.

OGILVY, & CO.  
**IMPORTERS OF DRY GOODS, BLACK  
 SILKS AND STAPLES.**  
**WHOLESALE.**  
 495 St. Paul Street.

PLIMSOLL, WARNOCK & CO.  
**WHOLESALE STRAW AND FANCY DRY  
 GOODS.**  
 13 and 15 St. Helen Street.

PREVOST, A. & CO.  
**WHOLESALE DRY GOODS.**  
 266 and 268 St. Paul Street.

RAFTER, JOHN A. & CO.  
**IMPORTERS OF WOOLLENS, SILKS,  
 JUVENILE CLOTHING, TAILORS TRIM-  
 MINGS, &c.**  
 112 McGill Street

ROBERTSON, LINTON & CO.  
**DRY GOODS IMPORTERS.**  
 Corner Lemoyne and St. Helen Streets.

ROONEY & DOLAN,  
**IMPORTERS SILKS, WOOLLENS, AND  
 DRY GOODS, WHOLESALE.**  
 57 St. Sulpice Street.

ROY, JAMES & CO.  
**IMPORTERS OF STAPLE AND FANCY  
 DRY GOODS, ALSO SHEETINGS,  
 TABLE LENS, ETC.**  
 236 McGill Street.

STIRLING, McCALL & CO.  
**IMPORTERS DRY GOODS, WHOLESALE.**  
 373 St. Paul Street.

SUTHERLAND, HARDIE & FLEMING  
**IMPORTERS & WHOLESALE DEALERS**  
 In British and Foreign Dry Goods.  
 22 St. Helen Street, Corner of Recollet.

THIBAudeau, GENEVEUX & CO.  
**WHOLESALE DRY GOODS.**  
 332 St. Paul Street.

THOMPSON, MOODIE & HOUGHAN  
**DRY GOODS,**  
 Small Wares and Fancy Goods,  
**WHOLESALE.**  
 435 St. Paul Street

TURGEON, E. & CO.  
**DRY GOODS.**  
 450 Notre Dame Street.

WALKER, ALEXANDER  
**DRY GOODS, WHOLESALE.**  
 186 McGill Street.

WINES, GEO. & CO.  
**IMPORTERS OF DRY GOODS,  
 WHOLESALE.**  
 Corner McGill Street and Victoria Square.

**FANCY GOODS AND SMALL  
 WARES.**

ALEXANDER, MURPHY & CUDDIHY  
**IMPORTERS OF  
 BRITISH, FRENCH, GERMAN & AMERICAN  
 DRY GOODS, SMALL WARES AND  
 FANCY GOODS**  
 343 Notre Dame Street.

CASSIUS & CAMERON.  
**IMPORTERS OF BRITISH AND FOREIGN  
 SMALL WARES FANCY GOODS,  
 And Manufacturers of Hoop-Skirts.**  
 11 Recollet Street.

DARLING, ADAM  
**IMPORTER CHINA, GLASS, EARTHEN-  
 WARE AND FANCY GOODS.**  
 417 St. Paul Street.

HIAM & OSTELL  
**IMPORTERS OF SMALL WARES, FANCY  
 GOODS, FISH HOOKS.**  
 Fishing tackle of every description.  
 414 St. Paul Street.

HIAM, W. H.  
**WHOLESALE NEEDLE FISHING TACKLE,  
 ETC., ETC.**  
 8 Lemoine Street.

LEBLANC, J. H.  
 (Successor to A. C. Aubry)  
**IMPORTERS AND MANUFACTURERS OF  
 FLOWERS AND FEATHERS.**  
 513 1/2 Craig Street.

MARLER, G. R. & CO.  
**WHOLESALE IMPORTERS OF STRAW AND  
 FANCY DRY GOODS.**  
 146 McGill Street.

MEDYNSNOUGH, W.  
 (Successor to J. Parkin)  
**IMPORTER OF BRITISH & FOREIGN LACES.**  
 (Established 1819.)  
 289 Notre Dame Street.

MUNDELOH & CO.  
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 FRENCH AND BELGIAN GOODS,**  
 Glass and Glass Ware.  
 Wm. C. Mundeloh, Consul for German Empire.  
 61 St. Sulpice Street.

MURRAY, W.  
**IMPORTER AND DEALER**  
 In every description of English, French, Swiss  
 and American Watches, and Fancy Goods.  
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 87 St. Joseph Street.

RUSSEL & MACLEAN  
**WHOLESALE IMPORTER OF FANCY  
 DRY GOODS,**  
 Corner St. Peter and Recollet Streets.

SENTENNE, HOWISON & MASSUE  
**IMPORTERS CHINA, GLASS, EARTHEN-  
 WARE AND FANCY GOODS.**  
 287 and 289 St. Paul Street.

STEPHEN, DAVIDSON & CO.  
**IMPORTERS STAPLE AND FANCY DRY  
 GOODS, SMALL WARES, &c.**  
 496 and 498 St. Paul Street.

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BRODIE, R. & J.  
**MILLERS AND FLOUR MERCHANTS,**  
 Corner Craig and Bleury Streets.

**FOUNDERS.**

BARTLEY, WM. P., & CO.  
**ST. LAWRENCE ENGINE WORKS.**  
 17 to 29 Mill Street.

BRUSH, GEO.  
**EAGLE FOUNDRY.**  
 32 King Street.

CUTHBERT, ROBERT  
**DOMINION BRASS FOUNDRY**  
 101 and 103 Queen Street.

GARDNER, R., & SON  
**NOVELTY WORKS.**  
 40 to 54 Namath Street.

GILBERT, E. E.  
**CANADA ENGINE WORKS,**  
 738 St. Joseph Street.

GILBERT, FRANK  
**IRON FOUNDER,**  
 Cote St. Augustin.

H. R. IVES & CO.  
**GENERAL FOUNDERS AND HARDWARE  
 MANUFACTURERS.**  
 110 King and 139 Prince Streets.

MITCHELL, HUBT, & CO.  
**MONTREAL BRASS WORKS, BRASS FOUN-  
 DERS AND FINISHERS, COPPERSMITH,  
 ETC., ETC.**  
 Corner Craig and St. Peter Streets.

ROBERTSON, JAMES  
**CANADA LEAD AND SAW WORKS.**  
 20 Wellington Street.

ROGERS & J. NG  
**MANUFACTURERS OF WOODCUT & CAST  
 IRON.**  
 Railing for cemetery gates and dwelling houses,  
 potash kettles, crockets, cooking ranges and  
 all kinds of house and other castings, kept  
 in stock and made to order.  
 645 Craig Street.

VAN ALSTYNE, N. & CO.  
**IRON FOUNDERS AND MANUFACTURERS.**  
 23 and 29 Dalhousie Street.

**FURNITURE DEALERS.**

ARMSTRONG, G.  
**CABINET MAKER,**  
 46 Victoria Square.

HILTON, J. & W.  
**CABINET MAKERS AND UPHOLSTERS.**  
 413 Notre Dame Street.

LAWSON, J.  
**CABINET MAKER AND UPHOLSTER.**  
 18 St. Antoine Street.

McGARVEY, OWEN  
**WHOLESALE AND RETAIL MANIFAC-  
 TURES AND DEALER IN UPLAND  
 AND FANCY FURNITURE.**  
 7, 9 and 11 St. Joseph Street.

PAIGSEAU, CHARLES E.  
**FIRST CLASS FURNITURE WAREHOUSE.**  
 Parlor suite, bedroom suits, marble top  
 tables, glass etagères, fancy brackets, &c.  
 447 and 449 Notre Dame Street.

PARSONS, S. R.  
**FURNITURE,**  
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TEES, BRON.  
**WHOLESALE FACTORY.**  
 Cabinet makers and undertakers, office desks  
 and chairs, bedsteads, cribs, &c.  
 11 Bonaventure Street, near McGill Street.  
 (St. Gabriel Locks.)

**GEOLOGICAL SURVEY OF  
 CANADA.**

Sir Wm. E. LOGAN, Late Director.  
 ALFRED R. SELWYNS, Director.  
 ROBERT BELL, U.E., F.G.S., &c., Geologist.  
 ROBERT BARLOW, Draughtsman.  
 CHARLES ROSS, Mining Engineer.  
 T. STURRY HUNT, LL.D., F.R.S., &c., Late  
 Chemist.  
 Office of Geol. Survey, St. Gabriel Street.

**GENERAL MERCHANTS.**

LAMARRE, I. N.  
**MERCHANT,**  
 217 St. Lawrence Main Street.

MACLEAN, D. E.  
**GENERAL MERCHANT,**  
 4 St. Nicholas Street.

MORRICE, DAVID  
**GENERAL MERCHANT,**  
 Paints, Oils, Glass, &c.  
 230 McGill Street.

SHANNON BROS.  
**GENERAL MERCHANTS,**  
 455 Commissioner Street.

**GROCERS.**

ADAMS JAMES D.  
**WHOLESALE & RETAIL GROCER.**  
 280 St. Lawrence Main Street.

AYEH A. A. & CO.  
**DEALER IN BUTTER AND CHEESE,**  
 96 Gray Nun Street.

BEATTIE D. P.  
**IMPORTER OF TEAS, MOLASSES, ETC.,**  
 17 St. Sacrament Street.

BERTRAM, W. & CO.  
**WHOLESALE GROCERS.**  
 The Manufacture of Corn Brooms and specialty  
 43 College Street.

BOYER, HUDON & CO.  
**WHOLESALE GROCERS AND WINE  
 MERCHANTS.**  
 320 Commissioners Street.

BLACKLOCK JOHN.  
**GROCER AND PROVISION MERCHANT,**  
 181 St. Lawrence Main Street.

CAMPBELL, W. A. & CO.  
**COFFEE AND SPICE MERCHANTS,**  
 23 St. John Street.

CHAPMAN FRAZER & TYLEE.  
**MERCHANTS.**  
 15 Hospital Street.

COX THOMAS H.  
**IMPORTER AND GENERAL DEALER  
 IN GROCERIES, WINES, ETC.,**  
 181 Bonaventure St.  
 Melson Building, near G. T. Station.

CUVILLER & CO.  
**TEA AND GENERAL MERCHANTS.**  
 40 St. Sacrament Street.

DESMARTEAU & CO.  
**WHOLESALE GROCERS AND WINE  
 MERCHANTS,**  
 231 Commissioners Street.

DESMARTEAU & LAMOUREUX  
**WHOLESALE AND RETAIL GROCERIES  
 AND PROVISIONS,**  
 37 and 39 St. Mary Street.

DOUGLASS J. M. & CO.  
**GROCERS WHOLESALE.**  
 113 St. Peter Street.

DOUGLASS, KIRK & CO.  
**IMPORTERS & WHOLESALE GROCERS,**  
 148 and 150 McGill Street.

DOWNEY, DOHERTY & CO.  
**IMPORTERS OF TEAS, WINES, SPIRITS  
 AND DISTILLERS, ETC.**  
 437 and 439 Commissioners Street.

DOYLE JAMES & CO.  
**WHOLESALE GROCERS,**  
 144 McGill Street.

BUSINESS CARDS OF PATRONS IN THE CITY OF MONTREAL.

DUNCAN JOHN & CO.  
IMPORTERS OF EAST & WEST INDIAN  
PRODUCE.  
450 St. Paul Street, 371 Commissioners St.

ELLIOTT JOHN.  
WHOLESALE GROCER,  
194 and 196 St. Paul Street.

GAUTHIER, MAYRAND & Co.  
IMPORTERS & WHOLESALE GROCERS  
279 and 281 Commissioners St.

HATCHETT, JOHN & CO.  
IMPORTERS & WHOLESALE GROCERS  
138 McGill Street.

HUDON, J. & CO.  
IMPORTERS OF GROCERIES, WINES  
AND LIQUORS,  
304 St. Paul Street.

HUTCHINS B.  
WHOLESALE GROCER.  
188 & 190 McGill Street.

JOLY PIERRE & CO.  
WHOLESALE GROCERS,  
264 St. Paul Street, and 236 and 211  
Commissioners Street.

KINGAN & KINLOCK.  
IMPORTERS OF TEA AND GENERAL  
GROCERIES.  
Corner of St. Peter and St. Sacramento Sts.

LOWDEN, GOFF & GLINES.  
WHOLESALE GROCERS,  
188 and 190 McGill Street.

MASSON D. & CO.  
IMPORTERS OF STAPLE GROCERIES,  
324 and 326 St. Paul Street.

MATHEWSON J. A.  
IMPORTERS & WHOLESALE GROCERS,  
202 McGill Street.

MENZIES & CO.  
IMPORTERS OF STAPLE GROCERIES,  
LIQUORS, ETC.  
4 St. Alexie Street.

MULLIN J. C. & CO.  
IMPORTERS OF TEA AND GROCERIES,  
WINE AND SPIRIT MERCHANTS,  
18 College Street.

PREVOST A. & CO.  
WHOLESALE GROCERS,  
215 Commissioners Street.

QUINTAL N.  
WHOLESALE AND RETAIL GROCER.  
83 St. Joseph Street.

ROBERTSON DAVID.  
WHOLESALE GROCER,  
108 St. Peter Street.

ROBERTSON & LIGHTBOUND.  
WHOLESALE GROCERS AND WINE MERCHANTS,  
124 McGill Street.

ROBINSON, DONAHUE & CO.  
IMPORTERS OF TEAS,  
152 McGill Street.

ROSS W. R. & CO.  
IMPORTERS OF STAPLE GROCERIES,  
11 St. Sacramento Street.

ROSS T. & F. & CO.  
IMPORTERS OF EAST AND WEST  
INDIA PRODUCE,  
33 St. Sacramento Street.

SENECAL CADIEUX & CO.  
WHOLESALE GROCERS AND WINE MERCHANTS,  
278 St. Paul Street, and 225 and 229  
Commissioners Streets.

SHANNON A. & CO.  
WHOLESALE GROCERS,  
48 and 50 College Street.

SINCLAIR JACK & CO.  
IMPORTERS OF EAST AND WEST  
INDIA GOODS,  
413 St. Paul Street.

SMITH J. & CO.  
IMPORTERS AND DEALERS IN GROCERIES,  
WINES, LIQUORS AND  
PROVISIONS,  
23 Chabouilles Square.

THOMPSON JOHN.  
WHOLESALE GROCER,  
204 St. Paul Street.

TIFFIN BROSS.  
IMPORTERS OF EAST AND WEST INDIA  
PRODUCE,  
3, 8 St. Paul Street.

TORRANCE DAVID & CO.  
TEA AND GENERAL MERCHANTS,  
10 Hospital Street.

TURGEON, L. O.  
IMPORTER OF GROCERIES, LIQUORS,  
TOBACCO, ETC.  
338 St. Paul Street.

URQUIHART, A. & CO.  
GENERAL MERCHANTS,  
118 and 120 St. Peter Street.

VILLENEUVE & LACAILLE.  
IMPORTERS AND WHOLESALE DEALERS  
IN GROCERIES, WINES & LIQUORS,  
329 St. Paul Street.

**HABERDASHERY.**

HENRY & WILSON  
DEALERS IN GENTLEMEN'S HABERDASHERY,  
236 St. James Street.

SMITH & CO.  
WHOLESALE MANUFACTURERS  
Of skirts and collars, paper collars, silk bows  
and ties, Importers of scarfs, gloves, hosiery  
and fancy goods.  
20 St. Helen Street.

YOUNG, McNAUGHTON & CO.  
IMPORTERS GENTLEMEN'S FURNISHINGS,  
Manufacturers shirts, collars, ties, &c.  
Factory: 505 St. Paul Street.  
Office & Warehouse: 8 & 10 St. Joseph St.

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BELIVEAU, L. J. & CO.  
HARDWARE MERCHANTS,  
297 and 299 St. Paul Street.

BELIVEAU, H.  
SHELF AND HEAVY HARDWARE AND TIN  
MANUFACTURERS,  
193 and 195 St. Paul Street.

BELHOUSE, DAVID & SON  
DIRECT AGENTS FOR IRON MASTERS,  
Also general iron manufacturers. Messrs.  
Phillips & Hill, Franklin Works, Sheffield,  
Patent (Galva) Iron Works, Birmingham,  
England.  
49 St. Francois Xavier Street.

BRYNSON & CO.  
IMPORTER AND DEALERS IN HEAVY  
HARDWARE,  
442 St. Paul Street.

CRATHERN & CAVERHILL  
METAL AND HARDWARE IMPORTERS,  
135 St. Paul Street.

CURRIE, W. & F. P. & CO.  
IMPORTERS OF PIG IRON, BAR IRON,  
Boiler plates, galvanized iron, Canada plates,  
tin plates, boiler tubes, gas tubes, &c.  
100 Grey Nunn Street.

DARLINE, WM. & CO.  
IMPORTERS OF HARDWARE,  
30 St. S. Jolicoe Street.

ELLIOTT, PHILLIPS & CO.  
HARDWARE MERCHANTS,  
Sole Agents for Wm. Jessop & Sons Steel  
Manufacturers, Sheffield, England.  
45 St. Peter Street.

EVANS, SAML. R.  
GENERAL HARDWARE AGENT,  
419 Notre Dame Street.

FABRE, GUSTAVE R.  
COACH AND SADDLERY HARDWARE,  
349 St. Paul Street.

FERRIER & CO.  
HARDWARE AND METAL MERCHANTS,  
Iron Steel, Tin and Canada Plates, Zinc,  
Nails, Axes, Hops, Powder, &c.  
24, 26 and 28 St. Francois Xavier Street.

FROTHINGHAM & WORKMAN  
WHOLESALE HARDWARE MERCHANTS,  
405 St. Paul Street.

GOODE, JOHN B.  
HARDWARE AND METAL AGENT,  
470 St. Paul Street.

HALDIMAND & CO  
IMPORTERS OF SHELF AND HEAVY  
HARDWARE,  
253 and 255 St. Paul Street.

HEUSER, E.  
IMPORTER OF HARDWARE,  
22 & 24 Lemoine Street.

IRELAND, GAY & CO.  
HARDWARE AND METAL MERCHANTS,  
39 St. Peter Street.

KILBY, R. H.  
HARDWARE,  
346 St. Paul Street.

KIMMOND, W. L. & CO.  
HARDWARE, RAILROAD & STEAMBOAT  
SUPPLY,  
393 St. Paul Street.

LASLETT & RUSSEL,  
IRON STEEL AND HEAVY HARDWARE,  
463 St. Paul Street.

LEPAGE, GERMAIN  
DEALER IN SHELF AND HEAVY HARDWARE,  
STOVES, ETC.,  
210 St. Paul Street.

LESLIE, A. C.  
IRON AND HARDWARE AGENT,  
443 St. Paul Street.

LETOURNEUX, C. H.  
SHELF AND HEAVY HARDWARE MERCHANT,  
261 and 265 St. Paul Street.

MILLEUR, & CO.  
DEALERS IN STOVES, REFRIGERATORS, &c.  
652 Craig Street.

MORLAND, WATSON & CO.  
IRON AND HARDWARE,  
385 St. Paul Street.

MULHOLLAND & BAKER  
IRON AND HARDWARE MERCHANTS,  
25 to 25 St. Francois Xavier Street.

POURTEOUS & Co.,  
METAL AND HARDWARE BROKERS,  
Agents for Messrs. John Stewart & Co., Glasgow  
Iron Works, Glasgow, and F. W. Moss, of Moss &  
Humble, Manufacturers of Steel Files, Saws, Tools,  
&c., Franklin Works Sheffield, Messrs. Phillips &  
Hill, Patent Galvanized Iron Works, Birmingham,  
England  
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MANUFACTURERS OF CUT NAILS,  
Clinch and Patent Pressed Nails, Railroad and  
Ship Spikes, &c.  
391 St. Paul Street.

PREVOST, Z. & CO.  
HARDWARE MERCHANTS,  
269 St. Paul Street.

PROWSE, BROS.  
GALVANIZED IRON CORNICE MANUFACTURERS  
HORN FURNISHING  
HARDWARE STOVES, IRON  
REFRIGERATORS, ETC.  
224 St. James Street.

SIMPSON, WHITEHEAD & CO.  
COACH AND SADDLERY HARDWARE,  
453 St. Paul Street.

SNOWDON, C. C. & CO.  
IMPORTERS OF BRITISH, AMERICAN  
AND GERMAN SHELF AND HEAVY  
HARDWARE,  
454 and 456 St. Paul Street.

THURBER, ALEXANDER  
HARDWARE & COMMISSION MERCHANT  
461 St. Paul Street.

VILMAIRE, LEWIS  
SHELF AND HEAVY HARDWARE TIN  
MANUFACTURER,  
197 and 199 St. Paul Street.

WILSON, A. A.  
SHELF AND HEAVY HARDWARE IMPORTER  
Wood for Carriages, Paints, Oil, Varnish,  
&c., &c.  
287 and 289 St. Paul Street.

WILSON, JOS. A., & CO.  
SHELF AND HEAVY HARDWARE,  
Paints, Oil & Carriage Furniture,  
223 and 225 St. Paul Street.

WILSON, THOS., & CO.  
IMPORTERS OF SHELF AND HEAVY  
HARDWARE,  
218 St. Paul Street, Corner Jacques Cartier  
Square and Commissioners Street.

**HATS, CAPS AND FURS.**

CORISTINE, JAMES & CO.  
FELT HAT MANUFACTURERS AND WHOLESALE  
FUR DEALERS,  
471 and 477 St. Paul Street.

DEVLIN'S  
HAT AND FUR DEPOT,  
416 Notre Dame Street, cor. St. Peter.

GREEN & SON  
WHOLESALE HATS, CAPS AND GLOVES,  
517 St. Paul Street.

BUSINESS CARDS OF PATRONS IN THE CITY OF MONTREAL.

**HAEUSIEN & GNAEDINGER**  
**WHOLESALE HATTERS AND FURRIERS,**  
 134 St. Peter, and 12 Recollet Streets.

**HENDERSON, JOHN & CO.**  
**IMPORTERS AND MANUFACTURERS OF**  
**HATS, CAPS AND FURS,**  
 283 Notre Dame Street.

**HOLLAND, M. & SON**  
**MANUFACTURERS AND WHOLESALE**  
**DEALERS IN FELT HATS,**  
 505 St. Paul Street.

**LEVIN B. & CO.**  
**WHOLESALE HATTERS & FURRIERS**  
 491 St. Paul Street.

**McKERNES**  
**STRAW HAT MANUFACTURER,**  
 19 Lemoine Street.

**SAMUEL, W.**  
**FURRIER, ETC.**  
 367 Notre Dame Street.

**VALIQUET, N. C.**  
**HATTER AND FURRIER,**  
 Also Dealer in Umbrellas, Ladies and Gen-  
 tlemen's India Rubber Cloaks and Coats,  
 1114 St. Antoine Street.

**HOTELS.**

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 141 McGill & St. Paul Streets.

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**A. BELLEAU, PROPRIETOR.**  
 This centrally situated first class hotel has been  
 entirely renovated and fitted up with all the  
 modern luxuries. Omnibuses at all trains  
 and steamers.  
 17 and 19 St. Gabriel Street.

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**C. S. BROWN, MANAGER.**  
**C. S. BROWN & J. O. PERLEY, PROPRIETORS.**  
 246 St. James Street.

**RICHIELIEN HOTEL**  
**J. B. D'ROCHER, PROPRIETOR.**  
 Large additions have recently been made to this  
 first class hotel. Buses to and from all  
 trains and steamers. Price \$2 p. day.  
 St. Vincent Street, corner Notre Dame,  
 opposite Court House.

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**F. GERIKEN, PROPRIETOR,**  
 139 St. James Street.

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**ETNA LIFE INSURANCE CO.**  
**W. D. ORL, MANAGER.**  
 All policies perfectly non-forfeiture,  
 At lowest cash rate.  
 126 St. James Street.

**AGRICULTURAL INSURANCE CO.**  
**E. H. GOFF, MANAGER,**  
 Capital: \$500,000.  
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**BRITON MEDICAL AND GENERAL LIFE**  
**ASSOCIATION OF LONDON, ENGLAND.**  
**JAMES R. M. CHILMAN,**  
 (Manager for Canada.)  
 Capital and invested funds upwards \$4,000,000.  
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**CANADA LIFE ASSURANCE CO.**  
**R. POWELL, AGENT FOR QUEBEC.**  
 Assets over \$2,000,000.  
 196 St. James Street.

**CANADA GUARANTEE CO.**  
**EDWARD RAWLINGS, MANAGER,**  
 40 St. John Street.

**EQUITABLE LIFE ASSURANCE SOCIETY**  
**OF UNITED STATES**  
**R. W. GALE, MANAGER.**  
 Assets \$18,000,000. Purely mutual.  
 198 St. James Street.

**GUARDIAN ASSURANCE COMPANY OF**  
**LONDON**  
 (Established in 1821.)  
 Subscribers capital £2,000,000 Stg.  
**ROBERT SIMMS & CO., & GEO. DENHOLM,**  
 General Agents.  
 Merchant's Exchange.

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<b>ARCHITECTS.</b>	BRUCE & WALKER, BARRISTERS, &c., Hamilton. A. Bruce, M.A. W. F. Walker, M.A.	WADDELL R. R., LAW OFFICE, Corner King and John Streets.	<b>COMMISSION AND PRODUCE MERCHANTS.</b>
CLARK HUTCHINSON, ARCHITECT, Hughson Street.	CHISHOLM & LAIDLAW, BARRISTERS, ATTORNEYS, SOLICITORS IN CHANCERY, &c., D. B. Chisholm, Wm. Laidlaw.	<b>BOOTS AND SHOES.</b>	ABRAHAM CHAS., PRODUCE AND COMMISSION MERCHANT, John Street.
HILLS A. H., ARCHITECT, 45 Charles Street.	DUFF W. A. A., BARRISTER, NOTARY PUBLIC, &c., Canada Life Buildings.	GARRETT JOHN, & CO., MANUFACTURERS AND WHOLESALE DEALERS IN BOOTS AND SHOES.	BUCHANAN BROS. & CO., IMPORTERS OF WOOL AND FOREIGN, PRODUCE, COMMISSION AND GENERAL MERCHANTS, Hamilton.
LEITH WILLIAM, ARCHITECT, 48 Hughson Street.	GAGE R. R., BARRISTER, &c., 55 John Street South.	KERR THOS. C., & CO., WHOLESALE DEALERS IN BOOTS AND SHOES.	BUCHANAN BROS. & CO., IMPORTERS OF WOOL AND FOREIGN PRODUCE, COMMISSION AND GENERAL MERCHANTS, 3 State Street, New York.
<b>BANKS.</b>	HOLDEN JOHN R., BARRISTER, ATTORNEY, &c., Hamilton.	<b>CHINA, GLASS AND EARTHEN- WARE.</b>	DAVIS J. H., & CO., WOOL DEALERS AND COMMISSION MERCHANTS, John Street North.
BANK OF BRITISH NORTH AMERICA, J. ROBERTSON, MANAGER, Hamilton.	LAZIER & WHITE, BARRISTERS, ATTORNEYS, Solicitors in Chancery, &c., 42 Lister Buildings, James Street. S. F. Lazier. J. White.	SANDERS THOS., & CO., IMPORTERS OF CHINA, EARTHENWARE, Fancy Goods and Glassware, 33 King Street East.	GALLOWAY J., PRODUCE COMMISSION MERCHANT, and Dealer in Grain, Wool Garden and Field Seeds, etc. 10 Market Square.
BANK OF HAMILTON, D. McINNES, PRESIDENT; H. C. HAM- MOND, CASHIER, McInnes' Block.	MACDONALD WALTER R., BARRISTER-AT-LAW, SOLICITOR, Conveyancer, &c., Hamilton.	SKINNER J. A., & CO., IMPORTERS EARTHENWARE, FANCY GOODS AND SMALLWARES, King Street.	GREGORY S. E., PRODUCE COMMISSION MERCHANT and Insurance Agent. Sec. and Nor. R. R., 35 King Street East, Upstairs.
BANK OF MONTREAL A. MACINDR, Manager, Hamilton.	MACKELCAN, GIBSON & BELL, BARRISTERS & ATTORNEYS-AT-LAW, Solicitors in Chancery, Notaries Public, &c., F. Mackelcan. J. M. Gibson. Wm. Bell.	<b>CIVIL AND CIVIC OFFICERS.</b>	HARVEY JOHN, & CO., COMMISSION MERCHANTS AND WOOL BROKERS, 69 James Street North.
CANADIAN BANK OF COMMERCE, C. A. MURRAY, Manager, Corner King and Hughson Streets.	MARTIN & CARSCALLEN, BARRISTERS, ATTORNEYS, SOLICITORS, Conveyancers, Notaries, &c., Hamilton. Richard Martin. H. Carscallen.	CAHILL JAMES, POLICE MAGISTRATE, BARRISTER, &c.	LONG & BISBY, WOOL DEALERS AND COMMISSION MERCHANTS, 58 McNab Street.
MERCHANTS BANK OF CANADA, JAMES BANCROFT, Manager, Hamilton.	MARTIN & PARKES, BARRISTERS, ATTORNEYS AND SOLI- CITORS, 74 James Street North, Next door to Post Office. Edward Martin. James Parkes.	GRIFFIN WM., CLERK DIVISION COURT, County Buildings.	SMITH C. R., PRODUCE AND COMMISSION MERCHANT, SECRETARY CANADA SEWING MACHINE CO., King Street.
ROYAL CANADIAN BANK, J. G. CAMPBELL, Manager, James Street.	PAPPS GEO. S., BARRISTER, ETC., Hamilton.	STUART A., CITY CHAMBERLAIN, City Hall.	<b>DRY GOODS.</b>
STINSON BANK, J. STINSON, Manager, Corner King William and James Streets.	PRINGLE J. A., BARRISTER, INSURANCE, FIRE, LIFE AND MARINE AGENT, Main Street.		BARTINDALE T. H., & CO., DRY GOODS, MILLINERY & MANTLES, 4 King Street East.



<p>SMITH DONALD, WHOLESALE AND RETAIL CLOTHING, Cor. King and James Streets.</p>	<p><b>MISCELLANEOUS.</b> ALEXANDER JOHN, IMPORTER &amp; DEALER IN LEATHER FINDINGS, HIDES, OIL, &amp;c., 13 and 15 King Street West.</p>	<p>COMMERCIAL AGENCY OF CANADA, MURRAY, MIDDLEMISS &amp; CO., Proprietors, 20 James Street, South. Also, Montreal, Toronto, St. John and Halifax. CHILMAN I. C., ONTARIO STEAM BISCUIT AND CON- FECTIONERY WORKS, WHOLESALE, King Street East. BREAD DEPOT AND RETAIL STORE, 114 King Street West.</p>	<p>MURTON JOHN W., COAL MERCHANT, John and Rebecca Streets.</p>
<p>TREMPELLE D. W., MERCHANT TAILOR, Hamilton.</p>	<p>BARNETT H., CIVIL ENGINEER, Hamilton and Erie Ry. Engineer's Office.</p>	<p>ECKERSON, BELL &amp; SMITH, PHOTOGRAPHERS, 9 James Street.</p>	<p>PROCTOR JOHN, FORWARDER, WHARFINGER, &amp;c., King Street.</p>
<p><b>TINSMITHS.</b> MOORE D. &amp; CO., MANUFACTURERS OF STOVE, TIN AND JAPAN WAR, &amp;c., 100 King Street East.</p>	<p>BASSETT H. V., REPAIRER SEWING MACHINES. Jobbing of all kinds.</p>	<p>EAGER BENJ., LUMBER MERCHANT, Wellington Square.</p>	<p>PRONGUEY JOHN P., CITY COACH WORKS. Carriages from \$100 to \$1,500, Buggies and Sleighs. Established 1815. James Street.</p>
<p>WILLIAMS J. M. &amp; CO., MANUFACTURERS OF PLAIN, STAMPED AND JAPANNED TINWARE, Hughson Street.</p>	<p>BROWN WM. &amp; CO., LITHOGRAPHERS, ENGRAVERS, Stationers and Printers, Hamilton.</p>	<p>GRANT P. &amp; SONS, BREWERS OF ALE AND PORTER, 25 King Street East.</p>	<p>RAW ROBERT, PRINTER AND BOOKBLINDER, James Street.</p>
<p><b>VINEGAR MANUFACTURERS.</b> BIRELY &amp; CO., BONDED VINEGAR MANUFACTURERS, N. F. Birely, Grain Warehouseman, James Street.</p>	<p>BRUCE WILLIAM, ENGROSSER, DRAUGHTSMAN, and Solicitor of Patents, 14 King Street East.</p>	<p>MCENZIE &amp; OSBORNE, FOOD MERCHANTS, 1 King Street East. J. H. McKenzie. George Osborne.</p>	<p>SMITH JAMES N., BOOKKEEPER FOR A. HOPE &amp; CO. King Street.</p>
<p>WILLIAMSON &amp; CO., VINEGAR MANUFACTURERS, Cor. Stewart and McNab Streets.</p>	<p>CLUTE CHARLES, MANUFACTURER OF SURGICAL AND DENTAL INSTRUMENTS, Trusses, Abdominal Supporters, &amp;c., &amp;c. Apparatus for Deformities professionally adjusted.</p>	<p>MITCHELL THOS., MANUFACTURER OF BROOMS, BRUSHES, Baskets, Woodenware, Importer of Cordage, Twines, Wrapping Paper, &amp;c., 31 King Street West.</p>	<p>THORNTON JAMES, ORGAN &amp; MELODEON MANUFACTURER, 13 Bay Street.</p>
			<p>WINER J. &amp; CO., WHOLESALE DRUGGISTS, 25 King Street East.</p>

BUSINESS CARDS OF PATRONS

IN THE

TOWN OF CHATHAM.

<p>ATKINSON C. R., BARRISTER &amp;c., King Street.</p>	<p>CUMMING H. F., IMPORTER OF GENERAL DRY GOODS, CLOTHING, BOOTS, SHOES, &amp;c.</p>	<p>GEMMELL JOHN R., PROPRIETOR AND PUBLISHER OF CHATHAM BANNER, AT \$1.50 PER YEARLY ADVANCE.</p>	<p>McKOUGH J. &amp; W., IMPORTERS OF SHELF AND HEAVY HARDWARE, TINS, STOVES, &amp;c.</p>
<p>ALLEN G. R., PHOTOGRAPHIC ARTIST IN ALL ITS RESPECTIVE BRANCHES, Nearly opposite the Music Hall, King St.</p>	<p>CAMPBELL WILLIAM, MANUFACTURER OF FANNING MILLS AND CULTIVATORS, Wellington Street.</p>	<p>GOOSLEY REV. S. C., PASTOR VICTORIA CHURCH.</p>	<p>MERCER JOHN, HIGH SHERIFF, County of Kent.</p>
<p>BELL &amp; HARRIS, BARRISTERS, ATTORNEYS AT LAW, SOLICITORS IN CHANCERY, CONVEY- ANCERS, &amp;c.</p>	<p>CALLOP THOMAS H., PROPRIETOR OF SHAKESPEARE HOUSE, Opposite the Market.</p>	<p>GRAY WILLIAM, CARRIAGE MANUFACTURER, Wellington Street.</p>	<p>MALCOLMSON HUGH, WHOLESALE AND RETAIL GROCER.</p>
<p>BALLARD W. H., HEAD MASTER OF HIGH SCHOOL.</p>	<p>DOUGLAS WILLIAM, BARRISTER, &amp;c., QUEEN'S COUNTY ATTORNEY, Eberts Block.</p>	<p>HYSLOP &amp; RONALD, FOUNDERS AND MACHINISTS, Manufacturers of Agricultural Implements, Make Boilers, Build Steam, Fire Engines and Steam Boats.</p>	<p>NORTHWOOD C., PRODUCE AND COMMISSION MERCHANT, West Side Market Square.</p>
<p>BALL W., CHATHAM STOVE DEPOT. General dealer in Stoves, Tin and Iron Ware.</p>	<p>DALGARMO, WINDSOR &amp; BROS., MACHINISTS AND FOUNDERS.</p>	<p>IRELAND W. S., MANAGER OF THE BANK OF COMMERCE.</p>	<p>PIGGOTT JOHN, DEALER IN PINE LUMBER, SHINGLES, CEDAR POSTS, &amp;c.</p>
<p>BAXTER JAMES &amp; CO., DOMINION'S SASH, BLIND AND DOOR FACTORY, Colborne Street, opposite City Mills.</p>	<p>EVANS J., LIVERY STABLES, (Established 1854)</p>	<p>LENNON C. P., DENTIST, All diseases of the mouth treated.</p>	<p>PEGLEY CHARLES, BARRISTER, &amp;c., King Street.</p>
<p>BAYES FREDERICK, EXCELSIOR MARBLE WORKS, William Street.</p>	<p>FULLERTON JAMES, ONTARIO SALOON, Opposite Royal Exchange.</p>	<p>LAMONT JAMES, GENERAL SHIPPER AND DEALER IN ALL KINDS OF PRODUCE.</p>	<p>PENNYFATHER J. J. S., COLLECTOR OF CUSTOMS.</p>
<p>CHARTERIS C. G., COUNTY TREASURER FOR KENT.</p>	<p>FREEMAN G. O., BARRISTER, &amp;c.</p>	<p>McKELLAR D. P., REGISTRAR OF THE COUNTY OF KENT.</p>	<p>PARK JAMES, PRINCIPAL TEACHER IN CENTRAL SCHOOL.</p>
<p>CHADDOCK &amp; SHANKS, GENERAL DEALER IN ALL KINDS OF PINE LUMBER, LATH, SHINGLES, CEDAR POSTS, &amp;c.</p>	<p>FRASER WILLIAM, SOLICITOR, &amp;c.</p>	<p>McCRAE THOMAS, POLICE MAGISTRATE.</p>	<p>PARK ALEXANDER, TEACHER IN CENTRAL SCHOOL.</p>

PEEL & JACKSON, PROPRIETORS OF CHATHAM GRIST MILL, Foot of 6th Street on bank of Creek.	REID J. R., MERCHANT TAILOR, GENTS FURNISH- ING, &c., Opposite the Market.	SMITH ISAAC, CUTTER At J. R. Reid's.	WALL JOHN, GENERAL IMPORTER OF DRY GOODS, CLOTHING, HATS, CAPS, &c. Post-Office Corner.
ROGERS ROBERT N., MANAGER OF MERCHANTS BANK OF CANADA.	STEPHENSON R., PROPRIETOR AND PUBLISHER OF THE WEEKLY AND TRI-WEEKLY "CHATHAM PLASNET"	TAYLOR T. H., & CO., MANUFACTURERS OF WOOLLEN GOODS AND DEALERS IN WOOL.	WILLIAMS J. H., LAND AGENT AND CONVEYANCER, Eberts Block.
ROBINSON EDWARD, SOLICITOR, &c., King Street.	STONE THOMAS, IMPORTER OF DRY GOODS.	TETRAULT S., FIRST NATIONAL BOOT AND SHOE HOUSE, CHEAPEST IN THE DOMINION FOR DURABLE WORK.	WARREN JAMES, ATTORNEY AND SOLICITOR.
RUTLEY T. R. G., RUTLEY HOUSE, Cor of Market Sq. and Wellington St. Free Omnibus to and from all Passenger Trains.	STRINGER J. B., PRODUCE AND COMMISSION MERCHANT, West Side Market Square.	VANALLEN D. B., & CO., MANUFACTURERS OF LUMBER, SHIP PLANK, &c.	

## BUSINESS CARDS OF PATRONS

IN THE

## TOWN OF BELLEVILLE.

BURRELL E., EDGE TOOL MANUFACTURER.	BARTLEY O., DRAUGHTSMAN.	GRAHAM J. B. & W.H., WHOLESALE JOBBERS IN CARRIAGE FURNISHINGS, &c.	McINTOSH T., PRODUCE DEALER AND COMMISSION MERCHANT.
BENJAMIN E., COLLECTOR OF INLAND REVENUE.	CARMAN J. W., & CO., EDITORS AND PROPRIETORS OF "THE DAILY NEWS."	GREEN A. L., WHOLESALE DRUGGIST, Corner Bridge and St. Ann Streets.	MILLBURN E. T., ASSISTANT MASTER HIGH SCHOOL.
BOGART D. D., LUMBER MERCHANT.	CLARK F. M., DEALER IN BOOTS, SHOES, &c.	HOGGARD G., PROPRIETOR ANGLIO-AMERICAN HOTEL, Front Street.	MEACHAM JAS. H., POSTMASTER.
BALLANTYNE S., LOCAL AND GENERAL AGENT For the Howe Sewing Machine.	CARMAN J. M., & CO., PUBLISHERS OF THE Daily and Weekly "ONTARIO"	HARRISON E., BOOKSELLER, BOOKBINDER AND Stationer, Dealer in Music and Musical Instru- ments of all kinds.	MACLELLAN & MACLELLAN, SOLICITORS IN CHANCERY, ATTOR- NEYS, &c.
BELL, HOLDEN & BELL, BARRISTERS AND ATTORNEYS.	CORBH H., M.P.P., MILLER AND DISTILLER.	HOLTON G. C., & CO., IMPORTERS OF FOREIGN AND British Dry Goods, Carpets, Floor Oil Cloth, &c.	NUNN W. C., GENERAL AGENT CHEMICAL FIRE ENGINES, &c.
BROWN J., DEALER IN BOOTS AND SHOES.	DIAMOND & DIAMOND, BARRISTERS AND ATTORNEYS.	HOLDEN B., M.D., PHYSICIAN, SURGEON, &c.	PAGE A. S., & CO., LUMBER MANUFACTURERS, Bridge Street.
BURDON A., HEAD MASTER OF HIGH SCHOOL.	DUCKSON G. D., BARRISTER, &c. Bridge Street.	IRWIN J., PRINCIPAL SCHOOL No. 2, Belleville.	PONTON W. H., COUNTY REGISTRAR.
BURTON REV. J., PRESBYTERIAN CHURCH MINISTER, John Street.	DIXON A., COLLECTOR OF CUSTOMS.	JOHNSTON W., WHOLESALE HATS, CAPS, &c.	PONTON & DENMARK, BARRISTERS, &c., Front Street.
BEATTY S. G., PRINCIPAL OF THE ONTARIO COMMERCIAL COLLEGE, Belleville, Ont., The Business School of Canada. For terms, &c., address S. G. Beatty & Co.	DOUGALL & CLUTE, BARRISTERS, &c. A. D. Dougall. R. C. Clute. Office: Front Street.	PITCEATHLY & KESLO, WHOLESALE GROCERS.	PECK J. H., SECY.-TREAS. HASTINGS MUTUAL Insurance Co., agent for the "Etna," "Andes," "Amazon" and "Triumph Fire and Marine Insurance Cos." also agent of the Queen Fire and Life Ins. Co., and Phenix Reliance Mutual Life Cos. Bridge Street.
BULL S. S., BARRISTER.	EVANS J. D., ARCHITECT, PROVINCIAL LAND SURVEYOR AND CIVIL ENGINEER.	KEEGER —, ENGINEER.	PATTON VENERABLE ARCHDEACON, ARCHDEACON OF Ontario, and Rector of St. Thomas Church, Belleville.
BURRELL E., EDGE TOOL WORKS, Manufacturer of Axes, Chisels, and Carpenters' Tools. All kinds of Edge Tools made to order.	FALKNER N. B., BARRISTER AND ATTORNEY-AT-LAW, Front Street.	LAZIER & LAZIER, BARRISTERS AND ATTORNEYS-AT-LAW.	PALMER W. J., PRINCIPAL OF THE Ontario Institution for the Deaf and Dumb. Application for Admission of Pupils must be addressed to Dr. W. J. Palmer, Belleville.
BORHADAILE G. C., PROPRIETOR OF THE DAFOR HOUSE.	FLINT H., (Senator) MERCHANT.	LEWIS REV. R., CONGREGATIONAL MINISTER.	RAIMEY G. W., CIVIL ENGINEER, SUPERINTENDENT TRENCH WORKS.

ROBERTSON A., BARRISTER, &c.	THOMAS J. P., BARRISTER AND ATTORNEY, NOTARY PUBLIC.	WALKER J. M., & CO., BELLEVILLE AGRICULTURAL WORKS AND IRON FOUNDRY. West Front Street.	WALLBRIDGE & BROS., BARRISTERS, &c.
STREET J. A., MANUFACTURER OF HORSE RAKES & THE NOVELTY WASHING MACHINE, Patented, May, 1872.	RACY R., M.D., PHYSICIAN, SURGEON, &c.	WELLER J. B., LUMBER MERCHANT.	WILSON B. S., M.D., PHYSICIAN AND SURGEON.
SIMPSON G. A., & CO., COMMISSION MERCHANTS, RAY OF QUINTE ELEVATOR, PLASTER AND LIME MILLS.	TEMPLETON J., IMPORTER OF GROCERIES, FRUITS, WOODENWARE, WHOLESALERS & RETAIL.	WAY J. F., CROWN TIMBER AGENT.	YEOMANS H., Of firm of L. W. YEOMANS & CO., CHEMISTS AND DRUGGISTS.
TINKELL G. S., CABINET WAREHOUSES.	VANTASSEL W. H., WHEELER AND WILSON AND HOWE SEWING MACHINES AND BUTTER- ICK'S PATTERNS, Bridge Street.	WALSH W., & CO., IMPORTERS, WHOLESALERS & RETAIL DEALERS IN DRY GOODS, CLOTH- ING AND GENTS' FURNISHINGS.	

BUSINESS CARDS OF PATRONS:

IN THE

TOWNS OF GUELPH AND GALT.

<b>GUELPH.</b>	HATCH HENRY, LAND AGENT AND BROKER. MONEY LOANED ON MORTGAGES.	SHAW & MURTON, MERCHANT TAILORS AND CLOTHIERS.	HUSBAND GEO. E., PHYSICIAN, SURGEON, &c.
ARMSTRONG J. B., & CO., MANUFACTURERS OF CARRIAGES, BUGGIES, CUTTERS, &c.	HORSMAN J., IRON MERCHANT AND IMPORTER OF British, French, German and American Hardware.	SLEEMAN G., BREWERY AND MALTSTER.	KERR ADAM, MAYOR OF THE TOWN OF GALT.
ARMSTRONG, McCRAE & CO., HOSIERS AND WOOLEN MANUFACTURERS.	HEATHER W., DEALER IN STOVES, PLOUGHS AND TINWARE.	<b>GALT,</b>	MUIR REV. J. D., MINISTER CHURCH OF SCOTLAND.
ARMS & WORSWICK, MANUFACTURERS OF MACHINISTS Tools, Steam Engines, Shaftings, Pulleys and Hangers. Jobbing will receive prompt and careful attention.	INNIS JAMES, EDITOR AND PROPRIETOR OF THE MERCURY AND ADVERTISER.	ALLEN D., CONTRACTOR & LUMBER MERCHANT.	MILLER H., & CO., CHEMISTS, &c.
BELL W., & CO., MANUFACTURERS OF PRIZE MEDAL Cabinet Organs and Melodeons, and Sole Proprietors of the Organette.	JACKSON JOHN, & CO., ORGAN AND MELODEON MANUFACTURERS. Dealers in Pianos, &c., East Market Square.	BOOMER REV. M., DEAN, London.	PATTERSON G. H., MANAGER CANADIAN BANK OF COMMERCE.
BISCOE F., BARRISTER, &c.	KEATING THOMAS, REGISTRAR OF SUCROGATE COURT.	BENTLY REV. R., PASTOR OF UNION CHURCH.	PECK THOMAS, MALTSTER AND DEALER IN HOPS.
BOULT STEPHEN, ARCHITECT & BUILDER, PROPRIETOR of Planing Mill, Sash, Doors, Mouldings, &c., supplied on demand.	KEABLES, OSBORNE & CO., MANUFACTURERS OF THE OSBORNE & GUELPH REVERSIBLE SEWING MACHINE. J. C. McLogan, Secretary.	BLAIN R., MILLER.	ROBINSON & HOWELL, WOOLEN MANUFACTURERS.
BOULTEE & BOOKLESS, PROPRIETORS OF ROYAL HOTEL, FREE OMNIBUS FOR GUESTS TO AND FROM ALL TRAINS.	MARTIN JOHN, PRINCIPAL OF THE GUELPH ACADEMY AND BOARDING SCHOOL. Terms on application.	CAVERS J., MANAGER ROYAL CANADIAN BANK.	SMITH REV. D., M. A. C. MINISTER.
CULLEN J. F., HEAD TEACHER IN CENTRAL SCHOOL.	MASSIE, PATERSON & Co., WHOLESALE GROCERS Alma Block.	CHASE G. A., TEACHER IN HIGH SCHOOL.	SUDDARY J., ASSISTANT TEACHER IN CENTRAL SCHOOL.
FOSTER W. M., DENTIST, IN ALL ITS RESPECTIVE BRANCHES.	REYNOLDS WILLIAM, COUNTY TREASURER	DAVIDSON JOHN, POSTMASTER.	TASSIE W., (LL.D.), HEAD TEACHER HIGH SCHOOL.
GOLDIE JAMES, FLOURING MILLS PROPRIETOR.	RAYMOND C., MANUFACTURER OF RAYMOND'S FAM- ILY SEWING MACHINES.	FLEMING J., GENERAL MERCHANT.	THOMPSON J. J., & CO., WOOLEN MANUFACTURERS.
GUTHRIE, WATT & CUTTEN, BARRISTERS, &c.	SANDILANDS G. W., MANAGER OF THE BANK OF COMMERCE	GOLDIE & McCULLOCH, PROPRIETORS OF THE DUMFRIES FOUNDRY, Millwrights, Engineers and Machinists. Estab- lished, 1844.	WAGNER JOSEPH, WOOL PULLING AND MOROCCO FACTORY.
HUGH JAMES, CLERK OF THE COUNTY COURT AND DEPUTY CLERK OF THE CROWN.	SHARPE C. A., SEED MERCHANTS.	HUME GAVIN, DEALER IN SHELF AND HEAVY HARD- WARE, ALSO GROCERIES.	WARNOCK JAMES, EDGE TOOLS & CARRIAGE SPRING WORKS



# BUSINESS CARDS OF PATRONS

IN THE

## TOWNS of STRATFORD and ST. THOMAS,

### STRATFORD.

ALEXANDER W.,  
INSPECTOR OF PUBLIC SCHOOLS,  
County of Perth.

ARGO A. L.,  
PROPRIETOR OF STRATFORD FLOURING MILLS,  
Established 1834.

BURRITT D. B.,  
CLERK DIVISION COURT AND  
INSURANCE AGENT.

CAREY JOHN,  
CHAIRMAN OF THE BOARD OF WORKS.

DEMSEY JOHN,  
FARMER,  
Township of Ellice, Concession 8, Lot 4,  
Stratford Post Office.

FRASER D. M., M.D.C.M.,  
Graduate McGill University and Member of the  
College of Physicians and Surgeons,  
Ontario.

FULLER S. S.,  
FLAX MILL.

HEWDEBURICK REV. W. H.,  
CONGREGATIONAL CHURCH PASTOR.

HOLLIDAY THOMAS,  
PROPRIETOR OF CORN EXCHANGE  
HOTEL,  
Market Square.

IBINGTON & MICKLE,  
BARRISTERS, &c.

JACKSON J. P.,  
M.D.,  
Graduate of Toronto University and Member of  
the College of Physicians and Surgeons of  
Ontario.

JEFFERY & McLENNAN,  
IMPORTERS OF SHELF AND HEAVY  
HARDWARE, IRON, STEEL, NAILS,  
&c., &c.

JOHNS C. B.,  
MANUFACTURER AND DEALER IN  
Hardware, Tins and Stoves

KNEITH JOSEPH,  
DEALER IN BOOTS AND SHOES.

KENNEDY JAMES,  
PROPRIETOR OF THE THERAPY  
SALOON,  
Next Door to Post Office.

LAWRENCE J. W.,  
ATTORNEY-AT-LAW, SOLICITOR IN  
CHANCERY, &c.

McCULLOCH & GRANT,  
BARRISTERS, SOLICITORS AND  
ATTORNEYS.

MATHEWSON A.,  
EDITOR AND PROPRIETOR OF THE  
STRATFORD BEACON, BOOKSELLER,  
PUBLISHER, &c.

MONTEITH ANDREW,  
M. P.,  
County Treasurer.

MCPHERSON REV. T.,  
MINISTER  
Canada Presbyterian Church.

MOWAT W.,  
INSURANCE AGENT,  
ISSUER OF MARRIAGE LICENSES, &c.

O'HIGGINS A. G., & SON,  
GROCERS,  
Wholesale and Retail.

PATTERSON REV. E.,  
INCUMBENT OF ST. JAMES CHURCH,  
AND INSPECTOR OF PUBLIC SCHOOLS  
FOR TOWN OF STRATFORD.

PETHICK WILLIAM,  
PROPRIETOR OF THE DOMINION  
HOTEL  
Opposite the G. T. R. Station.

ROBB SAMUEL,  
REGISTRAR FOR NORTH RIDING,  
County of Perth.

ROBERTS Q. H.,  
ASSISTANT LOCOMOTIVE SUPERINT.,  
Grand Trunk Railway.

ROBERTSON J. A.,  
PHYSICIAN AND SURGEON.

ROBERTSON W. S.,  
PROPRIETOR OF THE ROBERTSON,  
G. T. HOTEL,  
Near Grand Trunk Station

SICLAIR J. C.,  
SCHOOL TEACHER.

SCOTT C. & G.,  
IMPORTERS OF DRY GOODS, MILLIN-  
ERY AND READY-MADE CLOTHING.

SHARMAN & FOSTER,  
MANUFACTURERS OF AGRICULTURAL  
IMPLEMENTS.

SMITH A. S.,  
SAW MILLER AND LUMBER MANUFAC-  
TURER,  
(Mills at Muskoka.)

SUGDEN J., & SONS,  
WOOLLEN MANUFACTURERS,  
Wholesale and Retail.

WOODS & FISHER,  
BARRISTERS, &c.

WALKER REV. C.,  
BAPTIST MINISTER

WORKMAN W. & F.,  
IRON, COAL AND HARDWARE MERCHANT.

WILLIAMSON A., & CO.,  
MERCHANT TAILORS AND GENTS,  
FURNISHINGS.

### ST. THOMAS.

BLAKENEY THOMAS,  
MANAG'Y. MOLSONS BANK.

BURKE P.,  
PUBLISHER, &c.

CROMBIE S. M.,  
MANAGER MERCHANTS BANK.

CARRIE JAMES,  
IMPORTER OF DRY GOODS AND MIL-  
LINERY. READY-MADE CLOTHING,  
WHOLESALE AND RETAIL.

CLARK W.,  
PROPRIETOR OF THE SOUTHERN  
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HARDWARE, PAINTS, OILS, COLORS, &c.

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Port Stanley.

# BUSINESS CARDS OF PATRONS

IN THE

## Towns of Peterborough and Goderich.

### PETERBOROUGH.

BEST J., GENERAL MERCHANT.	ERSKINE J., STAPLE AND FINE DRY GOODS, BERLIN WOOLNS, &c.	MITCHELL G., SALOON.	SHERIDAN J. W., BOOKSELLER AND STATIONER.
BLEEKER & DIXON, BARRISTERS.	FATE S. J., AGENT FOR THE BANK OF MONTREAL.	MACLENNAN REV. K. M.A., PRESBYTERIAN MINISTER ST. ANDREW'S CHURCH.	SULLIVAN J. O., M.D., PHYSICIAN AND SURGEON.
BROWN J. C., PUBLIC SCHOOL SUPERINTENDENT for the County of Peterborough.	FAIRWEATHER W., & CO., DRY GOODS MERCHANTS, &c.	MASON & BRADBURY, DRY GOODS, CLOTHING AND GROCERIES.	SOOLE W., PROPRIETOR OF PETERBOROUGH STEAM PLANING MILL, Manufacturer of Doors, Sashes, and Mouldings of all kinds.
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BURNHAM G., M.D., PHYSICIAN AND SURGEON.	HALL J., COUNTY SHERIFF.	PATON, MOIR & CO., WOOLLEN MANUFACTURERS.	WALSH W., DRUGGIST.
BURRITT H. C., M.D., PHYSICIAN AND SURGEON.	HARTY W., & CO., MERCHANTS IN GROCERIES, WINES AND LIQUORS.	ROMAINE R. A., PUBLISHER AND PROPRIETOR OF THE "PETERBOROUGH REVIEW" Established 1853. The oldest and most extensively circulated journal in this or adjoining counties. Steam Power Press Book and Job Printing Office, Bookbinding, Stationery and Account Book Manufacturing.	WALLIS C. S., LAW STUDENT.
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COX G. A., MAYOR, Telegraph, Express and Insurance Agent.	JOHNSTON & DIXON, MERCHANTS, DRY GOODS AND GROCERIES.	ROGERS J. Z., MERCHANT AND SAW MILLER.	WHITE R., PROPRIETOR OF THE PETERBOROUGH LIVERY STABLE.
CLEMENT T. B., PROVINCIAL LAND SURVEYOR.	KINCAID R. M.D., PHYSICIAN, SURGEON, &c.	SCOTT W. H., BARRISTER, &c.	<b>GODERICH.</b>
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GIBBONS ROBERT, <i>SHERIFF COUNTY OF HURON.</i>	McKAY R., & BROTHER, <i>GENERAL MERCHANTS.</i>	ROBERTSON W. B., <i>DEALER IN DRY GOODS AND GENERAL MERCHANDISE.</i>	STANDLEY R. W., <i>SALT MILLER, MANUFACTURER OF</i> Salt and Patent Barrel Hoops.
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## BUSINESS CARDS OF PATRONS

IN THE

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# BUSINESS CARDS OF PATRONS

IN THE

## TOWNS of COBOURG and PORT HOPE.

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BUSINESS CARDS OF PATRONS

IN THE

TOWNS OF OSHAWA AND BROCKVILLE.

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