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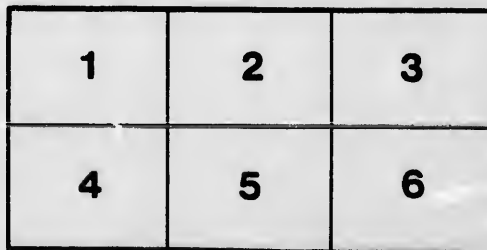
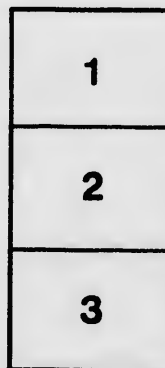
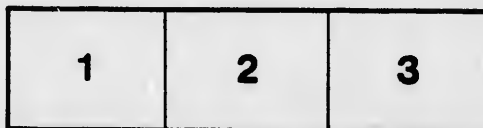
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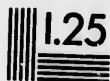
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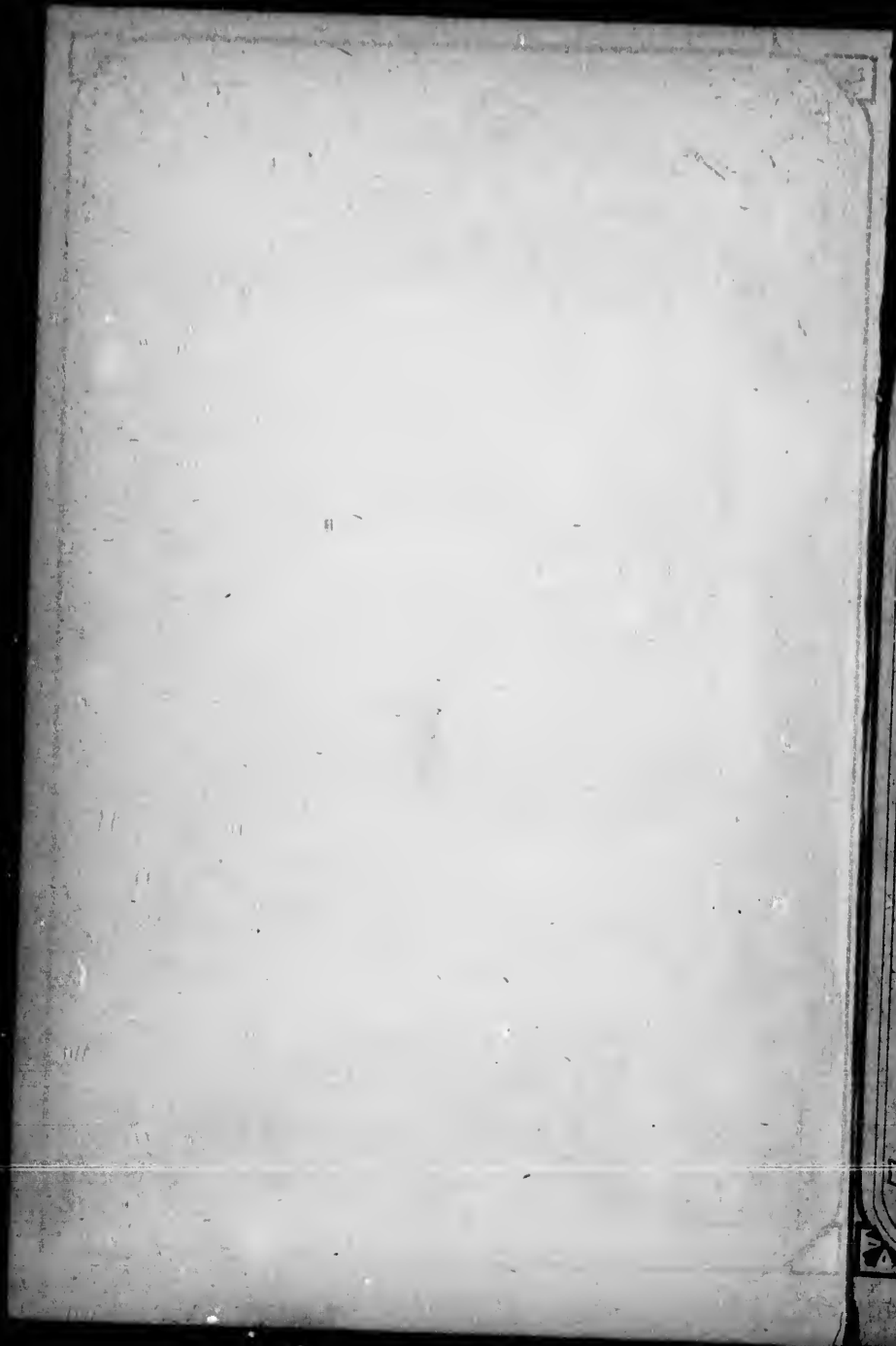
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The
St. Lawrence Traveler

a
Guide to
NORTHERN SUMMER RESORTS



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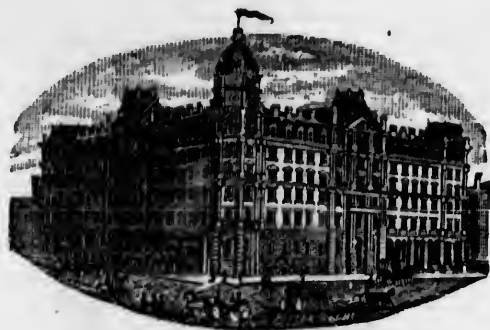
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A COMPLETE
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TO
NORTHERN SUMMER RESORTS.

CONTAINING COMPLETE AND INTERESTING
DESCRIPTIONS OF

NIAGARA FALLS, NIAGARA RIVER, TORONTO, KINGSTON, THOU
SAND ISLANDS, ST. LAWRENCE RIVER, OTTAWA
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OTTAWA, MONTREAL, QUEBEC
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Lord One Thousand Eight Hundred and Seventy-nine. .

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ST. LAWRENCE TRAVELLER.

NIAGARA FALLS.

Of the attractions at and about this grandest of Waterfalls, where the waters of a great chain of inland seas plunge to a lower level over rugged, shelving ledges, and sweep between bold limestone walls in irresistible force, space forbids that we should enter into a minute description. From the mad rush of the green waters in the rapids over the terrific fall, through the rapids and whirling eddies below, down to the quiet, where the mad current again takes its undisturbed way in a tamer race to the lower Lake, there is no point wanting in interest. The stranger may at first feel a shade of disappointment as he looks for the first time upon the world-famed cataract. So grandly proportionate are all the outlines of the bold shores to the volume of the fall, that it is not until the wonder is viewed in detail, without reference to the vastness of the combinations as a whole, that the full majesty and power of the fall is apparent to the sense. The vastness of the plunge grows upon the beholder as he views it by the soft moonlight and in the glare of noon-day, invested ever with a

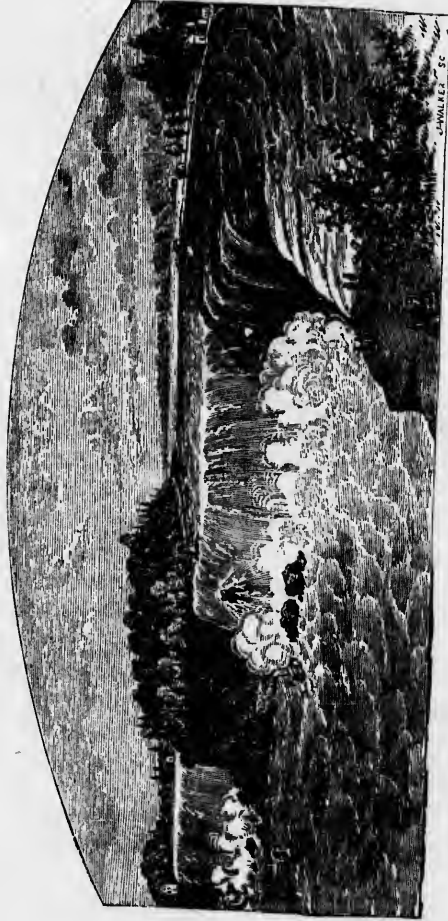
* * * * * "Glorious robe

Of terror and of beauty.

God's rainbow upon its forehead,

His cloud-mantle around its feet."





NIAGARA FALLS.

SUSPENSION BRIDGE.

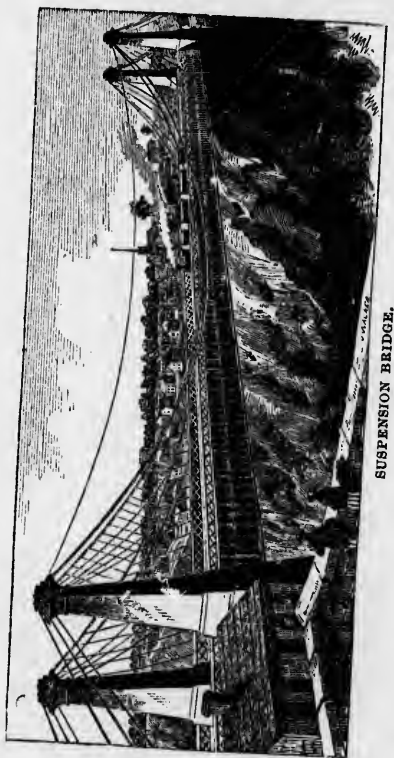
The celebrated Suspension Bridge is situated one mile below the Falls at the town of Clifton, and connects Canada with the United States. This bridge is said to be one of the most scientific public works on the continent. It was constructed under the supervision of Mr. Roebling, of Trenton, New Jersey. It is suspended 250 feet above the river ; two towers, 75 feet in height, supporting the entire structure, which is in one span, 822 feet. The towers are built in the solid rock ; the bridge is supported by means of four wire cables, each 10 inches in diameter and composing 8,000 wires. The total length of wire in these cables is computed at 4,000 miles, and the cost of the bridge was half a million dollars. There are two roadways, one above the other ; the upper one being exclusively for railways, having three different gauges laid down, the lower one for carriages, pedestrians, &c.

A feeling of inexpressible amazement impresses our tourist when for the first time he stands and views the Falls.

HORSE SHOE FALL

is the larger one, and stretches from shore to shore, and is situated on the Canadian side, and the American Fall is the smaller and is on the American side of the river. The Canadian Fall has a drop of about 158 feet, and is 1,900 feet across. The American Fall has a drop of 164 feet, but is not so wide by 1000 feet as the Canadian Fall. It is said that every hour about fifteen hundred millions of cubic feet of water pass over the falls. We pass the bridge which connects Goat Island with the mainland, and at every step we take the scenery becomes more and more sublime. Words fail to describe the

stupendous grandeur of the scene, and amid the sound of the rushing waters, and in full view of the rising column of spray, our tourist stands in speechless wonderment and gazes.



A NEW SUSPENSION BRIDGE.

In the winter of 1869 was opened to the public for foot pas-

sengers and carriages only. It reaches from below the Clifton House on the Canada side to about 1,800 feet below the American Falls on the opposite side, and cost about \$120,000. The Canadian towers are 120 feet high, and 106 feet high on the American side. The total length of the span, from one tower to the other, is nearly 1,230 feet, and it spans the river at a distance of 256 feet from the water, with a railing on each side several feet high.

TABLE ROCK

Some years ago a fine view could be obtained from Table Rock, but in 1862 it fell, a number of visitors who were viewing the falls from its slippery top having had a narrow escape from being thrown into the fearful abyss below.

We now pass on to view the inconceivable grandeur of the

CAVE OF THE WINDS,

where oilskin clothing can be obtained, to protect our tourist from the spray. Near the water's edge, and about a mile from Table Rock, is situated the

BURNING SPRING,

where the water of the spring is so highly charged with sulphuretted hydrogen gas that when it is ignited it emits a blue light.

The Whirlpool Rapids can be viewed to the best advantage from the water's edge, about a quarter of a mile below the Suspension Bridge.

The magnificent scenery in the neighborhood of the

WHIRLPOOL,

which is situated about three miles below the falls on the

American side, is well worth a visit. An abrupt turn in the river in the form of an elbow causes a whirlpool to be formed. A story is told of a little steamer, once used to convey tourists under the spray of the Great Horse Shoe Falls, which ventured down this most perilous trip, with only three men on board, and to the utter amazement of many who beheld this hazardous adventure, she shot forward and sprang boldly out into the river, and successfully passed the awful Whirlpool. This is the only time a boat has been known to make this fearful trip and live.

A triangular chasm in the bank of the river, about half a mile below the Whirlpool, is known as the

DEVIL'S HOLE.

Near Goat Island, side by side, are three small islands called

"THE THREE SISTERS."

One of these islands is called Moss Island. There are three handsome bridges built over the Channels which separate the three Sister Islands from each other, from which fine and perhaps the best views of the Falls can be had. In the curve of the Fall, Luna Island is beautifully situated. This Island is covered with magnificent evergreens and beautiful wild flowers, and is connected with Goat Island by a bridge.

And now we will leave the romantic attractions in the region of the Falls with much reluctance, as the lover of the picturesque will wish to visit the delightful scenery of the grand northern river—the St. Lawrence, and then pass down to the yawning ravine rent in the rock where the floods of the chill Saguenay roll their unmeasured currents.

LEWISTON.

The first place we come to after leaving the Falls is the town called Lewiston, which lies on the American side of the lower Niagara, and about seven miles below the Falls. It stands at the head of navigation on the river, and was once a place of considerable importance, but unfortunately for Lewiston its commercial prospects have been very much blighted since the construction of the Welland Canal. It is beautifully situated in the midst of a very rich and fertile country, and, in consequence, commands the advantages of an extensive fruit trade. In 1813 it was destroyed by the British, and rebuilt after the termination of the war. In 1812 it was the headquarters of General Van Rensselaer, of the New York Militia. At one time a suspension bridge spanned the river at this point, connecting it with

QUEENSTON

on the Canada side, but during the winter of 1864 the bridge was unfortunately carried away by the ice, and up till the present time has never been rebuilt, but now we believe a project is on foot for the purpose of rebuilding it on a larger and more extensive scale, to which happy event the people of both Lewiston and Queenston look forward with great expectation. Queenston is pleasantly situated, but like Lewiston suffers much from the same cause that has retarded its growth. Upon the Heights of Queenston stands the beautiful structure known as Brock's Monument. From this point we pass on to the town of

NIAGARA,

which is one of the oldest towns in the province. The trade of this place has also been much affected by the building of the



BROCK'S MONUMENT.

Welland Canal, but the historical interest connected with the town renders it a pleasant place to visit. After leaving the Town of Niagara we pass old

FORT NIAGARA,

and on the opposite side Fort Massasauga. The former, on the American side, is garrisoned by American troops, but since the disbanding of the Canadian regiments Fort Massasauga remains unmanned. We now cross Lake Ontario, and after a pleasant sail on one of the fine steamers of the Niagara Navigation Company, we soon reach the city of Toronto, and one of the most flourishing cities in the Dominion of Canada.

CITY OF TORONTO.

Toronto, the Queen City of the West, is the largest and most populous in Western Canada; it is situated on the north shore of Lake Ontario, between the Humber and the Don Rivers, 30 miles N. N. W. of the mouth of the Niagara River. It was at first called York, but in 1833, when it was incorporated as the first City of the province of Ontario, then called Upper Canada, its name was changed to Toronto, derived either from the Mohawk De-on-do, "trees in the water," descriptive of the appearance of the Islands, or from Toronto, "the place of meeting" of the tribes. Some say Toronto was the name of a noted Indian Chief.

Of all the cities on the Canadian shore of Lake Ontario, Toronto is the largest and most important. Although not so picturesque, it is most agreeably situated. The handsome Bay, forming its southern front boundary, gives it as a lake port great commercial advantages, and collects for shipment to the seaboard more grain than all the other cities and towns in Ontario put together.

The view from the western entrance to the harbor and from the island is varied and striking. The spires and cupolas of its public buildings afford a most agreeable diversity to the distant outline of the city, and mark it as a place of wealth and enterprise.

From the cupola of the St. Lawrence Hall and the University at the north the view is both extensive and animating. The long lines of houses and the rectangular blocks of buildings, intersected by streets running towards the four cardinal points of the compass, and here and there a handsome church or an elegant edifice, strike the eye of a stranger with an agreeable surprise. Young in years it has none of the associations



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which render Quebec almost classic; but it is as proud of its beautiful bay and aquatic sports as Quebec is of its ancient walls and Citadel.

At present Toronto contains about 12,500 public and private buildings, and has a population of nearly 80,000 people. The assessed value of property is not far from \$28,000,000. The yearly civic income and expenditure amount to about \$5,000,000.

The streets of the city are spacious, and are well laid out and regularly built. The two main arteries of the city are King and Yonge streets, which, crossing each other at right angles, divide the city into two large sections. Yonge street runs north and south, King street east and west. The Street Railway passes along the entire length of King street up Yonge street to Yorkville, and up Queen street as far as the Provincial Lunatic Asylum, thus forming a convenient means of transport for parties living at the northern, western and eastern extremities of the city.

YONGE STREET.

Starting from the foot of Yonge street northwards from the Bay the most striking objects we meet are Great Western R.R. Station, Custom House and Examining Warehouse, Bank of Montreal, Royal Insurance Company, then Wellington street, and on either side the City Hall, Bank of Toronto, Merchants' Bank, Bank of British North America, Edinburgh Life Assurance Company's Building and numerous wholesale houses. The lower portion of Yonge street from King to the Bay is composed mostly of wholesale houses, while above King it is almost an unbroken line of retail shops of every description, and it is perhaps the most busy street in the city, the buildings many of them being of fine structure. This street is the great

leading thoroughfare of the north, runs almost north and south, and divides the city into two grand divisions extending from the Bay as far north as Holland Landing, a distance of about 30 miles.

KING STREET.

King street, the principal one in Toronto, is sixty-six feet wide, and is well built up with substantial brick and stone buildings, some of them being equal to any on the American continent. It is about forty years since it was completely composed of wooden structures, and was hardly passable by pedestrians, but now each side is lined with stately stores, where most of the business is done. The improvements on this street are advancing rapidly, and it bids fair to become eventually one of the finest streets in Canada. This street is built up for about three miles, but extends still further; it forms the main artery for business from the east end of the city.

THE COLLEGE AVENUE.

This drive and promenade, leading from Queen street to the University grounds, is about one mile in length, 120 feet in width, and contains about 10 acres of land. It is handsomely planted with trees on either side, through the centre of which there is a carriage drive, flanked by a grass border of considerable width. The avenue is one of the finest in the Dominion, or perhaps on this continent, and was laid out about the year 1830, by the University of Kings College, now the University of Toronto, and planted by the late Mr. John Wedd. In 1859 this with the Yonge street avenue, which is much narrower, and crosses it at right angles at its northerly termination, together with fifty acres of the University Park, were granted to

the Corporation of the City of Toronto, on a lease for a period of 999 years, for the purpose of a Public Park, to be kept in order by the city. Building lots for villas of a certain description have also been laid out for leasing around this Park, and many elegant residences have already been erected.

UNIVERSITY BUILDINGS.

This magnificent pile of buildings was erected during the years 1856-57, to provide accommodation not only for the University of Toronto (which simply confers degrees) but also for University College, with its various lecture rooms, residences and students' quarters. The massive structure was designed by Messrs. Cumberland and Storm, and built under their directions. The chief façades of the building are to the south and east—the former of great and massive elevation, for distant effect from the lake and city. The general outline of the building approaches the form of a square, having an internal quadrangle of about 200 feet square, the north side is left open to the park. The main frontage on the south is about 300 feet long, with a massive Norman tower in its centre 120 feet in height, and comprising two stories, that on the ground being devoted to lecture rooms, and the upper story to the Library and Museum. The whole building was erected at the cost of about \$500,000.

TRINITY COLLEGE

Is a very handsome building situated on Queen street west, standing in spacious grounds facing the entrance to the Bay. The college was erected in 1851, at a cost of nearly \$50,000, after plans by Mr. Kivas Tully. It has a frontage of 250 feet facing south, with two wings projecting east and west 53 feet

each. The building is intended to accommodate about eighty students, with class-rooms, chapel, library and museum.

The Normal and Model Schools and Educational Offices. One of the most attractive spots in Toronto is the buildings and grounds of this department, which includes the Educational Offices and Depositories, and Educational Museum, the Normal School, with boys and girls Model Schools. The building is situated in the centre of an open square, of about seven and one half acres. The situation is a very beautiful one, being considerably elevated above the business part of the city.

OSGOODE HALL

is situated on Queen street west, and is named after the Hon. William Osgoode, the first Chief Justice of Upper Canada, and is the seat of the Law Society of Upper Canada, and contains Court rooms and offices for the Superior Courts of the Province of Ontario. The cost of the building is about \$250,000. The grounds comprise about six acres of land, and are handsomely laid out.

THE UPPER CANADA COLLEGE

stands on a site of nine acres opposite the Government House, fronting on King street, and consists of a neat row of red brick buildings. This institution was founded A.D. 1829.

THE TORONTO MECHANICS INSTITUTE

is situated on the corner of Church and Adelaide streets, and is a large and commodious structure 104 feet front. The cost of this building was about \$50,000.

THE TORONTO POST OFFICE

stands on Adelaide street, fronting Toronto street, and was

opened to the public on the 20th April, 1874. The style of architecture is Italian. It is 75 feet in front by 60 feet in depth, and 90 feet high to the dome. The building is of Ohio stone three stories high. St. James' Cathedral is a fine structure which stands on the corner of King and Church streets, and is the principal Episcopal Church in Toronto. The total cost of this handsome church has amounted to about \$166,000, including the peal of bells, which ring every fifteen minutes.

ST. MICHAEL'S CATHEDRAL,

which stands on the corner of Church, Shuter and Bond street, is in the early decorated style of English Gothic architecture. The building is wholly under one roof, forming in the interior a nave 170 feet long, 40 feet wide, and 50 feet in height. The building was commenced in 1845 and finished in 1847. The tower and spire is 256 feet in height.

KNOX'S CHURCH

is situated on Queen street west, off Yonge street. It is a handsome structure, and will accommodate about 1500 persons.

THE METROPOLITAN CHURCH

(Wesleyan) is a fine structure, and stands in the centre of Magill square. The architecture is of the early French style, and is an ornament to the city and a credit to the Wesleyans. The Church will contain about 2,500 people, and cost to build about \$100,000.

The beautiful grounds occupied by the Horticultural Gardens extend over a space of ten acres, all of which is highly cultivated, and owned by the Toronto Horticultural Society.

LIEUTENANT GOVERNOR'S RESIDENCE.

The residence of the Lieutenant Governor is situated on the corner of King and Simcoe streets. It is a grand structure of the modern French style of architecture, and cost over \$102,000.

Among the other places of interest in Toronto are the Crystal Palace, and Exhibition Buildings and Grounds. The St. Lawrence Hall, the Union Station, and the Great Western Station, the Grand Opera House, the Royal Opera House and many other fine public and private buildings too numerous to mention.

We then leave Toronto by one of the steamers of the Richelieu and Ontario Navigation Company, for our delightful trip down the beautiful Lake Ontario.

PORT DARLINGTON.

After having got settled on board the steamer we begin to enjoy the advantages of travelling by boat, and the first place we arrive at is the Port of Darlington, which is situated about 42 miles from Toronto, and is just below the town of Bowmanville, which is a flourishing manufacturing town with a population of about 3,000.

After leaving Port Darlington the passengers hear the joyful sound of the supper bell, and, after having spent the afternoon in the bracing air for which the Lake is famous, we expect they can do justice to the ample meal which the ever thoughtful steward has prepared for them. Supper being over our next stopping-place is

PORT HOPE,

which is a flourishing and very pretty town with a population of about 6,000. A small stream known as Smith's Creek, flowing

through the centre of the town, affords fair water power, advantage of which has been taken in the erection of several manufacturing establishments. This stream forms a valley in which, and also on the hills which rise beyond, the town is built. Port Hope possesses one of the finest harbors on the lake, from which lumber, grain and flour are annually exported to a large amount. A large fleet of schooners is engaged in this trade, and, as most of them are owned by people of the town, they add greatly to the wealth of the place. The southern terminus of the Midland Railway of Canada is here, and the Grand Trunk Railway Company have a station here, at which all trains stop. There is also a daily steamer between this point and Charlotte, N. Y., the port of Rochester, which is 68 miles distant, on the opposite shore of the lake.

COBOURG.

Seven miles below Port Hope lies Cobourg, an incorporated town, with a population of 6,000. It is very pleasantly situated, and is the market town of an exceedingly beautiful and fertile section of the country. The rail and water communications are excellent, and the harbor is safe and commodious. Quantities of farm produce, lumber and iron ore, are exported annually.

The town is lit with gas, and is well laid out; the spacious streets, intersecting each other at right angles, are adorned with some fine public buildings and many elegant private residences, noticeable among the former are Victoria Hall, which contains the Town Hall and corporation and county offices, and which cost over \$100,000, the churches of the different denominations, and the Victoria Wesleyan College.

BELLEVILLE.

Belleville, famous for its lumber trade, which has been the chief cause of its prosperity, is beautifully situated on the Bay of Quinté and about 45 miles east of Cobourg. It is a handsome town, with many wide and elegant streets, which are well laid out, lit with gas, and contain a number of handsome public and private buildings. Front street is the principal business street of the town. The Grand Trunk Railway, which passes the back of the town, has two locomotive shops here where they employ over 100 men. During the season of navigation a daily line of steamers ply between this point and Kingston, which is about 48 miles distant. There is also a tri-weekly line running to Oswego, N. Y., and a weekly line to Montreal.

KINGSTON.

The next place of importance is the city of Kingston, the limestone city of Canada, and the fifth city in the Dominion. It is pleasantly situated at the head of the Thousand Islands and the River St. Lawrence, where Lake Ontario, the last link of the great chain of the inland seas of the West, together with the Bay of Quinté and the great Cataraqui Creek, are united with the mighty channel which conveys and empties their waters into the Gulf of St. Lawrence. It is one of the oldest settled places in Canada, and is built on the site of the old French Fort of Frontenac, lat. $44^{\circ} 8' N.$, lon. $78^{\circ} 40' W.$, from Greenwich. It was founded in 1784 and incorporated in 1838. It stands next in strength to Quebec as a place of defence. The Fort is called Fort Henry, and is at present occupied by some of the Canadian volunteers. The bay in front of the city is a beautiful sheet of water, and forms a safe and commodious harbor for all kinds of vessels.

Immediately opposite Kingston are two islands, called Wolfe and Garden Islands, and beyond the islands is Cape Vincent, in New York State. Steamers run continually between this place and the city, in connection with the Rome and Watertown Railway.

There is a large grain trade done at Kingston and it has also good facilities for ship-building, and many large ships and



CITY OF KINGSTON, FROM THE CUPOLA OF CITY HALL.

steamboats have been launched from the Kingston docks. Locomotives, cars, steam engines, &c., &c., are also manufactured here. The Grand Grand Trunk Railway station is about two miles from the city, but passengers for Kingston who intend taking the steamer down the river and come down on the night train are carried in on the Pullman to the city and landed at the head of the wharf of the Richelieu and Ontario Navigation

Company's steamers, where porters are in waiting to attend to their baggage, &c.

Among the interesting places in Kingston there are the Queen's and Regiopolis Colleges, the Court House, Custom House, City Hall, Post Office, the banks and churches. A short distance from the city is the village of Portsmouth where the Provincial Penitentiary and Lunatic Asylum are located. The population of Kingston is about 18,000.

We now leave Kingston and enter the noble

ST. LAWRENCE RIVER.

and soon we find ourselves sailing down among the wonderfully beautiful and far-famed collection of isles called the

THOUSAND ISLANDS.

These islands begin about Kingston and extend down for a distance of about 50 miles. They consist of over 1,800 beautiful islands, of every possible appearance, size and shape, some being very very small and only covering a few square feet, while many of them are large and thickly wooded, and cover many acres. The scenery on this trip down among the islands is so charmingly beautiful that it is almost beyond description. Sometimes the steamer will pass so close to one of the islands that you would almost be able to reach over and catch a branch of one of the trees. Looking ahead you would imagine that all further progress was utterly impossible, when all at once you round the points amid beautiful bays and many winding passages, and then gradually the way is laid open before you; and then again there seems to come an abrupt termination to the river, and to all appearance we are bounded by an immense green bank, whose threatening shores we see and are fast ap-

proaching when suddenly there appears a channel, and we glide most beautifully into a magnificent lake ; then again we seem surrounded by the green banks, and feel certain that some mistake has been made, and that the pilot has forgotten the course, but no, the green mass is suddenly moved again as if by magic, and once again we see the wide and changeable channel, and hundreds of beautifully wooded little islands appear. Such is the magnificent scenery we enjoy on this delightful trip down the St. Lawrence. The river here abounds with fish and game, and so large is the quantity and size of the fish that angling becomes more fatiguing than pleasant. Myriads of wild fowl may also be found here of all kinds and descriptions. Of a morning fishing trip down the river below Grenadier Island, a literary sportsman has graphically written : " There, in the most shallow portion of the river, striped with beds of long water-grass, green and purple, undisturbed by the turmoil and commotion of passing steamboats, the indolent pickerel lies tranquilly in the secluded tangle of his own especial retreat ; or huge black bass, reaching sometimes to the weight of five or six pounds, stands guard along the edge of the grass, waiting for some unwary minnow or perch to pass. At rare intervals are spots where the maskalonge, the tiger of fresh water fish, lies hidden among the water grasses in solitary majesty. Sluggishly he lies, with his savage eyes to the right and left of him watching for his prey. He sees a minnow in the distance apparently twitching and wriggling in the most eccentric manner, a moment the monarch poises himself with waving fins, then a sudden sweep of his majestic tail, and he darts like a thunderbolt upon his intended victim. The next moment the sharp agony of the fisherman's hook is in his throat. For a moment he lies in motionless astonishment ; then, as he feels the line tighten, and discovers that he is indeed caught, he struggles with rage, making the water eddy and swirl with a

sweep of his powerful tail, causing the rod to bend almost double ; again and again he is brought to the side of the boat only to dart away once more, until at last, sullen, and exhausted, and conquered, he lies motionless in the water beside the victorious fisherman's skiff. A moment more, and then the gaff strikes his side, and he is landed safely in the bottom of the boat. ' Hurrah ! a thirty-two pounder ! ' "

In the early spring, when the shallows of Eel Bay, or other sheets of water of the same kind, become free from ice, the water, not being deep, becomes warm much more quickly than elsewhere, and here the half frozen fish congregate in great quantities. The professional fisherman in the bow of the boat holds a spear, in shape like a trident, but with an alternate sharp iron prong between each barbed shaft, the whole fixed upon a long firm handle. Immediately upon seeing a fish he darts his gig at him, fixing the barb so effectually in his victim that to strike is to capture him. Eel spearing is usually pursued in the night, not only because the water is more quiet than during the day time, but also because the light of the blazing pine chunks in the jack or open prazier in the bow of the skiff makes objects on the bottom more apparent by contrast with the surrounding gloom. There are no better trolling grounds in the country for black bass, pickerel and maskalonge than those among the islands. The maskalonge fishing is best between the middle of May and the middle of July, although this most delicious of fresh water fish is often caught later on in the season. The bass fishing is best from the 15th of July to September. Pickerel are caught all the season, that is, from early summer until the middle of the autumn.

BONNIE CASTLE.

Before closing our chapter on the Thousand Islands, we

will speak further of some of the more important points of interest, attractive scenes, etc., prominent among which is Bonnie Castle. One of the many islands which have been purchased by people who have found that this spot is a haven of rest and recuperation for tired and shattered bodies during the summer months is now owned by Dr. J. G. Holland, the noted litterateur, on which he has erected a most beautiful cottage bearing the name of "Bonnie Castle." A few miles above Alexandria Bay is Carleton Island, and one of the most prominent. At the upper extremity of this island the land narrows into a rugged promontory, ending in a bluff sixty feet in height. Here lifting their ruined heads aloft, and plainly visible to all passers along the river, stand a number of topling and half-ruined chimneys. These may be seen for miles around. So long have these old sentinels watched over the scenes around them that their history is lost in the misty past. Around them are the ruins of an old fort, supposed by many to be the ruins of the old Fort of Frontenac. Around its old redoubts and parapets linger antiquated historical legends and traditions enough to fill a volume and form an interesting study. An ancient well cut in the solid Trenton limestone down to the level of the lake has been converted by the reckless imaginations of the natives into a receptacle of the golden doubloons which the French soldiers, upon evacuating the old fort, are said to have thrown there, with the brass guns on top of them. Upon either side, and immediately in front of the bluff on which the old fort stands, is a quiet pretty little bay, which may once have supplied a safe and easy anchorage for the vessels that lay under its protecting guns. The fortress is supposed to have been of importance as a military post at some time, having been built upon an excellent plan, and in the most substantial manner. Numbers of graves still occupy a field near by, the

remains of the brave soldiers who once occupied the Fort. The scene is of deep interest to the student of history.

DEVIL'S OVEN.

Another of the interesting points of attraction among the American islands is the Devil's Oven—a great and nearly cubical block of granite, symmetrical enough to have been cut with human hands, its summit topped by a half-famished growth of ragged cedars, while in one of its sides is excavated an almost circular opening which bears a resemblance to a great oven. Of course there are hundreds of other islands, capes, bays, and various points of interest, all of which will be worth a visit from the tourist. Together they contribute to make the grand scenery of the Thousand Islands, which has given the locality a fame which is not confined to America even.

Many of these islands have been purchased by private parties, who have more or less improved them for summer use. Among these many points of interest is the splendid water view from Bluff Island. From these bold rugged rocks, which rise perpendicular to a hundred feet from the water, a water view is obtained which one may travel the continent to excel. A score of other islands dot the wide expanse of water, among which going and coming may be seen dozens of water craft of every kind. Away in the distance is seen the beautiful Alexandria Bay.

Acadia, owned by Mr. S. A. Briggs, of Chicago, next claims our attention as a fine locality, but which is to be overshadowed by the grander scale on which the improvements of "Sport" are gotten up. This island is owned by the well-known Parker Bros., of Mauch Chunk, Pa., on which they have erected a building of suitable dimensions to accommodate their large num-

ber of guests, whom they entertain in so princely a manner. The building is sixty feet square, and three storeys in height. It is one of the most magnificent on the islands. We now take a look at Idlewood, owned and occupied by a party of gentlemen from Watertown, N.Y., and which takes high rank among the island beauties through which we are passing.

Then comes Deer Island, of about twenty-five acres in extent, owned by S. Miller of Rochester, N.Y., a beautiful island suitable for several residences. A glance at Manhattan, owned by Judge J. C. Spencer of New York, will well repay us, as it is one of the most beautiful of the entire collection. William G. Dashler of Columbus, Ohio, also owns a fine island bearing his own name, on which he has built one of the cottage gems of the St. Lawrence. Harts Island next claims our attention, and is one of the finest of the entire group, and contains a splendid residence which is in plain view from the deck of the steamer. It is a Swiss cottage 60 x 70 feet in size, with a tower rising eighty-five feet above the level of the river. It is owned by the Hon. E. K. Hart, of Albion, N. Y., and cost about \$12,000. Just above it is Maud Island, owned by Dr. Lewis of Watertown, N. Y., "Titusville," "Friendly," "Nobby," and "Welcome" Islands compose a fine group all of which are in view from the steamer. Pullman Island is a beautiful island, and is owned by Mr. Geo. M. Pullman of the Pullman Palace Car Company, from whom the island derives its name. There is also a handsome villa built on it, and among the many guests who have been here entertained by Mr. Pullman at this charming fairy resort, has been Ex-President Grant, and many other United States celebrities.

Many of the islands have been purchased, and more or less improved, giving life and beauty to portions of the locality, while others remain in their primeval wildness. Wells Island, a

large tract nine miles in length, and averaging a mile and a half in breadth, is rapidly becoming the resort of those who wish to erect cottages for summer. Its pleasantest portions lie opposite Alexandria Bay, and its lower section of five hundred acres comprises the well-known Westminster Park. From this point extensive and interesting views of the entire group of islands are obtained. This park is now largely cut up into building lots, many of which are already sold and occupied. Separated by a narrow passage from the eastern end of Wells Island is Mary Island, which is connected with the former by a handsome little rustic bridge. It is an oval-shaped body of land, rising from the water to an elevation similar to that of its larger neighbor.

GANANOQUE.

The first point our steamer stops at after leaving Kingston is the Town of Gananoque, a flourishing town on the Gananoque River, at its confluence with the St. Lawrence. It is about eighteen miles distant from Kingston, and thirty miles from

BROCKVILLE.

which is the next place we come to. We have now passed the beautiful Lake of the Thousand Islands, and have entered the St Lawrence River proper. Brockville is a beautiful town with a population of about 7000. It is built on an elevation of graceful ridges, and is one of the handsomest towns in the Dominion. It is called Brockville in honor of the hero of Queenston Heights, General Brock, who fell at Queenston in the year 1812. It is a place of great manufacturing importance, and contains many fine public and private buildings. A steam ferryboat plies between this place and Morristown in the

State of New York, on the opposite side of the river. Morris-town is the terminus of the Utica and Black River Railroad, making it forty-eight miles nearer to New York city than from any other point on the St Lawrence.

OGDENSBURG.

is situated about thirteen miles below this point, and also on the American side of the river. A mission was established at this place in 1748 by Abbé François Piquet, the "Apostle of the Iroquois," and in connection with this mission a settlement was begun, and a fort was built at the mouth of the Oswegatchie river called "La Presentation." The fort was destroyed in 1749 by a band of Mohawk Indians. Some portions of the walls of this fort are still visible. Ogdensburg within the last few years has made



WINDMILL POINT.

rapid progress, and can now boast of a population of close over 10,000 persons. Opposite Ogdensburg, on the Canadian side of the river is situated the old town of Prescott, with a population of from 2,500 to 3,000 people. "Windmill Point" is about one mile below Prescott. Here a lighthouse has been recently constructed from the ruins of an old stone windmill, which for many years has been one of the principal landmarks

on the St Lawrence. In the year 1837 the rebels established themselves in this old building, under a Polish exile, named Von Schulz, and were only dislodged after a most obstinate resistance, in which they suffered severe loss. Prescott is the southern terminus of the St Lawrence and Ottawa Railroad, which connects Ottawa—the capital of the Dominion—with the frontier, of which more anon.

Chimney Island is situated about six miles below Prescott, and here are to be seen the remains of an old French fortification. A small rapid, the first and smallest rapid on the river, known as Galop Rapid, is at this island.

Waddington, a town on the American side of the river, is situated about seven miles below, and opposite to it is Ogden Island. At this island is Rapid du Plan, and the second of the St Lawrence. The next place we come to is Morrisburg on the Canada side, which contains a population of about sixteen hundred. This place shows the most marked improvement of any village in the eastern section of the province, a success which is owing to the magnificent country which surrounds it. On the Canadian shore, a short distance below Morrisburg, are situated Aultsville and Farran's Point, also Chrysler's Farm, where a battle between the English and Americans was fought in 1813. Louisville is about thirty miles below Ogdensburg. Stages run from this place to a popular resort about seven miles distant called Massena Springs. We next arrive at Dickinson's I ding, which is situated on the Canada side and at the head of the Cornwall canal. This canal, which is twelve miles in length, was built to avoid the next great feature of the river, the

LONG SAULT RAPIDS.

The first of a remarkable series, so called from its extent, it

being almost continuous for a distance of nine miles. An island in the middle divides the rushing waters into two channels, the American Channel and the Lost Channel; a name given to it by the French boatmen, as they supposed that if a boat drifted into it it would certainly be lost. The Long Sault is perhaps the most boisterous and agitated rapid on the St. Lawrence. The American or East Channel was formerly used, but of late the Lost Channel is mostly run by steamers. This channel presents a grand appearance, the water being lashed into a white foam for several miles. The passage on the Southern Channel is very narrow, and it is said that a raft will drift the nine miles in forty minutes, so great is the velocity of the current. The current rushes along in this rapid at the rate of about twenty-two miles an hour. Teronhahéré is the name of a celebrated Indian pilot who was the first man to take a steamer down these rapids, which was in the summer of 1840. When the steamer enters within their influence, the steam is partly shut off, and the engine slowed down to enable the pilot to keep her in the proper course, which is here very narrow. Great nerve, strength and skill are necessary to pilot the vessel, and several men are required at the wheel. All the appearance of the ocean in a storm is presented by the angry surging waters, and our noble steamer labors and strains, which produces a highly novel sensation. "One of the most singular sensations we experienced," says a distinguished traveller, "was that of sailing many miles perceptibly down hill." This going down hill by water is a passage of some danger, the imminence of which is enhanced to the imagination by the roar of the boiling, surging tumult of the waters. The great care exercised on the steamers of the Richelieu and Ontario Navigation Company has resulted in their perfect immunity from accident in descending the rapids.

CORNWALL.

Cornwall is situated at the foot of the Long Sault, on the Canada side, and at the entrance to the canal of the same name. This canal affords excellent water power, and several large factories and mills have been erected on its banks, prominent among which are the works of the Cornwall Woollen Manufacturing Company. Cornwall Island lies in the river opposite the town, and belongs to the Indians of St. Regis.

ST. REGIS.

On the south side of the river, a little below Cornwall, lies the village of St. Regis. Our tourist will observe from the deck of the steamer the old church which was built in the year 1700, and still lifts its tin roof above the neighboring houses. The bell which hangs in this church is associated with a deed of genuine Indian revenge. On its way from France it was captured by an English cruiser, and taken into Salem, Massachusetts, where it was sold to the church at Deerfield, in the same state. The Indians hearing of the destination of their bell, set out for Deerfield, attacked the town, killed forty-seven of the inhabitants and took one hundred and twelve captives, among whom was the pastor and his family. The bell was then taken down and conveyed to St. Regis, where it now hangs.

The boundary line between the United States and Canada passes near this village, and the course of the St. Lawrence is hereafter within Her Majesty's Dominions.

LAKE ST. FRANCIS.

The expansion of the St. Lawrence River, which begins just

below Cornwall and St. Regis, and extends down to Coteau du Lac, is called Lake St. Francis. Many little islands are scattered here and there over its surface. About midway down this lake the village of Lancaster is situated. It is on the northern side of the lake, and about 54 miles distant from Montreal.

COTEAU DU LAC.

Coteau du Lac is a small village of French origin, and is situated at the foot of the lake on the north side. Over against this place is Grand Island. In this line of eleven miles there are four rapids: Coteau, Cedar, Split Rock and the Cascades. Passing these rapids, you glide into Lake St. Louis, from which you catch a view of Montreal Mountain in the distance. The French village of Cedars is situated nearly opposite the Coteau Rapids. The peculiar motion, like the settling down of the vessel in descending through the passage of this rapid is very exciting. In passing through Split Rock, which can be plainly seen from the deck of the steamer, one would be supposed to feel certain that our vessel would strike and be dashed to pieces against the ledges of rocks, but the skillful hand of our pilot is at the helm, and he guides our boat safely through the difficult channel, and in another moment we are out of danger and Split Rock is safely past.

Melocheville is at the foot of another canal, called the Beauharnois, necessitated by the natural obstructions of navigation upwards. Here vessels when ascending the river enter and pass around the rapids into Lake St. Francis, a distance of about $11\frac{1}{2}$ miles. Beauharnois is three miles from Melocheville on the right. We now approach through Lake St. Louis, a point on the north where the dark waters of the Ottawa River enter into the St. Lawrence.

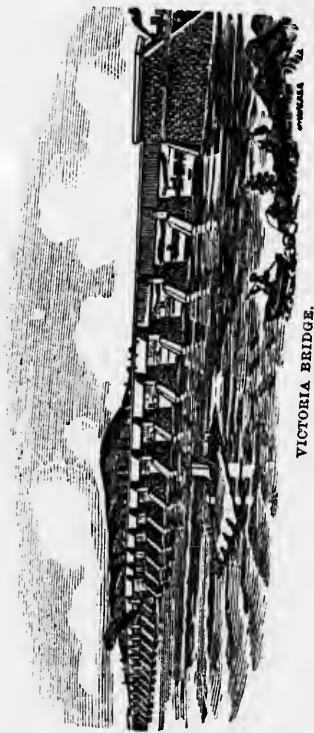
LACHINE.

Lachine, at the foot of Lake St. Louis, is a village of about 2000 inhabitants. It is a favorite resort during the summer months for Montrealers. The famous Lachine Lapidis begin just below the town. Opposite is Caughnawaga, an Indian village. Its name is said to have been given to it by the Jesuits, Caughnawaga signifying "praying Indian." The name was aptly bestowed, for the Indians are ardently attached to the Roman Catholic faith, and every June, in their native paint and adornments, join in celebrating the procession of the Fête Dieu. The famous Indian game of Lacrosse is played to perfection, and here were selected the red men who formed the aboriginal part of the "team" which lately played most acceptably before Her Majesty Queen Victoria.

At Caughnawaga a canoe leaves the shore, and brings on board the steamer the celebrated Indian pilot, known by the name of Baptiste. Old Baptiste is perhaps the most popular pilot the St. Lawrence river ever knew, having been employed by the owners of this line of steamers to pilot their boats and bring their passengers safely through this last and most dangerous of all the rapids of the river for upwards of thirty-six years, and today his eye is as keen and his grasp of the helm as firm as it was on the first day he stood in the wheel house. When the water happens to be low there is really more risk than when at other times there is more noise and demonstration as the waves curl and dash with the impetuosity of the sea breaking upon the beach. The sense of sheer descent gives one a pleasing fear as the channel of shallow slippery rocks is safely threaded. He must have been a bold man who first ventured to find a path for his craft through these troubled waters. In about half an hour after leaving this last rapid the steamer passes under

VICTORIA BRIDGE,

the longest tubular bridge in the world, and the most costly and magnificent work of the kind ever erected. With its two



VICTORIA BRIDGE.

long abutments and twenty-four piers of solid masonry, this great tubular bridge of iron stands a monument of engineering

skill and the wonder of the world. The total length of the bridge is 9184 lineal feet, with 24 spans of 242 feet each, and one (the central tube, which is 60 feet above high water) of 330 feet. The first stone of this great master-piece of Stephenson was laid on the 20th of July, 1854, and the first passenger train passed over it on the 17th December, 1859. Its construction gave the Grand Trunk Railway a continuous and unbroken line of communication from Rivière du Loup and Portland to Lake Huron and Detroit, and Montreal unrivalled facilities and advantages for commerce, whether foreign or domestic, making it the great central depot for the traffic of Canada and the Western States. And now our tourist comes in full view of the city of Montreal, the commercial metropolis of the Dominion and the most populous city in British North America.

THE OTTAWA RIVER.

The traveller who wishes to have anything like a complete idea of Canada, its natural scenery, its industrial activity and progress in matters of education, invention, and so on, should take the trip from Montreal to Ottawa, the Capital of the Dominion. Ottawa, like the state and Federal Capitals of the American Union, was made the seat of Government from geographical reasons. It is situated at the line dividing the Provinces of Quebec and Ontario. Away we go steaming up the current on one of the commodious steamers of the Ottawa River Navigation Company, until in due time we reach Ste. 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 Ste. Anne's reposes in quiet beauty upon the bank. At St. Anne's Thomas Moore wrote his famous Canadian

Boat Song 75 years ago. The house where he sojourned in the village still exists, and is now the residence of B. Devlin, Esq.

Emerging from the canal, again we enter the Ottawa, leaving 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 about 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 Channel, and the fourth passing Vaudreuil around the Isle Perrot. There is the Isle Jesus, and besides it Pigeon's Island, on which are the ruins of an Indian village, also Isle aux Prune. A few miles further on we arrive at a fine new wharf called Oka, situated in the Indian village of the Two Mountains. This village is inhabited by the remnants of two tribes of Indians. The highest peak of the mountain here is called Calvary. Soon we stop at the villages of Como and Hudson. Both places are the resort of Montrealers during the summer months. 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 for about a mile, when there is again an expansion, for the length of about nine miles, which forms the Upper Lake of the Two Mountains. On the southern bank is the Mountain Rigaud where there is also a settlement of the same name. The river then contracts to the breadth of half a mile, and continues, sometimes broader and sometimes narrower, until we reach Carillon. Here again navigation is impeded by rapids. A railway has been formed between the two stretches of navigable water, and by it we arrive

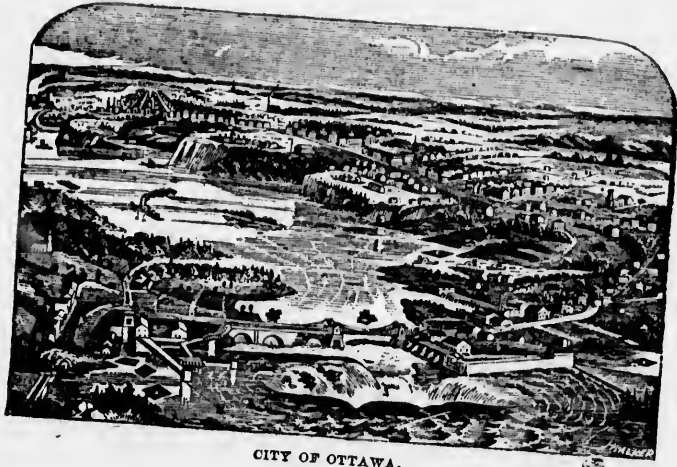
at Grenville, whence we proceed to Ottawa, which we reach about six o'clock p.m. Five miles from Grenville we stop at L'Orignal where a stage awaits passengers going to the celebrated Caledonia Springs, a distance of some nine miles through a very picturesque and interesting country. The Springs are very much frequented by invalids during the summer months, for the sake of the mineral waters. (See advertisement of Grand Hotel, Caledonia Springs.)

OTTAWA.

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 reach the city of Ottawa. The Gatineau empties into the Grand River, as the Ottawa is called, about two miles below the city. We obtain a fine view of the Rideau Falls as the steamer passes close by. The body of water of the fall is not so large, and the height of the fall, 30 feet, is not so great as to warrant the appellation grand, but what it wants in grandeur is amply made up in beauty. There it falls, gracefully as flowing drapery falls from the shoulders of a queen—a most beautiful sight! Gently, gracefully, the water pours over, and mingles with that of the Ottawa beneath, with just as much noise as is necessary to add to the effect. Looking ahead we now get a splendid view of the Parliament and Departmental Buildings, standing out prominently on the bluff called Major's Hill. The Chaudière Falls are immediately above the city, and there, with thundering cadence, the waters precipitate themselves down a 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.

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A fine suspension bridge, which cost over \$66,000, spans the river just below the falls, and unites the provinces of Ontario and Quebec, and from which a fine view of this foaming chasm is obtained. Beside the Grand Fall there is also Little Chaudière Falls on the northern side.



CITY OF OTTAWA.

Ottawa in 1858 was selected by the Queen as the prominent seat of Government of the then Province of Canada, and in 1860 was commenced the erection of the magnificent Parliamentary and Departmental Buildings. The splendor of these buildings, their fine commanding site, together with the beauty of the surrounding scenery, place them in a very enviable position compared with other structures used for similar purposes, and must ever be objects of interest to the tourist, and pride to the people of Canada. The total cost of the buildings was nearly \$4,000,000, and they are built in the Gothic style.

The City of Ottawa is well laid out, its streets are wide, regular and uniform, and built up with handsome stone structures. In the centre of the city is situated the entrance to the massive locks (eight in number) of the Rideau Canal, which divides the city into Upper and Lower town, and joins the Rideau river. A stone bridge crosses the canal and connects Sparks and Rideau streets.

The scenery around Ottawa is of unsurpassed beauty, wild, romantic, picturesque, presenting a variety rarely to be met with in any other part of the Dominion. The commerce of the



PARLIAMENT-BUILDINGS.

city is constituted almost wholly of lumber. Ottawa's hopes are bright and promising, situated in the centre of a fertile and rapidly developing country, holding as it were the key of the lumber trade, and possessing inexhaustible water power, which men of wealth and enterprise are yearly turning to account, it bids fair to hold no secondary position in the Dominion. The

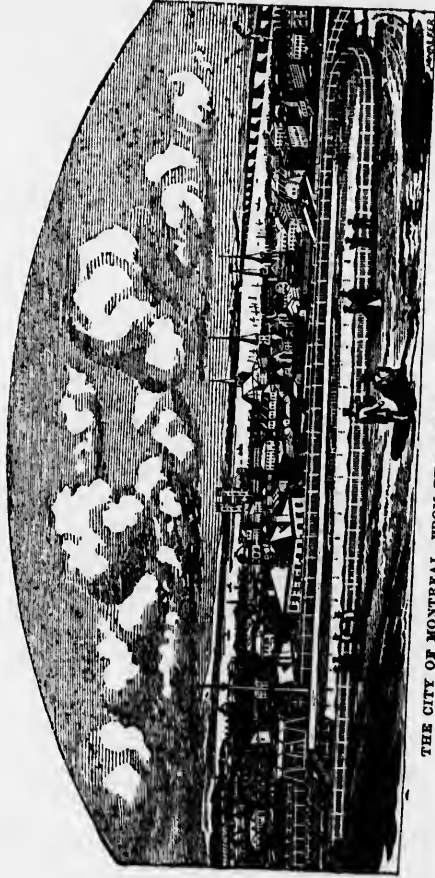
population of Ottawa is about twenty-five to thirty thousand people. Many very pleasant excursions can be made into the country from Ottawa, both by stages and steamboats, running in different parts, so that every facility is afforded for enjoying to the utmost extent the romantic scenes which abound on every side.

THE CITY OF MONTREAL

is built upon a triangular shaped island of the same name, which is 32 miles long and 10½ miles wide, and is situated at the confluence of the St Lawrence and Ottawa Rivers.

Montreal is the commercial metropolis of the Dominion, and the most populous city in British North America. It is situated at the head of navigation for ocean vessels, 540 miles from the Gulf of St Lawrence, and occupies one of the most commanding positions in America. The soil is rich and fertile, and highly productive in various kinds of fruits and vegetables, and every species of grain, and can scarcely be excelled in any country. It is all in a most flourishing state of cultivation, and it may justly claim pre-eminence over any part of the Province of Quebec. Montreal is situated in Latitude 45° 31' north and Longitude 78° 35' West. On the 2nd October, 1535, Jacques Cartier landed on the Island of Montreal, but the birthday of the city was not until the 20th May, 1642, when one Paul de Chomedey, Sieur de Maisonneuve, a devout Christian, an able statesman and a valiant soldier, with his little party, forty-five in number, sprang ashore and, falling on his knees, which example was imitated by his followers, founded the now beautiful city of Montreal.

They had arrived at Quebec too late in the fall of the year to ascend the river, it being blocked with ice, so they were obliged to remain at a place called St. Michel, which is near



THE CITY OF MONTREAL, FROM THE RESERVOIR, ABOVE M'GILL COLLEGE.

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Quebec, and would have suffered much had it not been for the kindness of one named Puiseaux, in whose rough dwelling they were made as comfortable as possible under the circumstances. The men were employed during the winter in various labors for their future benefit, but spent most of their time in the building of a suitable boat in which to ascend the river. Maisonneuve sailed from St. Michel on the 8th day of May, 1642, and all joined in a solemn hymn of praise to God, when, on the 17th May, they approached Montreal. On the day following they sailed along the green and solitary shores, landing on the spot which was chosen as a fit site for a settlement by Champlain in 1611, and which is to-day thronged with the life of our busy and beautiful city.

After having landed their arms, stores, baggage and tents, they immediately erected an altar near at hand and on a pleasant spot. This altar was admirably decorated, and with great taste, by Mademoiselle Mance, a lady thirty-four years of age, the descendant of an ancient family of France, whose services had been secured to accompany the party of founders, and who was assisted in the decoration of the altar by Madame de la Peltrie, who had joined them at St. Michel with her servant, Charlotte Barre. Around this altar they all kneeled in reverent silence as the Host was raised aloft, and, when the rite was over, the priest addressing them said, "you are a grain of mustard seed that shall rise and grow until its branches overshadow the land. You are few, but your work is the work of God. His smile is on you, and your children shall fill the land."

The afternoon wore on, and the sun sank behind the western hills. They caught the fire-flies which were twinkling over the darkened meadow, and, tying them with threads into shining festoons, they hung them before the altar. After having pitched

their tents and lighted their fires, they stationed their guards and then lay down to rest. This was the birth night of Montreal.

On the following morning Maisonneuve felled the first tree, and they proceeded and worked with energy to form their encampment. In 1644 the island was made over to the Sulpicians of Paris, and was destined for the support of that religious order.

As the French settlements increased in extent and power they assumed offensive operations on the New England frontier. The spirit of the British colonists was roused, which resulted in both parties carrying on a most destructive warfare. The Governor of Montreal, M. de Callières, in 1684 ordered a strong palisade to be erected around the town, it was built of wood, and in the spring of the following year was completed. Thirty years after these palisades being decayed it was decided to strengthen the fortifications. On the 15th May, 1716, Sieur de Ramsay was authorized to build fortifications of stone, which were commenced in 1722, and cost 300,000 livres, which amount was advanced by the French king.

Fortunately the inhabitants were not exposed to much danger at the hands of an enemy, and we don't think any fortified city ever fell into the hands of its captors more easily than the city of Montreal, when Amherst's army entered, on the 8th September, 1760, and the red banner of England was for the first time thrown to the breeze. At this time Montreal contained a population of about 3000. Fifteen years later Montreal was again threatened. The American Revolution of 1775 had broken out and a movement was made for the conquest of Canada. But, although the Continental troops took possession of the Recollet Gate, they only retained their position for a short time, when the old flag of England was again seen floating from the heights of Citadel Hill.

In 1779 the city had prospered and extended so much that it became necessary to remove the walls, which had become a nuisance. In 1792 the mails between Montreal and Quebec were weekly, and on the 20th December a notice in the *Quebec Gazette* announced that, for the first time, there would be a mail between Montreal and the neighboring States, once in every fortnight.

In 1799, by Act of Legislature of June 3rd, an order was granted to have plans of the city and the adjacent land drawn, and that streets of a commodious description should be opened, and ground suitable for public squares be reserved.

In 1801 the first effort to supply the city with water was made, but the company failed and the charter was sold to another.

In 1805 improvements were made in the navigation of the river between Montreal and Quebec, and also for the despatch of a monthly mail to Upper Canada. Hitherto the only mode of navigation was by means of stages or batteaux, but, on the 3rd of November, 1809, Mr. John Molson's little craft, the "Accommodation," got up steam and cleaved the magnificent waters of the St. Lawrence for the first time, and arrived safely at Quebec after a trip of thirty-six hours. In 1811 a suggestion was made for the lighting of the streets, but nothing was done in the matter until November, 1815, when twenty-two lamps were fixed on St Paul street west of the old market, now the Custom House Square. During the following winter a public meeting was called, and it was decided that lamps should be erected on Notre Dame street, which were to cost, when ready for use, \$7.00 each. In 1813 a night watch of twenty-four men was appointed, whose duties were to attend to the street lamps and guard the city.

In 1832 Montreal was incorporated, and Mr. Jacques Viger

was the first Mayor of the city. The Act of Incorporation expired during the years of the rebellion of 1837, but was renewed in 1840, and in 1844 the seat of Government was removed from Kingston to Montreal.

The year 1850 was a dark one for Montreal, riots, fires and depression in trade, threw a gloom over the city.

In 1852, on the 7th of June, over one hundred buildings were totally destroyed by a most disastrous conflagration, and one month later (July 9) a second and more extensive conflagration occurred, by which over 1100 houses were laid in ruins. Twenty-five years of active development has passed, and now Montreal stands second to no other city upon the American continent for solidity and splendor of its buildings, both public and private.

Now that we have passed among the principal events which help to form the history of Montreal we look back over a space of about two hundred and thirty-seven years and compare its present position to that of the prospect of the first settlers whose voices first broke the silence of the great Canadian forest.

In our following pages we will endeavor to give to the tourist and stranger a description of the now great city, which we trust they will find both useful and interesting.

Now that our tourist friends are comfortably located at one of the several hotels of the city, we are prepared to start on a tour of inspection. First we must secure a comfortable conveyance, which can be done through the carriage agent at your hotel, and we may here remark that the Canadian carriage is kept with scrupulous neatness, and the drivers are willing and obliging and know every inch of the route over which they convey you, while the charges are most reasonable and altogether

unlike the American hackney fares which almost threaten total ruin to your finances.

VICTORIA SQUARE.

We will make our starting-point from the beautiful Victoria Square, which was formerly called Commissioners Square, and is situated at the western end of St. James street and the head of McGill street. This square is neatly laid out, and a large fountain occupies the centre, opposite which stands a bronze statue of Her Majesty, Queen Victoria. Near the entrance to the square, and on the opposite side of the street, facing the statue, are the Albert buildings, a block of warehouses not excelled by any in the Dominion. Directly across the square stands the handsome building, in the decorated gothic style of architecture, with a graceful and richly crocketed spire, erected and owned by the Young Men's Christian Association. This building contains a library and free reading rooms, and also a beautiful public hall.

After leaving Victoria Square we enter St. James street, which is the principal thoroughfare of the city, and lined with many fine buildings, which are used as stores, warehouses and commercial offices. On this street, and nearly opposite Victoria Square, is situated the Ottawa Hotel, which is at present under the able management of Mr. J. F. Warner. This favorite hotel has lately been re-furnished throughout with new and elegant furniture of the Eastlake and Queen Anne patterns. There is also a passenger elevator, electric bells, steam-heating apparatus, &c., &c., which all contribute to make it one of the most comfortable hotels in the city, and rank in every respect equal to any first-class house. Just below the Ottawa, at the corner of Dollard and St James streets, stands a beautiful stone edifice



YOUNG MEN'S CHRISTIAN ASSOCIATION BUILDING.

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in which is the dry goods establishment of Messrs. Claggett & Tait, a place of great attraction to strangers. It is 95 feet by 50, and is four stories high. It is fitted up with the greatest taste, and every convenience, and contains a fine stock of the latest styles in dry goods of all descriptions. The Mechanics Hall stands at the corner of St. Peter street, and is a structure



in the Italian style of architecture. In the library connected with the Institute, there are upwards of 5,000 volumes.

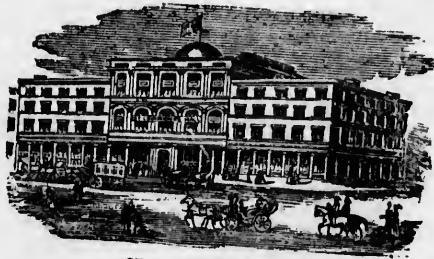
Opposite is situated the Merchants Bank, a beautiful building also in the Italian style of architecture, and built of Halifax granite and Ohio sandstone, with polished Peterhead granite columns at the main entrance, the interior of the building is fitted up in the most elaborate style, and is well worth a visit from our tourists. We now pass to the right, and cross to the



other corner of St. Peter street to the Molsons Bank. This building is of the Italian character, and is highly ornamental, being three stories in height, and built entirely of Ohio sandstone. The handsome portico is supported by polished granite columns which extend up to the third story. St. Peter street is one of the old-fashioned narrow streets, but is occupied by solid warehouses and buildings which cannot be surpassed by any on the continent. Prominent among those just below Notre Dame street is the Caverhill block. The offices of the Allan line of steamships are situated at the foot of this street, on the river front, and the splendid vessels of this line may be seen lying at the docks to the left. Next the Allan offices stands the harbor commissioners offices, and by their side is a massive and substantial block of stone buildings used by the Customs department as examining warehouses. On our return to St. James street we notice the splendid buildings of the Canada Life Assurance Co., and adjoining it the City and District Savings Bank. Crossing St. John street we see the Barron Block. This is one of the largest commercial blocks in the city. Opposite, on St James street, is situated the St. James Street Methodist Church, the largest Methodist church in Montreal, and will seat over 2500 people.

The next place we reach is the building which for the past thirty years has been known as the St. Lawrence Hall. This hotel has been recently re-taken by the former proprietor, Mr. Henry Hogan, who has handsomely and appropriately decorated and renovated the interior, and completely refitted the whole of the apartments with new furniture. The hotel is admirably situated, being in the very heart of the city. Opposite is the bank of British North America, a building entirely of cut stone, and on the corner of St. François Xavier street is the building formerly used as the post office.

The new post office is situated on the north-east corner of St. James and St. François Xavier streets, and has a frontage on St. James of 12 feet and on St. François Xavier street of 92 feet, and is built wholly of Montreal grey stone. In the interior every convenience is supplied for properly conducting the immense postal business connected with the city. Adjoining the new post office stands the finest public building in the city,



ST. LAWRENCE HALL.

the Bank of Montreal ; it is of the modern Grecian style and is built of cut limestone. The building next this is the City Bank, a plain, substantial stone building of the Doric order.

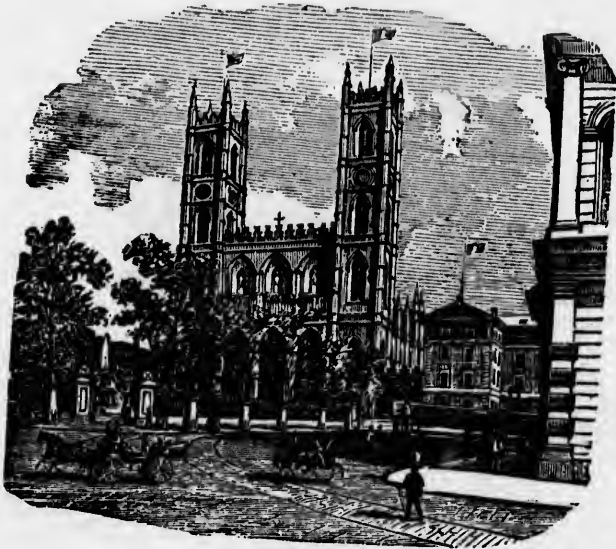
Immediately opposite is a square called Place d'Armes. It is not large in dimensions, but there are very few on this continent that can equal it in regard to the buildings by which it is surrounded.

Opposite this square is what has been called the "lion" sight of Montreal, the

PARISH CHURCH OF NOTRE DAME.

one of the largest in North America, and capable of seating over ten thousand people. This church was commenced in 1824, and

was opened on the 15th July, 1829. It is of Gothic architecture, and has no superior on the continent. It is about 226 feet long, and its breadth is 135 feet. It has two towers 220 feet high. The south-west tower can be ascended by the payment of a small fee. In this tower is placed the largest bell in



PARISH CHURCH OF NOTRE DAME.

America, known by the name of "Gros Bourdon" or great bell, weighing almost 30,000 pounds. The eastern tower contains a chime of bells, from which ever and anon peals forth sweet-toned music.

From the top of the tower a most wonderfully fine view can be had : to the right is Victoria Bridge, Nuns Island, the village

of Laprairie, and the boiling Lachine rapids, to the left is the beautifully wooded St. Helen's Island, and the village of St. Lambert and Longueuil, and in front, as far in the distance as the eye can reach, are the blue hills of Vermont. Adjoining the church we see the old seminary of St. Sulpice, founded in 1657. The building of the Life Association of Scotland occupies the corner of St. James street and Place d'Armes hill, on the left hand side of the square the beautiful building of the Jacques Cartier bank is situated, and next is Muir's buildings, the fourth flat of which is occupied by the honorable fraternity of Freemasons, as the "Masonic Hall." On the opposite side of the square the Ontario bank is situated, and next to it is the building occupied by "La Banque National," while, forming the corner of St. James street and the square, is the handsome edifice of the Liverpool, London & Globe Insurance Company. We now pass down St. François Xavier street, the "Wall street" of Montreal, and enter St. Paul street, which is another of the old narrow streets, but on which stands some of the finest mercantile buildings in the city. We are now in the vicinity of Custom House Square, a very neat little square with a handsome fountain enclosed. Opposite the square is the Custom House. This building was erected for the Royal Insurance Company of London, but was afterwards bought by the Dominion Government. A very fine view can be had from the beautiful tower of this building.

Returning to St. Paul street we pass onward to St. Sulpice street, where stand the immense blocks known as the "Nuns' Buildings." Passing on up this street we enter Notre Dame street at Place d'Armes. This elegant street is lined with chaste and beautiful buildings adapted for the extensive retail trade which is principally carried on here. Prominent among these larger establishments are the extensive and elaborate

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warerooms of Messrs. Rice Sharpley & Sons, one of the oldest establishments in Montreal, where may be found a large stock of fine gold jewellery and watches, glass, china and Parian work, bronze and fancy goods in endless variety. On the opposite side of the street, but a little beyond, is another of Montreal's long established firms, that of Messrs. John Henderson & Co., hatters and furriers. This house was established in 1834, and contains perhaps the finest and largest stock of Russia, Hudson Bay and Canadian furs in the Dominion, to which we call the attention of tourists. Among the fine blocks of warehouses on this street is one known as the Cathedral block, so called from the fact that it occupies the site of the old Christ's Church, which was destroyed by fire in December, 1856. Passing on we enter a low gateway, and find ourselves in the court yard of the Convent of "La Congregation de Notre Dame, which was founded by the celebrated Margu rite Bourgeois in 1659. This establishment is called the "Black Nunnery," which name is given to it on account of the black dress worn by the sisters of this Congregation.

COURT HOUSE.

Proceeding along Notre Dame street we soon reach the Court House, an Ionic structure, the total length of which is about 300 feet, by about 125 feet wide and 76 feet in height, and containing all the requirements of the different courts of law, including the Prothonotary's office and Court of Bankruptcy, and also an extensive and very valuable law library, which contains upwards of 6000 volumes. The building, which is entirely of Montreal stone, with a bright tin roof, stands second to few buildings in the city in its unpretending and massive grandeur. Adjoining the Court House, on the site

formerly known as the Government garden, is situated the new City Hall, a magnificent building, which is one of the finest in Montreal, and presents a beautiful and most elaborate appearance.

RICHELIEU HOTEL.

Opposite the Court House, and extending down St. Vincent street, is situated the popular and comfortable Richelieu hotel, a well kept and conveniently situated house, in which Mr. J. B. Durocher, the proprietor, has during the past winter made extensive alterations, enlargements and improvements. In the rear of the Court House is the Champ de Mars, a large level plateau upon which the Volunteer Militia parade. Three thousand troops may be manoeuvred on these grounds, the dimensions of which are 240 yards long by 120 yards wide.

Facing the Champ de Mars is the Geological Survey Museum, which was established by Sir William Logan, and opposite it is the St. Gabriel Street Presbyterian Church, which is among the oldest structures in the city, it having been erected in 1792. The steeple contains a bell which is said to be the first Protestant bell ever sounded in Canada. Opposite the City Hall stands an old low building enclosed by an iron railing, which was erected in 1722. During the American invasion in 1775 the American Brigadier General Wooster occupied this house, and in 1776 it was occupied by Benedict Arnold, who held councils of war beneath its roof with the illustrious and celebrated Benjamin Franklin, Samuel Chase, and the two Carrolls, who were the commissioners of Congress. This old building, therefore, cannot fail to be a point of much interest to the American tourist. It was in this building that the first printing press ever used in Montreal was erected. It was brought on by Franklin, and used to publish matter calculated to turn the

French Canadians to the "cause" of the Americans. Large additions have been made to the building, and it is now used and known as the Jacques Cartier Normal School. Almost opposite is the Institute Canadien, a four-storey stone building.

NELSON'S MONUMENT.

Nelson's Monument is opposite the Court House, and stands on a square base 10 feet high, from the top of which a column 50 feet in height rises, the whole being surmounted with a large statue of Nelson. At the foot of Jacques Cartier Square, in which this monument stands, are the docks of the Richelieu and Ontario Navigation Company's fine steamers, the Montreal and Quebec. Passing along Commissioners street we see a fine pile of cut stone buildings which constitutes Bonsecours market, and was erected at a cost of \$200,000. Below the market is the Bonsecours Church, the first stone church built in Montreal, the foundations of which were laid in 1658. It was destroyed by fire in 1754, and was rebuilt in 1773.

VIGER GARDEN.

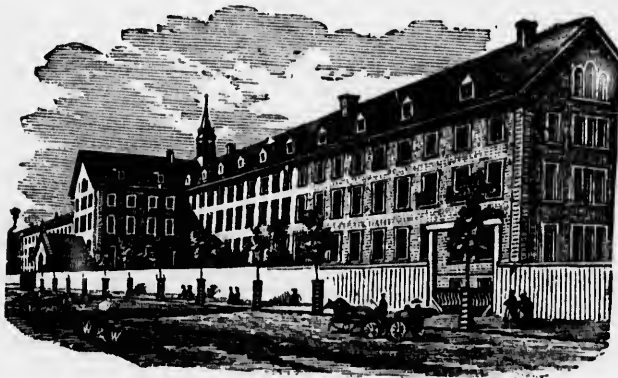
Viger Garden is situated at the corner of Craig and St. Denis streets. The grounds are beautifully laid out, and every year witnesses improvements and additions, which, with the many trees, fountains, conservatories and flowers, combine in making it a pleasant and beautiful square. The avenues and walks are every evening thronged with citizens who wish to spend a pleasant hour.

We now pass along Craig street west, and see the ruins of an extensive stone structure which covers the entire block. This building was erected for a drill shed, but the weight of snow

which accumulated on the roof caused it to fall in, making the building useless for its intended purpose:

GREY NUNNERY.

One of the oldest religious establishments in Montreal is the Grey Nunnery. These immense buildings with their extensive



GREY NUNNERY.

grounds occupy the whole space on Guy street from Dorchester to St. Catherine street. Portions of the convent as well as the chapel may be visited any day except Sunday or holidays.

VICTORIA SKATING RINK.

On Drummond street is situated the Victoria Skating Rink, a handsome brick building 250 feet long by 100 feet broad. This building is very extensive, and in summer is used for horticultural exhibitions and concerts. On St. Catherine

ST. LAWRENCE TRAVELLER.

street, adjoining the new Emmanuel Church, is the Montreal Protestant Orphan Asylum, a neat stone building with pleasant grounds. Erskine Church stands at the corner of Peel street. The building is of Montreal stone, and accommodates about 1300 people. We now leave St. Catherine street and pass "Dominion Square." On the corner of Dorchester street and Windsor street is the Wesleyan Church of Dorchester street. Opposite the church, and having a frontage on Peel and Dorchester streets, stands the

WINDSOR HOTEL,

the palace hotel of Canada, which is at present and has been since the opening under the able and experienced management of Mr. R. H. Southgate.

At the corner of Drummond street and Dorchester is situated the American Presbyterian Church, an exact copy of Park Church of Brooklyn, N. Y. Passing down Windsor street stands St. George's Church, immediately below which is St. George's Home.

ST. PETER'S.

On the corner of Dorchester and Cathedral streets, the Canadian "St. Peter's" is now in course of erection. It is being built in the form of a cross, which forms the main entrance to the back of the nave, is 300 feet in length, while its breadth is 225 feet. There will also be a portico at the grand entrance 30 feet wide. The extreme height of the building will be 138 feet. The structure will be the same as St. Peter's at Rome, with the exception of the roof, which at Rome is flat, and the heavy snow storms incident to the climate of Canada not admitting of it the roof here will necessarily be otherwise.

We next approach St. Paul's Church (Presbyterian), which is among the most important of our city churches. It is a beautiful and convenient edifice in the Gothic style, with a capacity of about 1000 sittings. At the corner of Dorchester and University streets stands a handsome red brick building with Ohio stone dressings, known as St. James' Club House, and on the opposite corner is Burnside Hall, a building used at present as a High School.

McGill Normal and Model Schools are situated at the foot of University street. We now pass Beaver Hall square, and turn down Beaver Hall Hill, a street lined with handsome cut-stone buildings which are principally the residences of gentlemen of the medical profession.

St. Andrew's Presbyterian church stands at the corner of Belmont street and extends to Palace street, and on the opposite side of Beaver Hall Hill is situated the Unitarian Church of the Messiah, while on the lower corner of Palace street and Beaver Hall Hill is St. Bartholomew's Church. On Lagauchetière street is also situated St. Bridget's House of Refuge. On St. Alexander street, enclosed by a handsome iron railway, is St. Patrick's Church. It is built in the Gothic style of the 15th century. The length of the edifice is 240 feet by 90 feet in breadth, and the height of the spire is 225 feet from the pavement. The church will seat about 5,000 people. Behind this is the St. Patrick's Orphan Asylum. Zion Church is also situated on Beaver Hall Hill.

Again we turn to Dorchester street, and soon arrive at the Montreal General Hospital, an institution which is not surpassed by any in the Dominion.

THE HOTEL DIEU.

We next visit the first of the religious houses formed in Mon-

treuil, having been commenced within two years after the first occupation of the city. This is the Hotel Dieu, a massive pile of stone buildings surrounded by a high wall. This establishment was founded in 1644, and, until the establishment of the Montreal General Hospital, was the only place where the afflicted poor of the city could be sent to find relief, and for



HOTEL DIEU.

many years has been a refuge for the miserable and a help for the sick. It is the most extensive religious institution on the continent, and contains a large number of old men, orphans, and about 250 patients, to whose comforts 75 nuns devote themselves in the most praiseworthy manner. The average number of sick persons annually admitted to this institution is about 2,000.

THE MOUNT ROYAL CEMETERY.

From here we proceed through a winding carriage-way where may be seen nature in its wild beauty and, passing through a beautiful stone gateway, we enter Mount Royal Cemetery, the

city of the dead. Just next to the Mount Royal is situated the Roman Catholic Cemetery. The eye of taste will find in those two Cemeteries objects and views that will attract and delight.

THE MOUNTAIN DRIVE.

We now return to the face of the Mountain, and will take the new and delightful drive up to its summit. As we ascend the magnificently graded serpentine roads we pass many of the beauties of nature that it is impossible for the pen to describe, and that must be seen to be appreciated. At length, after having reached the summit, we behold before us one of the most magnificent and grandest views that can be seen on the continent of America. Below us is the beautiful city in all its grandeur, and in front is the Victoria Bridge spanning the noble St. Lawrence, which can be seen for miles as far as the eye can reach. This view has been pronounced to be second to none by many persons who have travelled over the entire continents of Europe and America. The grounds at the top of the Mountain have recently been purchased by the city, and are now laid out in a very beautiful and tastefully-arranged park which promises to rank among the finest parks in America. In descending from the park we make a complete circuit of the Mountain, and, as we gradually near the base, we have many and varied views of the city from different standpoints which are, beyond description, grand. We strongly advise the tourist and stranger not to leave the city under any circumstances without availing himself of this opportunity of taking this most magnificent drive. We now drive along Sherbrooke street which is lined with the beautiful residences of some of Montreal's wealthy merchants, and pass the grounds of the Montreal Cricket and Lacrosse Clubs, and soon arrive at McGill College, which is the most important

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educational institution in the province. It was founded by James McGill, Esq., a wealthy Montreal merchant. Christ Church Cathedral is situated on St. Catherine street, and is without a doubt the finest specimen of ecclesiastical architecture in the Dominion. The spire of this church is entirely of stone, and rises to the height of 224 feet. A short distance below the Cathedral, on University street, is the Museum of the Natural History Society. Returning to St. Catherine street we reach the Catholic Commercial Academy which is also a magnificent edifice. Passing down Bleury street we soon arrive at the Church of the Gesù, which is, in the opinion of many, one of the most beautiful churches in America. Adjoining the church, and extending along Dorchester street, is the St. Mary's College, while a short distance further on is the Protestant House of Refuge. As well as the drive up the brow of the Mountain we will mention the drive around it and also the drive to Lachine, which will prove of the greatest interest. The Lower Lachine Road leads along the bank of the St. Lawrence, and during the drive may be seen the steamers descending the rapids. We shall now leave Montreal and proceed to Quebec, on board one of the palace steamers of the Richelieu and Ontario Navigation Co. The two splendid steamers, the Montreal (Capt. Nelson) and the Quebec (Capt. Labelle), make the trip every night between Montreal and Quebec during the season of navigation.

TRIP TO QUEBEC.

The scenery on this trip to Quebec is not striking, so we will just briefly notice the places our vessel will pass during the night. After leaving Montreal, which is on the arrival of the steamer from the West which left Toronto the day before, we enjoy the luxury of the elegant steamer on which every comfort

is attainable, there being an establishment on board at which may be obtained everything in the fancy goods line, including choice collections of the best literature, Indian curiosities, &c., &c. There is also music every evening, which is provided by the company.

SOREL

is the first place we stop at, and is situated at the mouth of the Richelieu River, the outlet of Lake Champlain into the St Lawrence. The population is about 5,000.

Immediately below Sorel there is an expansion of the river which is called

LAKE ST. PETER,

which is 35 miles in length and about 10 miles wide. With the exception of the channel this lake is very shallow, and when a strong wind blows causes the water to be very rough and the waves rise tempestuously, causing the wreck of many rafts during the season.

THREE RIVERS

is the half-way port, and is situated 90 miles below Montreal and the same distance above Quebec, at the confluence of the St. Maurice and St. Lawrence Rivers. It is one of the oldest towns in Canada, having been founded in 1618. The population is about 9,000.

The next and last stopping-place is the village of

BATISCAN,

a place of very little importance. In stopping at these towns

along the river, it puts one very much in mind of Mark Twain in his description of "Old Times on the Mississippi."

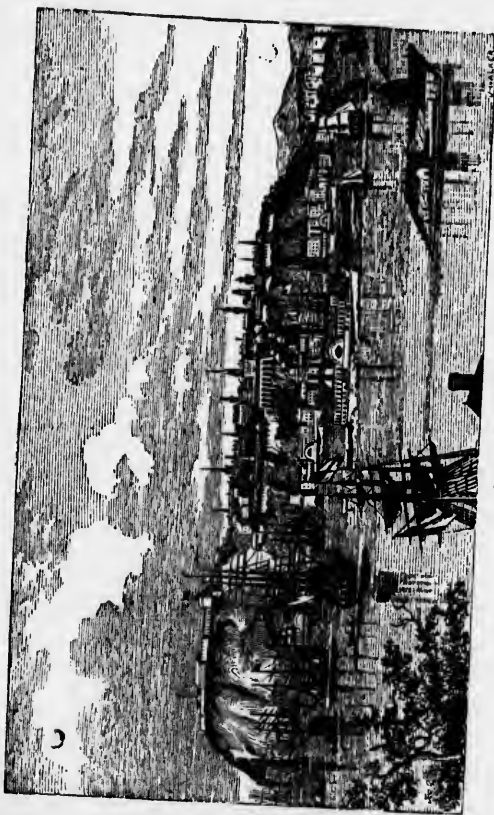
Until we arrive in the vicinity of Quebec the country upon the banks of the river presents a sameness of scenery. The villages are all of the French character, and have finely constructed Catholic churches, the tin-covered spires of which can be seen in the distance. And now we come within sight of Quebec, the ancient capital, and the Gibraltar of America.

THE CITY OF QUEBEC.

Quebec is the most picturesque city in America, its scenery is unrivalled. Rock, forest and water combine to make its position an unfailing charm to the student of landscape art. As it is to-day so was it one hundred years ago, or, if there is a difference, it is in favor of the latter date, for the pick and the axe had then made fewer inroads upon the sublime work of nature.

Quebec is also the most historical city in America. One of the very oldest in date, it is by far the most notable in stirring annals. From its earliest origin it was the theatre of important events, whose results stretched far beyond its walls, and swayed the destinies of the whole continent. Its records are religious, diplomatic, military, and naval. Its great men were missionaries, statesmen, soldiers, and sailors. The heroic explorers of the Far West were its sons, or went forth from its gates. Jogues looms up beside Breboul; Champlain and Frontenac open the luminous way along which have trod Dorchester and Dufferin, and now the Marquis of Lorne. The blended glory of Wolfe and Montcalm is immortal, and the renown is hardly less of the young, ill-fated Montgomery. Where was there ever a greater sailor than Iberville? The history of the Mississippi Valley is

linked for all time with the names of Marquette, Hennepin, Joliet, and Lasalle.



CITY OF QUEBEC.

It follows that, in this era of centennial reminiscences, no city in America is more interesting than Quebec, and an additional

charm is that we have compared it with the case in placing it before the eye as it was more than a century ago.

In 1608 Champlain arrived at Stadacona, and landing his followers founded the city of Quebec. No satisfactory explanation can be given of the meaning of the word. This city has been besieged five different times. In 1629, Champlain was obliged to deliver up the city and himself and followers to Sir David Kerkt, but, by the treaty of St. Germain-en-Laye, Canada was restored to France, and Champlain returned as the Governor of the Colony. In October, 1690, Sir William Phipps appeared before the city and demanded its surrender, which the proud Count de Frontenac haughtily refused. After a harmless bombardment the English fleet retired. In 1711 another English fleet, under Sir Hovenden Walker, sailed for Quebec, but was almost wholly destroyed by a storm in the Gulf of St. Lawrence. For these last two delivrances the little church in the Lower Town was named Notre Dame des Victoires.

On the 26th June, 1756, Admiral Saunders anchored his fleet and transports, with General Wolfe and the English Army on board, off the Island of Orleans, then called Isle de Bacchus. The troops landed on the Island on the following day, near the church of St Laurent, and marched up to the west end, from which they had a view of Quebec, while the French army, under the Marquis de Montcalm, consisting of about 13,000 men, was encamped on the opposite shore of Beauport. General Monckton with four battalions occupied the heights of Levis, from which place he bombarded the city and laid it in ruins. General Wolfe then crossed to the mainland to the east of the River Montmorency, and, on the 31st of July, attacked the French, and was defeated with the loss of 182 killed, 650 wounded and 15 missing. After some delay the English fleet sailed up past the city, and on the morning of the 14th September Wolfe

landed his troops at a place below Sillery, now called Wolfe's Cove, and scaled the heights, dislodging a French guard at the top of the hill, and forming a line of battle on the Plains of Abraham opposite the city, much to the astonishment of Montcalm, who hastened from Beauport with his army by the bridge of boats across the mouth of the River St. Charles, and at ten o'clock both armies were engaged in conflict, which in a short time ended in the defeat of Montcalm, who was wounded and carried into the city. Wolfe died on the field, victorious, and the spot is now marked by a monument erected to his memory. Montcalm was buried in the Ursuline Convent. The French army retreated towards Beauport, and afterwards to Cap Rouge; and on the 18th September the city of Quebec was surrendered to the English, and General Murray was left there as the governor, with a garrison force of 6,000 men. The fleet, with Wolfe's body on board, sailed for England in October.

On the 28th April in the following year the French army of about ten thousand men under De Levis appeared on the Plains of Abraham, and was met by the English under General Murray, whose force consisted of about three thousand men, sickness and death having thus greatly reduced their numbers. The English were obliged to retire behind the fortifications of the city, but, on the 15th May, an English fleet under Commodore Saunders, arrived with men and re-inforcements, when the French Army retreated and Canada became an English Colony.

In 1775 Quebec was again threatened. General Arnold, with a small army of Americans, arrived on the heights of Levis by the Chaudière Valley, and on the 14th November landed his forces at Wolfe's Cove, from which they occupied St. Foy and St. Roch. General Montgomery arrived on the 1st December, and took command. The garrison of Quebec, under Col Maclean, consisted of about eighteen hundred men. The Govern-

nor, Guy Carleton, hastened down from Montreal to do his utmost to place the city in safety. Arnold occupied a house on the south side of the St. Charles river, to the east of Scott's bridge, while Montgomery established himself at Holland House on the St. Foye road. The American Troops were quartered in the suburbs of the city and even in the Intendant's Palace, at the foot of Palace Hill, which was soon reduced to ruins by the fire from the city.

On the 31st December Montgomery advanced with seven hundred men along Champlain street, and came upon a barrier at which was a guard. At the approach of the Americans a cannon was fired, with deadly effect, killing Montgomery, his two aides and others, and causing the immediate dispersion of the enemy. Arnold at the same time advanced from St. Roch along St. Charles street, expecting to meet Montgomery at the foot of Mountain Hill, and make a combined assault. Arnold occupied the houses on Sault au Matelot street, but was ejected from there by a volunteer officer, Mons. Dambourges. Arnold was wounded and taken to the General Hospital.

The American loss in killed and wounded was about a hundred. Four hundred and twenty-six rank and file surrendered, and were placed under guard in the seminary. The remainder continued to occupy St. Roch till the 6th of May, when re-inforcements arrived from England, and the siege was raised. Montgomery's body was taken to a house on St. Louis street, now occupied by Derby & Hanson, brassfitters, and afterwards buried at the foot of the Citadel Hill, from which it was subsequently taken and buried in New York.

In 1837 Quebec was in a state of excitement caused by the rebellion of that year. The militia were called out and the city placed under military rule, but nothing of consequence occurred. One night was heard, however, a loud ringing of bells, and it

was said that the rebels had risen and would sack the place. The cause of all this alarm was nevertheless very simple, the singeing of a pig in the Hotel Dieu Nunnery yard. In 1832 and 1834 Quebec was visited by that dreadful scourge, Asiatic Cholera. In the latter year the Castle of St. Louis was destroyed by fire. On the 28th May, 1845, the whole of St. Roch was also burnt down, and on the 28th June in the same year nearly the whole of the St. John and St. Louis suburbs suffered a similar fate. By these two fires \$2,000,000 worth of property was destroyed, towards covering which \$400,000 were subscribed in Canada, England and the United States, and \$500,000 were received from insurance.

In 1846, in the month of June, the Theatre, formerly the Riding School attached to the Castle of St. Louis, was destroyed by fire during a performance, when the building was crowded, and fifty-five persons lost their lives.

Quebec has often been the prey of extensive conflagrations. In 1853 the Parliament Houses were burnt down, when a large library and museum were lost. The sittings of the House were then transferred to the church of the Grey Sisters near Gallows Hill, which had not then been consecrated. It, however, fell a prey to the devouring element, and the sittings were afterwards held in the Music Hall in St. Louis street.

Since the year 1867, the date of confederation, Quebec has been the seat of Government of the Province of Quebec, and the residence of the Lieutenant-Governor, whose beautiful place, Spencer Wood, is well worth a visit from the stranger.

The present Parliamentary Buildings will be vacated as soon as the new edifices on the Grand Allée—structures more worthy of the ancient capital of Canada—are ready for occupation.

THE DURHAM TERRACE.

Standing on the Durham Terrace, called after Lord Durham, a former Governor of Canada, the beholder is presented with a view which equals any in other parts of the world. The famed Bay of Naples is often mentioned in comparison with it.

In furtherance of the design of Lord Dufferin, the last Governor General of Canada, Durham Terrace has been extended through the Governor's Garden, and by a gentle ascent as far as the King's Bastion, and forms a magnificent promenade, from which the view is unparalleled in the whole world. Being at an elevation of over two hundred feet, a magnificent panorama stretches beneath one, which at first sight is almost bewildering.

The river St. Lawrence, bearing on its bosom hundreds of vessels of every description, from the tiny canoe, which from such a height appears but a speck, to the terraced palace river boat and the huge ocean steamship, flows majestically onward to the sea. Opposite in the distance is the town of Levis, crowning cliffs as high as those of Quebec, and where may be seen the three immense forts erected by the English Government at a cost of £5,000,000 sterling, which render an attack from the south an impracticable if not an impossible attempt. Amid the groups of houses are distinguishable churches, convents and schools, while downward is seen the spire of the Church of St. Joseph. Towards the east is the Island of Orleans, once called the Isle de Bacchus from the quantity of grapes then so luxurious of growth, but now no more: On either side the St. Lawrence passes onward under the names of the North and the South Channels. On the north shore, forty miles in the distance, frowns Cap Tourment, while as the eye follows upwards, along the shore are the villages of Ste. Anne, La Bonne St. Anne, as lovingly called by the villagers, Chateau

Richer, L'Ange Gardien and Beauport. Nearly opposite the end of the Island is the indentation where rush forever the Falls of Montmorenci over the precipice, and from which rises a pillar of fleecy mist. In the rear of all these tower range after range of the Laurentine Mountains, till their blue summits are lost in the azure of the sky. Beneath lies the Lower Town with its busy crowds. At the mouth of the St. Charles is the Custom House, and immediately below the Terrace is the Champlain Market Hall, an edifice the result of a political job whereby a noble Parliament House was spoiled to give place to a useless Hall. Close by it is the Church of Notre Dame des Victoires, built in 1615 by Champlain, called first Notre Dame de la Victoire to record the defeat of Admiral William Phipps in that year, and its present name to commemorate the loss of the English Fleet under Sir Hovenden Walker, in 1711. At the foot of the cliff runs Champlain street, through which on the 31st December, 1775, Richard Montgomery endeavored to lead an attack on the city, but met his death at a place close by, now marked by a wooden sign with the inscription, "Here Montgomery fell." Beneath the steps leading from Champlain street to Mountain Hill, called Break-neck Stairs, was discovered a short time ago the tomb of Champlain. His house was in the vicinity of the Church of Notre Dame des Victoires. Prescott Gate, called after General Prescott, and demolished in 1871, stood at the spot where the city walls are divided close to the foot of the steps opposite the Parliament Buildings—a miserable shambling construction, a disgrace to the Province. They occupy the site on which once stood the Bishop's Palace and where the first cemetery was established, from which in late years have been taken bones and articles of Indian workmanship. In the Parliament Buildings little is to be seen saving

the Assembly and Council Chambers and a good library of English and French works.

CASTLE OF ST. LOUIS.

Turning our eyes citywards, we find a large building now used as the Laval Normal School, heretofore forming part of the outbuildings of the Chateau St. Louis, which was erected by Champlain in 1620, where the Terrace now is standing on the edge of the cliff. Here the French and English governors resided under their respective dominations, until its destruction by fire in 1834, at that time occupied by the Governor, Lord Aylmer. On the 31st December, 1775, on the occasion of the night attack of Montgomery and Arnold, the Governor, Sir Guy Carleton, was giving a ball in the Castle, and the officers had to rush to the walls in their ball costume. The garden attached to the Castle, called the Castle Garden, commonly known as the Lower Governor's Garden, is now open to the public. In it is a masked battery of four guns, and ten cannonades on the Crescent Battery. On the slope towards the Place d'Armes, once stood the Riding School in connection with the Castle, and afterwards converted into a theatre, which was destroyed by fire in June, 1846, during a performance, when forty-five persons were burned to death.

WOLFE'S AND MONTCALM'S MONUMENT.

In the Upper Governor's Garden is the monument erected to Wolfe and Montcalm, the foundation stone of which was

laid by the Earl of Dalhousie, the Governor in-chief, on the 15th May, 1827. The following are the inscriptions :

Mortem, virtus, communem,
Famam Historia,
Monumentum Posteritas
Dedit.

Hujusce
Monumenti in verorum illustrium,
WOLFE ET MONTCALM.
Fundamentum P. C.
Georgius, Comes de Dalhousie :
In septentrionalis Americae partibus
Summam rerum administraus ;
Opus per multos annos praetermissum,
Quid duci egregio convenientius ?
Auctoritate promovens exemplo stimulans
Munificentia favens,
Die Novembris XV.
AD. MDCCC XXVII.
Georgio IV, Britanniarum Rege.

In passing the gate of the Norm. School the stranger may notice a stone which has been incorporated into the wall, bearing the date 1647, and having a Maltese cross carved upon it.

THE UNION BUILDINGS.

To the north of the Place d'Armes is the Union Buildings, where in the year 1808 and for some time afterwards the famous Club of Barons, comprising the principal men of the province and city, were wont to hold their annual dinners. It was afterwards used as an hotel, and is now let out into offices.

ST. LAWRENCE TRAVELLER.

THE ENGLISH CATHEDRAL.

To the west of the Place d'Armes is the English Cathedral, built on the ground where once stood the ancient church of the Recollets and their convent, which were destroyed by fire in 1796.

The present building was consecrated in 1804; it is built in the Roman style of architecture, and its mural monuments are very fine. In the north-east corner of the Cathedral close once stood the venerable elm tree under which Jacques Cartier first assembled his followers on their arrival in the colony. It was blown down on 6th September, 1845.

THE PLACE D'ARMES.

The Ring or Place d'Armes constituted in the time of the French the Grande Place, where military parades were held and public meetings called, and was the fashionable promenade of the day. To the south of the Cathedral are the Rectory and the Chapel of All Souls, in rear of which are the ruins of the Court House, destroyed by fire in 1873, and with it the records and law proceedings of a century.

THE BASILICA.

The French Cathedral, raised to the rank of Basilica in 1876 was consecrated in 1666 by Monseigneur de Laval, who arrived from France in 1659, on 6th June, under the title of Bishop of Petrea. He was the first Bishop of the Colony and, on account of failing health, was obliged to retire from his arduous labors, and was succeeded by Monseigneur De St. Valier. The construction of the church in rear of the altar rails is a copy of St. Peter's at Rome. The building contains a number of very fine and valuable paintings.

THE LAVAL UNIVERSITY

is reached by a passage from the Seminary, (which is to the North of the Basilica,) or by the front entrance. The boarding house is separated from the principal building, as is also the School of Medicine. The structure was erected in 1857, founded by M. de Laval, and is under the protection of His Eminence Cardinal Alexandre Frenchi. There are four chairs, Theology, Law, Medicine and Art, there being thirty-four professors and nearly three hundred students. Seven Colleges and Seminaries are affiliated with the University. There are several large halls, containing the Museums of Geology, Natural History, Arts and Sciences. The Picture Gallery lately instituted is yearly receiving large additions, while the library is the largest in Canada.

THE BATTERY.

Leaving the University by the eastern entrance the visitor finds himself on the Battery, coming in rear of the Parliament Buildings. The following are the names of the different batteries extending to Palace Gate: The Assembly Battery, 9 guns; the Grand Battery, 17 guns; the St. Charles Battery, 2 guns and three bombs; the Half-Moon Battery, one gun; Hope Gate Battery, four guns; Montcalm Battery, four guns; Nunnery Battery No. 2, four guns and two howitzers; Nunnery Battery No. 1, two guns and ten howitzers. In addition to these there are, in the Lower Governor's Garden, Wolfe's Masked Battery, of four guns and one Palliser cannon and two minor batteries with four guns.

Hope Gate, like the others, has been demolished, and a promenade occupies the site of the former Block House. At a short distance to the west of this promenade is the one-time residence of Montcalm, now converted into ordinary dwelling-houses.

Proceeding along by the Battery road, the view of the St. Charles Valley and the Laurentides is enchanting, and the suburbs of St. Roch stretch by the banks of the meandering St. Charles till they merge into green fields and happy looking farms. The next gate is Palace Gate, demolished beyond recognition.

Its guard is now no more, and the barracks which once stood on the opposite side of the street were one Christmas night destroyed by fire, the result of the freedom allowed to the men by the Colonel. The consumption of liquors generated carelessness, which ended in a mass of ruins on the following morning.

Outside the gate at the foot of the hill, in rear of Boswell's Brewery, is all that remains of the Intendant's Palace, once the abode of luxury, the scene of revelry and debauchery, a building which outshone in splendor and magnificence the castle of St. Louis, and whose lords considered themselves the equals, if not the superiors, of the Governors. Here the infamous Bigot concocted the nefarious plottings of the Friponne, here he squandered the thousands which he robbed from the Public Treasury and pilfered from the down-trodden inhabitants of New France; his princely mansion now serves but as vaults for casks and puncheons of ale and porter. In close proximity to the Artillery Barracks are the officers' quarters, delightfully situated in a shaded park, rejoicing in a shrubbery, wild and luxurious, forming the beau-ideal of cool retreats, amidst piles of brick and mortar. It is now in possession of the Young Women's Christian Association.

ST. JOHN'S GATE.

This is the only gate left to Quebec, and that but a modern

structure, which might as well have been left unbuilt. It has no advantage and a very great drawback, as the upper part is not impervious to water which now continuously falls upon those passing under it. Opposite the gate within the walls is one of the old buildings, but it has outlived its story, and imagination has not unravelled it.

THE ESPLANADE.

On D'Auteuil Hill, where a street has been cut through the city walls, is the church of the Congregation. In this church was committed a daring robbery and sacrilege, the altar ornaments being stolen by a man named Chambers and his gang, who at the time (over forty years ago) inaugurated a reign of terror by his astounding and many robberies. For this last crime, however, he and his gang were found guilty and transported. Opposite is the Esplanade which runs as far as St Louis street, and is guarded to the west by the city walls. From the summit one can trace the old French fortifications which defended the city in its early history; but these are fast disappearing; road-makers and house-builders are using up the material, and there is no one to say nay to the vandals. Before the withdrawal of the Imperial troops, the Esplanade was strictly guarded; sentinels patrolled the ramparts, and no thoroughfare was allowed after gun fire. But it is now the resort of all the athletic clubs in the city; lacrosse, foot-ball, base-ball, cricket and other games are played there continually during the summer, and snowshoeing and tobogganing are the amusements of winter. The band of B. Battery at times delights the promenaders with their evening concerts, and here also the occupants of the citadel and the volunteers perform their evolutions. There are still some remnants of past glory. A few dismounted cannon

may be found on the ramparts, while a dozen or more lie side by side on the ground beneath these, and the sentinel poplars still keep their watch as of yore.

To the south of the Esplanade is the Executive Department, where His Honor the Lieutenant Governor receives his visitors on New Year's Day, and where are held the meetings of the Council of the Province of Quebec. This building was formerly the residence of Chief-Justice Sewell. In rear of this is the armory of the volunteers.

RICHARD MONTGOMERY.

Close at hand, on the Grande Allée, is where once stood St. Louis Gate. Near the foot of the Citadel Hill is where Richard Montgomery was buried, after the attempt on December 31st, 1775, from which place his body was taken to New York on 16th June, 1818, and interred in St. Paul's Church Cemetery.

THE CITADEL.

At the top of the Hill is the chain gate by which access to the trenches is gained; and to the Citadel the visitor passes through Dalhousie Gate, called so after Lord Dalhousie, once a Governor of the colony. At this gate a guard is stationed, and visitors are here furnished with a guide to show them over the Citadel. Behind the walls are casemated barracks for the troops, and these are loopholed for musketry, so as to command the trenches, while on the summits are cannon commanding all approaches to the city and landward, while on the opposite side are batteries commanding the harbor. Two Armstrong guns are here mounted, as also a huge Palliser. Across the Citadel Square are the officers' quarters; stores for

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ammunition, stables and other buildings occupy the western portion of the square. To the south, directly overlooking the river, is the Flagstaff Bastion, on which is mounted an Armstrong gun. This battery is over three hundred and fifty feet above low water, and the view from it is the grandest in the world, commanding the river up and down for many miles. To the west are the Plains of Abraham, where was fought the decisive battle of 13th September, 1759. Three Martello Towers are to be seen constructed weak towards the city, so as easily to be destroyed in the event of capture, and strong on the outer side, having cannon mounted. Immense military stores are constantly kept ready for use in the Citadel, and arms for twenty thousand are ready at a moment's notice. In the event of the capture of the city it could easily be destroyed from the Citadel. The B Battery, consisting of about two hundred rank and file, are now quartered there, and seem but a handful in the immense fortress.

ST. LOUIS STREET.

Descending from the Citadel we return to St. Louis street. At a short distance on the left-hand side is the City Hall, built on the site of the house to which Montcalm was carried from the Plains of Abraham after being wounded. The third house from the next corner on the same side is the house to which General Montgomery's body was taken on that fatal December day, 1775.

THE URSULINE CONVENT.

Passing down the street we come to the Ursuline convent and chapel, in which lie the remains of the brave Montcalm. This convent was founded in 1641, and, as is usual with all build-

ings of that kind, was destroyed by fire in 1650. Being rebuilt it was again destroyed by fire on 21st October, 1686. On both these occasions the Ursuline nuns were received by the Hospitalières nuns of the Hotel Dieu. It was again rebuilt, the whole colony assisting in its construction, so loved and esteemed were the Ursulines. The convent has been greatly enlarged during the last few years. A garden is in the rear, in which about twenty years ago was a monarch ash tree.

The chapel of St. Ursula is alongside the convent, in which are a number of valuable paintings.

A monument to the memory of Montcalm, erected September 14th, 1859, deserves attention. Another monument to the memory of Montcalm was erected by Lord Aylmer in 1831.

Turning up Garden street towards Hope Gate, we find two old-fashioned houses on the right-hand corner, facing the St. Louis Hotel. In these houses Montcalm established his headquarters, and here probably he discussed with his officers the action to be taken against the enemy, when they appeared on the Plains of Abraham, and decided upon meeting them on the open field rather than remain entrenched behind the city walls, a decision which proved so fatal to victor and vanquished, and which gained for England the Dominion of Canada, and lost to the French king what he contemptuously called a "few acres of snow." On the opposite corner is the Masonic Hall, on the ground flat of which is the office of Mr. R. M. Stocking, for the issue of tickets by all the railroad and steam navigation lines in Canada and the United States.

Opposite is the

ST. LOUIS HOTEL,

which is unrivalled for size, style and locality in Quebec and has accommodation for 500 visitors. It is under the able

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management of Mr. Willis Russell, president of the Russell Hotel Company. To the right of the hotel is the Music Hall, where operas, theatricals, concerts, &c., &c., are held,—when there are any. To the east of the hotel is the building now



ST. LOUIS HOTEL.

used by the Department of Crown Lands, once the residence of the Duke of Kent, the father of Her Majesty Queen Victoria.

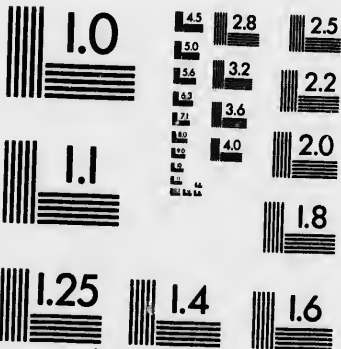
THE HOTEL DIEU.

The Hotel Dieu Convent and Hospital was founded in 1639 by the Duchess d'Aiguillon, who brought out the Hospitalières Nuns and placed them in charge. Prior to the siege of 1759 it was destroyed by fire and afterwards rebuilt. It consists of a Convent and a Hospital, in which patients are treated gratis. At times the house of these benevolent ladies is filled with unfortunate invalids, who receive unremitting care and attention from the Sisterhood. The bones of the martyr, the Rev. Father Gabriel Lalement, are deposited in the Convent. The entrance to the chapel is on Charlevoix street.



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Opposite the entrance to the Hotel Dieu is the Congregational Church, a plain building seating about 600 and built in 1840.

In McMahon street is St. Patrick's Church, erected in 1832. It has lately been enlarged and greatly improved. Attached to it is the Presbytery, and in rear of it is the St. Patrick's Catholic Literary Institute, founded in 1852.

The Trinity Chapel (Episcopal), in St. Stanislaus street, was for some years used by the military, and was closed after the withdrawal of the troops. It is now opened as a Mission Chapel.

At the top of the same hill is the Methodist Church, erected in 1850. It will seat about 1,600.

Close at hand is St. Andrew's Church, built in 1810, and enlarged in 1821. It accommodates 1,500 persons. A manse and schoolhouse are attached.

In a building which formerly was the district goal, erected in 1814 at a cost of \$60,000, is the Morrin College, which was founded by the late Dr. Morrin, of Quebec, in 1860. The Literary and Historical Society have their rooms here, where a large Library and extensive Museum is now in a flourishing condition.

The Quebec High School is a handsome building situate in St. Denis street, at the foot of the glacis, stretching downwards from the Citadel. It was established in 1845, and many of the leading men of the city have received their education within its walls.

Jeffrey Hale Hospital is situate opposite the Convent of the Grey Sisters, and was founded by the late Jeffrey Hale, Esq., who passed his life in doing good.

THE MARINE HOSPITAL.

This magnificent building is situate on the banks of the St. Charles, in the northern part of St. Roch's suburbs. It is built after the Ionic style of architecture, and is said to be copied from the temple of the Muses on the River Ilissus, near Athens. Its site is on the place called La Vacherie, on the opposite side of the river to which Jacques Cartier met Donnacona in 1535. The foundation stone was laid in 1832 by Lord Aylmer, and the building was completed in 1834 at a cost of \$100,000.

Not far from the Marine Hospital is situated the General Hospital which ranks among the first institutions of the kind in Canada. The buildings are extensive, and the grounds cover a large area.

Just outside the city wall on the Grand Allée is the Quebec Skating Rink, supposed to be one of the finest on the Continent.

THE DEPARTMENTAL BUILDINGS.

The erection of the Departmental Buildings is being rapidly proceeded with, and the visitor in a year hence will be enabled to look upon a magnificent edifice, somewhat more suitable than the present wretched barnlike buildings on Mountain Hill.

On the Plains of Abraham is the massive building, the Quebec Gaol, built some few years ago to replace that now occupied by the Morrin College.

THE ENVIRONS OF QUEBEC.

It can be said of Quebec that the environs are not surpassed or even equalled in romantic beauty or picturesque wildness. One may take any standpoint in the city, and before him is a glorious panorama, and at the end of nearly every street one may see a delightful vignette.

MONTMORENCI.

Leaving the city, and crossing the River St. Charles by Dorchester Bridge, the visitor will drive along the Beauport road, and within two miles will reach the Beauport Asylum, founded in 1845 by Drs. Morrin, Douglas and Fremont, with the promise of the support of Lord Metcalf and his government. There are now over 900 inmates within its walls. After passing the Asylum the village of Beauport may be said to commence, and its houses and cottages line the road for five miles, ending only at the River Montmorenci. On the site of the village, or rather between it and the beach, was fought the battle of the 31st July, 1759, between the English and the French. The headquarters of Montcalm can be seen to the right after passing over the Beauport stream.

The Falls of Montmorenci may be seen either from above or below. To view them from below the visitor must descend what is called the Zig Zag Hill, which passes through Mr. Hall's property, which was once occupied by the Duke of Kent, the father of Her Majesty Queen Victoria. On reaching the foot of the hill we can pass along the beach, till we arrive, as it were, almost underneath the avalanche of waters, while the spray therefrom descends in a sort of drizzle shower, and through which, if the sun be shining, the brightly-hued rainbow can be seen bathing its colors in the frenzied cataract. The body of water, which from the height of 250 feet leaps its precipice, passes, it is said, through the subterraneous passage, and rises in a tumultuous manner near the end of the Island of Orleans, and gaining the name of La Taureau, by boatmen considered a dangerous spot. The view above the Fall is taken from the opposite side, the visitor passing over the Montmorenci Bridge, then through a field, for which a charge is made,

and down a stairway to a platform which directly overlooks the Falls.

The mad turbulence of the water and the deafening roar, which ever seems to increase, is almost bewildering ; and the dizzy height at which one is placed causes a certain amount of uneasiness and sense of danger. There is wildness all round : the high cliffs with overhanging trees and bushes and the violence of the rapids rivet the imagination with resistless fascination. On both sides of the river are the remnants of two towers, between which was once suspended a bridge, but which fell, carrying with it an unfortunate countryman, his wife, child, horse and vehicle, whose remains were never afterwards discovered.

THE NATURAL STEPS.

A by-road through the fields leads the visitor to the Natural Steps, which by some are considered the grandest feature of the scene. Nothing more wild and wierd can be imagined than this mad river with perpendicular precipices on each side, clothed with tufts of shrubbery, and whose summits are fringed with overhanging pine, watching down as it were on the threatening waters, now leaping over huge rocks and forming furious cascades, anon seething, moody, silent pools whose blackness makes night look pale. Here the waters eddy round in ever-quickenng circles, raising in their wrath bubbles and frothy atoms to the surface, and suddenly leap onwards beneath the overhanging cliffs. Where the visitor stands shady nooks, hidden in ferns and wild plants, invite to rest, while the peculiar formation of the rocks serve as tables for pic-nic collations. In the summer these natural steps are the resort of pleasure parties, and the followers of Izaak Walton can tempt from the angry torrent the most delicious of speckled trout.

Near by is what is called the Fairy River, which mysteriously disappears beneath the earth and again as mysteriously reappears.

ST. ANNE.

This is a village of great repute, called sometimes St. Anne du Nord, but always La Bonne St. Anne, to whom is consecrated the parish church, in which are evidences of her power to cure the halt, the lame and the blind, in the shape of piles of discarded crutches, once the property of those who came here having faith in La Bonne Ste. Anne, and departed blessing her and leaving their crutches as mementoes. Her festival day is the 26th July, and yearly about 20,000 persons pay her honor at her shrine in the village church. St. Anne is the mother of the Virgin, and a bone of her hand is the relic which works all the miracles in that happy village, which has been created by the Pope into a shrine of the first order, to which pilgrims flock in crowds from all parts of the continent. A picture of her, by the famous artist Le Brun, is over the altar.

By a road which is on the north side of the bridge, at a distance of about four miles, are the Falls of St. Anne, which consist of seven cascades, over which the water rushes through a confined passage, across which one with a steady nerve can venture a leap, which, if he succeed not in doing, even St. Anne could not save from certain death.

The scenery in the vicinity of the Falls is wild and desolate in the extreme. The river St. Ann abounds with trout and salmon.

ISLAND OF ORLEANS.

The Island of Orleans, or the Isle de Bacchus as it was called at first, is reached by ferry from Quebec, and is a favorite sum-

mer retreat. Its history is replete with stirring events. Wolfe took possession of it in 1759, and his troops ransacked it from end to end. The villages of St. Pierre, Ste. Famille, St. Jean, St. Laurent, St. François, and St. Féréol are all flourishing, and their churches date from the old times, or the present ones have replaced the old. A steamer calls at these villages for the convenience of strangers.

The views of Quebec and the Falls of Montmorenci, in fact of all the surroundings, are very fine, while the delightful walks and drives through the Island woods and along the beach are a constant source of pleasure. Bathing is also much indulged in, and, although neither trout nor salmon are to be caught, there is a great deal of fishing, and bass, white fish and smelt are taken in myriads.

LORETTE.

The Indian village of Lorette is nine miles from town, and can be reached by the Charlesbourg road, turning off to the left at the village of Charlesbourg, or by the Little River road, which divides at Scott's Bridge, one branch going by the north and the other by the south side of the River St. Charles, both re-joining at the distance of about three miles. On the south branch is the French Catholic cemetery, and beyond it the St. Charles race course.

Lorette is situated on a hill, over which passes the River St. Charles, forming in the centre of the village the charmingly beautiful Falls of Lorette.

It has more the character of a cascade, and there are delightful pieces of scenery from above and below, and the river itself is a wild torrent, in which at one time salmon were taken.

In the eastern part of the village reside the remnants of the

once powerful Huron tribe, now either coalesced with the French or rapidly disappearing. A walk through this village brings the young savages out by scores, the youthful chiefs desiring to shoot for coppers.

POINT LEVIS.

A visit to Levis is interesting. There are the three forts, built at an expense to the English Government of \$15,000,000, and which have lately been improved at an enormous expense, by heavy waterproof roofs being built over the casemated barracks. At present there are no cannon placed, but at any moment these can be furnished from the citadel at Quebec. In 1759 the batteries at the summit of the cliff bombarded the city, and almost demolished the lower town, and the principal buildings of the city were in great part destroyed.

FROM QUEBEC TO THE SAGUENAY.

The tourist in search of health or pleasure cannot possibly select any route better calculated to meet all his expectations, and to present that peculiar and unusual combination nowhere else found, within limits easily reached, than the one here described.

Leaving Quebec by one of the excellent steamers of the St. Lawrence and Saguenay Royal Mail Line, the journey is down the finest portion of the grand St. Lawrence, a distance of about one hundred and fifty miles, the great river in many places being thirty miles in width.

This water area, of four thousand square miles, is dotted with beautiful islands; skirted on the one hand by towns and villages, on the other by lofty mountains, and both sides

constantly in view, making the line of approach one of continued charm.

On the way down the river, the mouth of the river St. Anne will be passed, off the lower extremity of the Island of Orleans. The river enters the larger stream through a bold ravine, and many ascend the stream for a short distance to the Falls of St. Ann, which with the surroundings are pleasing and attractive. Thirty six miles below Quebec is a group of six small islands alive with geese, ducks and teal, who make this a breeding-place.

The Quarantine station at "Grosse Isle" deserves a passing notice,—a lovely spot of itself, quietly sleeping in the great river, but a very charnel house in the past, receiving in the time of the famine in Ireland, six thousand emigrants in one huge grave.

The river widens broader and broader as you sail on, as upon a vast inland sea, losing sight of either shore. Malbaie, ninety miles below Quebec on the north shore, is a halting station and place of pleasure resort. Murray Bay being a fashionable watering-place, and the fine fishing of the Murray river, much patronized. The river here is about twenty miles wide with tides of nearly twenty feet rise.

Steaming across to "Riviere du Loup," on the south shore, passengers are landed within four miles of Cacouna, where are facilities for enjoyment either of luxurious ease or active sporting.

CACOUNA.

The village of Cacouna, (the Newport and Saratoga of Canada,) for the tourist and pleasure-seeking people, is one of the most attractive summer resorts in the Dominion of Canada. For beauty of scenery and healthfulness of climate it cannot be

surpassed. It has been highly recommended by the principal doctors of Toronto, Montreal, Quebec and other large cities for its salubrious climate. The air is so invigorating and healthy that invalids, and especially those suffering from want of appetite, regain their strength and appetite almost immediately. Situated on the great St. Lawrence, and opposite the far-famed River Saguenay, it is accessible either by rail or boat, from Quebec, Montreal, and all towns and cities in the Dominion. The Hotel accommodations at Cacouna are first-class. The "St. Lawrence Hall," having ample room for about 500 guests, and being under the experienced and able management of the well-known Mr. James Creighton, late of the St. Louis Hotel, Quebec.

Continuing down the St. Lawrence river, on the northern shore, Tadousac is reached at the mouth of that vast and mysterious rock gorge, through which pour the unfathomable floods of the mountain-shadowed

SAGUENAY RIVER,

the greatest affluent of the St. Lawrence, having its source in Lake St. John, and a straight course of one hundred and thirty miles from the Lake to the St. Lawrence. The upper half of its course is a series of falls and rapids navigable only by canoes, and flowing through a dense and almost unknown wilderness.

The navigable portion of the river will float the largest vessels in the world from its mouth some ninety miles to the head of navigation, and has been described as a perfectly straight, yawning gulf, torn for the whole distance in the grey mica schist rising on either hand in precipitous cliffs, whose bases rest in unknown depths, a panorama of rocky walls and pre-

cipices. "No sheltered nooks nor coves, no fertile beaches, nowhere a margin for foot to rest upon."

The continuous ridges on either hand rise to an elevation of 1,000 to 1,500 feet, and often more. The wonderful capes,

ETERNITY AND TRINITY,

rear their heads to an altitude of eighteen hundred feet, and at their base the river has a depth of 600 fathoms. This whole route is traversed by daylight; the boats are, in all respects, first-class, and nothing is wanting to secure the comfort of passengers, as promised in the advertised route. (See Adv.)

The largest ships may ride in the immense depth of these waters. The sights are never to be forgotten, bold, barren, forbidding and awful. The discharge of a cannon on shipboard between the bare walls of rock is said to crash back in echoes which no one could wish to have repeated, one such sensation sufficing for a lifetime.

The scenery is aptly spoken of by a writer as "a region of primeval grandeur, where art has done nothing and nature everything; where, at a single bound, civilization is left behind and nature stands in unadorned majesty; where Alps on Alps arise; where, over unfathomable depths, through mountain gorges, the steamer ploughs the dark flood on which no sign of animal life appears."

HA-HA BAY.

Ha-Ha Bay, a quiet and lovely bay receding from the river several miles. A cheerful village, animal life, and facilities for amusement are here found, a change most welcome from the sombre desolation of the ascent. Lake St. John, in which the river has its source, receives the flow of eleven large rivers, and

innumerable forests surrounding it, but discharges all its waters by this wonderful stream through miles of wild and unnavigable floods.

Statue Point and Les Tableaux are noted gems of scenery on the river, a perpendicular rock below Ha-Ha Bay, at the termination of a great plateau, three hundred feet wide and six hundred feet in height. The village of Chicoutimi is at the outlet of Lake Kenokami, with the Saguenay. It is the head of navigation. An extensive lumber business is transacted here. The village is ancient, and has about five hundred inhabitants.

TADOUSAC,

at the mouth of the Saguenay, has a fine hotel. The bathing is very superior. It is a post of the Hudson Bay Company, who have establishments here of considerable importance. Here was the residence of Père Marquette, who explored the Mississippi Valley. The venerable church is two and a half centuries old. This was one of the first places on the river fortified by the French. The first permanent stone building erected at any northern locality on the continent was here built.

We are not competent to write of this desolately grand and awfully majestic region with the intelligent criticism of the scientific, or the enthusiasm of the geologist. Ere long, some one equal to the task will explore its grandly dismal reaches, bringing to bear upon its wonderful characteristics the light of science, while, by a wild and nomadic life, in that unexplored continent around and beyond its sources, a volume of travel shall result, more interesting in its revelations of northern wont

ders than are the charming works of Du Chaillu or the mysterious journeys of the lamented Livingston, in other and more distant lands. Few realize the vastness of that wild and almost limitless north, stretching from habitable limits up to the icy realms of the polar regions, yet to be made familiar by exploration and charming narrative, and to which one of those grandest passages will be the forbidding pass through which the inky floods of the unmeasured Saguenay find outlet to the sea.

Salmon fishing in the tributaries of the Saguenay is the favorite sport of visitors, the salmon and the seal are almost the only living denizens of the solitary stream.

From this trip the tourist will return with the feeling that he has looked upon an aspect of nature more novel than any other upon the continent, a vast landscape and water course in the rough, with all the touches of beauty and elaborations of animated nature left out of a chaos of forms and material, the skeleton ribs and bones of a highland region left bare and bleaching by arrested creative forces.

Take, by all means, this trip, not in expectation of finding a smiling paradise and lurking beauty, but its reverse—the barely grand and simply majestic.

Either of Mr. W. D. Howell's popular novels, *A Chance Acquaintance*, or *Their Wedding Journey*, will give the tourist a most complete idea of the different points and places of interest to be found on this trip.

From Tadousac you can return by boat to Quebec, or by rail from Rivière du Loup to Point Levi, there connecting with the system of railways threading every portion of the Canadas and New England: The boat gives by far the greatest variety of scenery and experience to the traveller, who has an eye to the picturesque and novel in nature.

THE WHITE MOUNTAIN RANGE.

For the strength of the hills we bless Thee,
 Our God, our fathers' God!
 Thou hast made Thy children mighty
 By the touch of the mountain sod.

Thou hast fixed our ark of refuge
 Where the spoiler's feet ne'er trod:
 For the strength of the hills we bless Thee,
 Our God, our fathers' God!

This general name of the White Mountains, or the "White Hills," is given to the whole mountain region of Northern New Hampshire, but properly designated the eastern and more extensive range, of which Mount Washington is the crowning glory. They are called White from the fact that during the greater part of the year the snow remains upon the towering summits, yielding only to the intense heat of mid-summer, and are the highest peaks east of the Mississippi, excepting the high summits of the Black Mountains in North Carolina.

The "White Mountain Notch" is the frowning pass peculiar to this range; also the pass known as Pinkham Notch, and away to the north Dixville Notch. The range covers some forty miles square of country, and lies in the counties of Coos and Grafton.

The principal summits are Mount Webster (4,000 feet elevation); Mount Jackson (4,100 feet); Mount Clinton (4,320 feet); Mount Pleasant (4,764 feet); Mount Franklin (4,900 feet); Mount Munroe (5,384 feet); Mount Jefferson (5,714 feet); Mount Adams (5,800), and Mount Washington (6,293 feet).

From Montreal and Quebec the most direct route to the White Mountains is by the Grand Trunk Railroad to Gorham,

N. H., where you are at the door of the new and beautiful "Alpine House," completed and opened last season, thence by stage eight miles to the Glen House, the largest and most elegant summer resort in the White Mountains, in full view from Base to Summit of Mounts Washington, Jefferson, Adams and Madison, and within a few rods of the far-famed Mount Washington Road to the Summit.

Passengers by this road can stop at the Alpine House on arrival at Gorham, and be conveyed to the Glen at any time by applying at the office, or coaches will be at the Depot upon arrival of all trains to convey them direct to the Glen House and Mount Washington, or other points of interest in the White Mountain district.

GLEN HOUSE.

This noted hotel, of which Messrs. W. & C. R. Milliken are proprietors, is situated within the vast hollow bounded by a rim of mountain peaks, and more than 1,600 feet above sea level. Mount Washington is in view from its grounds. Adams, Jefferson, Clay and Madison circle away to the north-east in impressive grandeur, seamed with the scars of terrific slides and desolating torrents. Mount Adams appears from this point the highest, but less burly and majestic than Washington.

Mount Carter is in the rear of the Glen House, and from its side the tourist who takes the trouble to climb through the forests to the favorite point of view will gain an unobstructed outlook upon the five great peaks of the mountain range, from Washington, northward Clay, Jefferson, Adams and Madison. The traveller who makes his stay at this house for a time will not be at a loss for lack of the wonderful and the beautiful to excite and charm away the hours. The house is one of the

largest and most commodious in the mountains, attractive in appearance, with a long front of piazza, overlooking the Peabody river and the great mountain range. It has been renovated, enlarged and modernized. Stage lines connect with the Eastern Railway trains at North Conway, and with the Portland and Ogdensburg Railway at North Conway and Bartlett, also stage line through Bartlett to Crawford House. Autumnal catarrh and hay fever are unknown troubles with the patrons of this house.

The house is opened as early as June 12th for visitors, and an excellent band of music is in attendance for promenades and dancing in its spacious halls in the pleasure season.

Visitors to the Notch may ascend to the summit by the carriage road, and descend by the Mountain Railway to Fabyan or White Mountain House, and from thence to the Crawford House at the Notch. But there are numerous objects of interest in and around the Glen which will be visited before making the ascent.

PEABODY RIVER

runs in front of the hotel and distant about a mile. On this river are those curious proofs of the effect of continued action of running water upon solid rock, known as the "Garnet Pools," where the solid granite bed is worn for some distance into curious and peculiar forms, which cannot but interest you.

On the road to Conway, over which you will have come from Bartlett, a more leisurely visit will enable you to see those curiosities in nature which so greatly add to the attractions at the point.

THE EMERALD POOL

near the roadway, is a charming reservoir of water from the

river, in delightful quiet, and should not be omitted in the sights of the region. About two miles from the hotel are

THOMPSON'S FALLS,

on a brook of no great rise, leading into the Peabody river, extending for nearly three-fourths of a mile in a succession of lovely, broken falls, of easy descent, without presenting any startling features, but with much of picturesque beauty, and the climb along the wild stream brings you to points from which you gain glorious mountain views.

CRYSTAL CASCADE.

These cascades are reached by a path diverging from the road about three and one-half miles south of the hotel, and leading up the side of the great mountain. Following this for half a mile you reach the top of a jutting spur overhanging a water-chiseled chasm, through which a bright stream gurgles with hoarse murmuring, while from far up on the mountain side the crystal cascades come gliding down; light, feathery and white as the snow, comes the pure waters of the stream, descending from the side of Mount Washington, under the walls of Tuckerman's Ravine, a long sheer descent of successive leaps and turns.

Tuckerman's Ravine may be reached by following this stream from the Cascade, by a path known as Thompson's path, which leaves the carriage road some two miles from the base of Mount Washington, but is perhaps oftener explored by descending into it from the summit. This long deep ravine, in the southern slope of the mountain, is filled to great depth by the accumulated snow of winter, the summer heats usually dispel the great snow bank during the month of August. In the process of melting, the gradual wear of the streams sometimes forms a

grand arch of snow, of magnificent proportions, worn by melting processes into beautiful forms and outlines. The "Snow Arch," formed by the waters from a "thousand streams" running under and melting the snow, is a grand and novel feature of the region in the early part of August. This grand ice arch extends for two or three hundred feet, supported by ice pillars standing on boulders which prevent the melting of the column of ice resting upon them; but the long summer eventually tells upon the frigid mass, and the ice palace vanishes in humid mists.

GLEN ELLIS FALLS

are about four miles from the Glen House, reached by taking a foot path leading from the main road through a pine thicket, which speedily brings you to the brink of a rocky precipice above a narrow gorge overhung with dark masses of foliage. Descending this cliff by the irregular natural steps and rude artificial helps, you reach the bottom of a dark chasm and stand upon the brink of a foaming cauldron of emerald water, and glancing upwards you can see the stream leaping seventy feet at a single bound from the worn channel of the rock. The scenery around this waterfall combines all the elements of beauty, wildness and startling contrast which the most romantic could expect or desire.

FROM THE GLEN HOUSE TO MOUNT WASHINGTON SUMMIT BY CARRIAGE ROAD.

This is still a favorite way of scaling the side of the central summit of the mountains. The road winds along the mountain side a distance of eight miles from the hotel to the Mount Washington House, and is both safe and easy of ascent. This road was finished in 1861, after six years of labor, and has an

average grade of a little less than one foot in eight, from which it varies in no great degree. The time occupied in making the ascent is about three hours, the lower half of the journey is by a winding way through forests, emerging at the "Ledge" upon the bare wall of the mountain, and winding along the brink of the Great Gulf, across which you look upon the entire slopes of Mounts Jefferson, Adams and Madison, and, continuing on, it overlooks the Glen and the valley through Pinkham Pass, and up the valley of the Peabody River towards Gorham.

The views widen and increase in scope and grandeur as you approach the summit, which seems to develop itself anew as you continue to rise over successive ridges. There is neither danger nor inconvenience in this way of ascent. Baggage waggons accompany the passenger carriages, enabling parties to descend on the other side by railway to the Fabyan, White Mountain, Twin Mountain, or Crawford House, as their inclination may lead. Before the building of the carriage road, the ascent was tiresome and attended with danger.

Near the summit on the road is the Lizzie Bourne monument. It is a pyramid of rough stones, surmounted by a slab. Miss Bourne perished from exposure on this spot in 1855. In company with two male relatives, she attempted the ascent of the mountain without a guide, and, bewildered and chilled, perished from exposure in the immediate vicinity of the summit houses.

We have now brought you to the summit, and will here leave you to choice of ways, no longer wanting by which to descend. While at the Glen House many will wish to take the pleasant trip to Gorham, on the Grand Trunk R.R., in the Androscoggin valley, distant from the Glen some eight miles. Stages from the Glen House connect with all trains over the G.T.R. at this point. Going northward from Gorham, those wishing to

make the circuit of the mountains, or to visit Franconia and the western side, on their return may take the Boston, Concord and Montreal trains at Northumberland, and return southward, via Lancaster, Littleton, Plymouth, and Lake Winnepesaukee, or may take the Ogdensburg route at Glen Station, and return through the notch by way of the Mountain Houses, Plymouth and the Lake.

We now part with our tourist, not without expressing the hope that our efforts to act the part of guide have been acceptable, and, in the most comprehensive meaning of the word, we beg to say

ADIEU !



THE GRAND HOTEL COMPANY OF CALEDONIA SPRINGS.

J. SWEETLAND, M.D., *President.*

K. ARNOLDI, *Secretary Treasurer.*

Season from First of June to First of October.

Concordia and
Concord
southward,
Waukesha,
and return
Plymouth

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CALEDONIA SPRINGS.

The oldest established summer resort in Canada, is one of the oldest in America. No waters are, perhaps, more generally and favorably known. The advantages derived by the use of White Sulphur waters, wherever occurring, by drinking and bathing, are universally admitted, but the pre-eminence of the Caledonia water rests in the peculiar combination of its rare medicinal qualities, and this water, employed with the Saline and Gas waters—of totally different medicinal natures, and all rising within a few feet of each other—according to the regimen prescribed at the Springs, afford a specific for a wider range of affections and a promptitude in relief seldom to be met elsewhere.

Of hundred of persons yearly brought to Caledonia Springs by their necessities, it is safe to say that in no case diagnosed by a competent physician as coming under one of the heads of disease for which the waters are claimed as a specific, has relief failed to be met with, but, on the contrary, radical cure is the rule, and with a speediness surprising as well as pleasing to the patient.

From the list of diseases named elsewhere, the scope of the waters can be seen, and, with the advice of the local medical attendant, the sufferer be in a position to act intelligently.

The best medical advice is always available at the Springs, and persons doubtful of the efficacy of the waters in particular cases, are invited, before coming on, to correspond with the regular attending Physician, James McIntosh, Esq., M.D., M. C. P. & S., at Vankleek Hill, or during the season at Caledonia Springs, who will carefully consider each case, and frankly state if a benefit is to be derived by the use of the waters or not, and thus perhaps be the means of saving many the expense of a fruitless journey, or reassure others, as the case may be. Dr. McIntosh, from an experience of fourteen years of the Caledonia waters, is enabled to speak with the greatest confidence as to their action.

Of course each case will require its special mode of treatment, but the ordinary manner in which the Caledonia waters are used is much as follows: The first thing on rising in the morning, two or more tumblers of the "Saline" water are drank; if an interval is then allowed before breakfast, particularly if employed in walking or other exercise, a hearty appetite will have developed itself; after breakfast the water will operate with a grateful gentleness and comfort possibly never before known. The sulphur bath is then usually taken; this is of such temperature as may be considered proper, according to the nature of the case, and may not be necessary more than once in two or three days—certainly not oftener than once a day. For such cases as may require it, the vapor bath is available, and is much used by the more robust. During the day, drinking the sulphur water is in order, the same spring from which the water for bathing

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is taken; this acts on the blood, kidneys, bladder, etc. In about a fortnight the system becomes impregnated with its qualities, but at least three weeks is required to be devoted to the springs to receive permanent benefit. At night the principal water used is the "Gas," which is said to induce happy dreams, and is the great dyspeptic water, many such sufferers confining themselves to it entirely. No nauseating or uncomfortable feeling follows the drinking of the Caledonia waters; they seem to be at once absorbed into the system and to produce only an exhilarating feeling; the taste is most palatable from the first, and their marvelous brilliancy most inviting.

CHARGES AT THE SPRINGS.

The Grand Hotel rates are as follows: Transient guests, \$2.50 per day; one week and over, \$2.00 per day. Monthly rate, \$50 to \$60, according to location of rooms, etc. Private parlors, extra. Children under 12 years, half rates. Servants, \$1.00 per day. Special arrangements can be made by excursion or large parties making a lengthened stay.

At the hotels and private houses of the village, board can be obtained at from \$4 to \$7 per week.

The Springs are the property of the Grand Hotel Company, and to the guests of which the waters are free, a small charge, however, being made to persons residing elsewhere.

The Baths are in the main building of the Grand Hotel, for the use of which the guests obtain tickets at 50 cents each, or by the dozen for \$5. An additional charge, depending upon circumstances, being made to persons residing elsewhere.

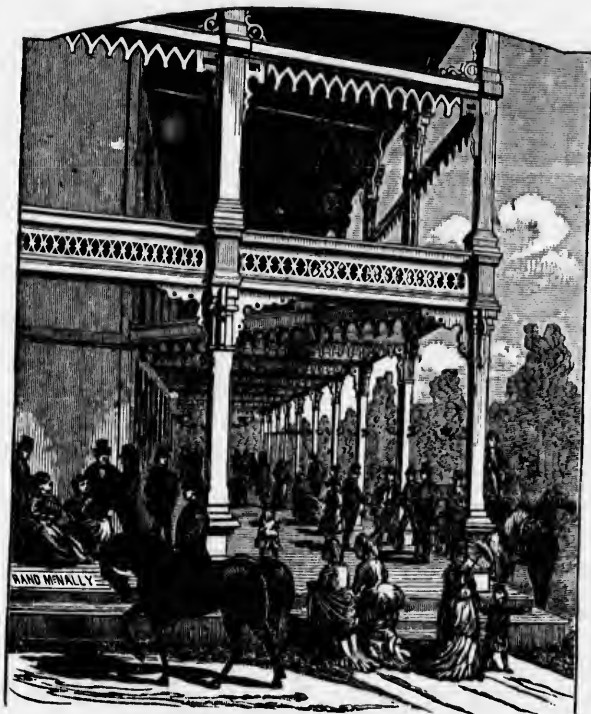
THE CALEDONIA WATERS

Are kept for sale at all important towns, either by special Agents or at the principal Hotels and Druggists. Local Agents, Ottawa, G. B. D. Bruce, J. Drolet and A. Christie & Co.

Orders addressed to the Grand Hotel Company, Ottawa, or during the season, at Caledonia Springs, will be promptly filled at following rates: Case of 2 dozen bottles, \$1.80. Package of 3 gallons, \$1.40; 5 gallons, \$2.00; 30 gallons, \$4.50; 60 gallons, \$8.00; delivered on the wharf at L'Orignal. Casks returned in good order allowed for at full rates.

In bottling, the Salino is bottled still, and the Gas water aerated. The White Sulphur water does not bear shipment, but the others stored in a cool place keep good for years.

Away from the Springs, the best effects are obtained from these waters when taken about a half hour before breakfast, in quantities of from two to four glasses, slightly warmed accompanied by moderate exercise.



THE PIAZZA, GRAND HOTEL.

Greenbacks taken at par from American visitors at the Grand Hotel. The Bill of Fare at the Grand Hotel will be found to include the most liberal country diet, as well as the requirements of the nicest gourmet. Every delicacy the city markets afford is promptly and abundantly supplied. No extra charge at the Grand Hotel to invalids requiring meals sent to their rooms.

Caledonia Springs will be found the pleasantest and most economical summer resort to visit that could be desired.

Any communication concerning Caledonia Springs, addressed to K. Arnold, Ottawa, will have prompt attention.

LEVE & ALDEN, American, European and General Tourists' Ticket Agents, Offices: 271 Broadway, New York; 240 Washington Street, Boston; and St. James St., Montreal, where all information concerning Caledonia Springs can be obtained.

ROUTES FROM THE WEST AND SOUTH.

Ottawa City should be the objective point.

The great stream of summer travel through Ontario, via the Lakes and St. Lawrence river, diverge at Prescott, after passing all points of interest, for Ottawa, the Capital of the Dominion, where the route is then taken to the Springs direct, by boat or rail. From the Springs the rail can be taken for Montreal and East, or enters the St. Lawrence, and enjoying the magnificent scenery of the Ottawa till it reaches Montreal, when the great Lachine Rapids are passed through before reaching Montreal.

From Toronto.—The Richellen & Ontario Navigation Company's Boats running between Hamilton, Toronto, Kingston and Prescott, etc., passing the Thousand Islands by daylight, leave Toronto daily (Sundays excepted), at 2 P.M., arriving at Prescott next day at 10.30 A.M. Distance, 230 miles. Fare, \$6.75, including meals and state rooms.

From Toronto.—Grand Trunk Railway leaves at 7.02 A.M. and 7.07 P.M., arriving at Prescott at 4.49 P.M. and 4.30 A.M. Distance, 221 miles. Fare, \$6.65.

From Prescott.—St. Lawrence & Ottawa R'y. leaves at 4.50 A.M., 1.25 P.M. and 4.50 P.M., arriving at Ottawa at 5.30 A.M., 3.40 P.M. and 7.00 P.M. Distance, 54 miles. Fare, \$2.10.

From Ottawa.—Ottawa River Navigation Company's Boats leave at 7.00 A.M. and 5.00 P.M., arriving at L'Orignal at 11.30 A.M. and 9.30 P.M. Distance, 68 miles. Fare, \$1.15; meals, etc., extra.

From Ottawa.—Montreal, Ottawa & Occidental R'y leaves at 9.10 A.M. and 4.10 P.M., arrives at Calumet at 11.25 A.M. and 6.25 P.M. Distance, 59 miles. Fare, \$1.75. Ferry to L'Orignal; distance, 1½ miles; fare 25 cents.

ROUTES FROM THE EAST AND SOUTH-EAST.

Montreal should be the objective point.

From Montreal.—Ottawa River Navigation Company's Boats leave at 7.00 A.M. and 5.00 P.M., arrive at L'Orignal at 1.15 P.M. and 11.30 P.M. Distance 65 miles. Fare \$2.25; meals, etc., extra.

From Montreal.—Montreal, Ottawa & Occidental Railway leaves at 9.30 A.M. and 4.30 P.M., arrives at Calumet at 11.35 A.M. and 6.35 P.M. Distance, 58 miles. Fare, \$1.75. Ferry to L'Orignal; distance, 1½ miles; fare, 25 cts.

From L'Orignal.—(Till completion of Railway to the Springs), Coaches for the Springs meet all boats and trains. Fare, 50 cents; or private carriages seating four to seven, at from \$3 to \$4, or single passengers, \$1 each. No extra charge for baggage.

NOTE.—Between Montreal and Ottawa, tickets are procurable, through, good to lay over at the Springs, available for the season, or return tickets at greatly reduced rates.

Passengers by day boats on Ottawa River can go on board the evening before, by engaging state rooms.



otel.
the most liberal
Every delicacy
is sent to their
omical summer
to K. Arnoldi,
Ticket Agents,
; and St. James
an be obtained.

The satisfaction felt by all persons visiting the CALEDONIA SPRINGS, whether for health or pleasure, has been most general, and perfectly unsolicited have been the many testimonials received from the most prominent persons; commending its unparalleled attractions, a few of which are here appended.

From Geo. W. Campbell, A.M., M.D., Dean Medical Faculty, McGill College, Montreal.

I entertain a very favorable opinion of the baths and waters of the Caledonia Springs in many forms of disease, among which I would especially mention Chronic Rheumatism, the Signete of Gout, Neuralgia, some of the varieties of Cutaneous Disease, Dyspepsia, Chlorosis, and, in carefully selected cases, some of the diseases of the kidneys and bladder.

From J. A. Grant, M.D., F.R.C.S. Edin., Ottawa, Physician to H.R.H. the Princess Louise.

For many years I have observed carefully the action of the baths and mineral waters of the Caledonia Springs on the system, and I am of opinion that in Chronic Rheumatism, Skin Diseases, as well as in derangements of the Liver, Stomach and Bladder, these waters exercise a most beneficial influence.

Dr. James Stirling, an eminent physician, who, for many years made a special study of the Caledonia Springs, reports on them as follows:

From my first examination of the waters I have been convinced of their valuable medicinal properties, and since from a regular attendance for years at the Springs during the watering season have witnessed their effects. In Rheumatism—in both the acute and chronic forms—the waters seemed to be equally beneficial. For Gout, Sciatica and Lumbago, the waters have been nearly as efficient. In Lepra or Salt Rheum, I do not remember a single instance where the waters failed in effecting a cure. In delirium tremens the waters have acted like a charm; the stimulus given to the stomach and the mental exhilaration produced by the waters at first allayed and finally subdued all desire for ardent spirits. For those who wish to abstain and find it difficult, there can be no more efficient auxiliary to their efforts at reformation than these waters. Cases of Tic douloureux, an affection of the nerves of the face, and other forms of neuralgia have in all cases been cured or the patients' sufferings greatly alleviated. Persons worn down by Dyspepsia have been signally benefited by the use of these waters, and they have been almost equally successful in affections of the liver. Females afflicted with Chlorosis have been restored to health by the use of the waters. From the powerfully diuretic properties of these waters few patients seemed to derive more benefit than those suffering from diseases of the urinary organs. Besides the above mentioned, the curative effects of the waters are remarkable in cases of inflammation of the eyes, particularly strumous ophthalmia, ague, hypochondria, melancholy, St. Vitus' dance, hysteria, spinal irritation, barrenness, scrofula, jaundice, gonorrhoea, secondary syphilis, and the effects produced by the improper use of mercury.

From the Hon. Senator W. H. Brouse, M.D., Member Medical Council Ontario, Prescott.

I fully concur in the statement given by Dr. Campbell as to the value of the waters, medicinally, and am satisfied that many now suffering may be relieved by their use.

From J. H. Baxter, Esq., M.D., Surgeon General United States Army, Washington.

The curative effects of the Caledonia Springs cannot be too highly extolled. I know of no Mineral Waters, except the Arkansas Hot Springs, so efficacious in cases of Rheumatism and diseases of the digestive organs.

The following from a prominent citizen of Montreal, appeared in the "Witness" of July 25, 1878.

Sir, will you permit me a few lines on the curative power of the Caledonia Waters—the sulphur spring in particular. Advised by my physician to go to these springs, a sojourn of a fortnight and the free use of the Sulphur spring, I found will eradicate all prestige of rheumatic pains; it did so in my case and I learned from others the like good results. The Hotel is as quiet as one's own home, no bar is kept in the Hotel, the bed rooms are airy and clean, the table good; it is but a few hours' ride from Montreal, a return ticket can be had for \$2.25, and the cost of living at the Hotel is very moderate.

634 Sherbrooke Street.

THEODORIC HAUT.

Another, written to the Montreal "Gazette," says:

* * * I heartily recommend to the notice of jaded citizens this retreat and sanitarium as a place of all others fitted for their recuperation. To those who suffer from Dyspepsia, Gout, Rheumatism or cutaneous disorders, the healing properties of the Springs are pretty well known, but, besides, we have here a roomy, well appointed and well kept hotel, good cooking and good attendance; the charges by the day are the same as for rooms of the second class in the great city hotels, with a gradually decreasing scale according to the length of a person's stay. You are never without some pleasant companions, and at times the young people wake us up with a burst of very jolly gaieties.

But it is just because it is not a place of dissipation but of comfortable rest from the labors and dissipation of the town, a place to recover lost strength and lost tone resulting from the wear and tear of town life, that I so heartily recommend it to your readers. For all the genuine purposes of a watering place, few resorts under the pretense of rest from a too fast town life, it is by no means so much to be desired as others.

The Canada "Lancet" for July, 1877, said:

* * * The Caledonia Waters have been long and favorably known as affording great relief in many confirmed cases of Chronic Rheumatism, more especially where the patients can avail themselves of the baths, by a residence at the Springs.

The season at Caledonia Springs extends from the first of June to the first of October.

In the trout lakes and streams on the north side of the Ottawa, the finest fishing in America is to be obtained.

The newly discovered Phosphate Region, which is creating such excitement, is within easy access from Caledonia Springs.

From the report of Dr. STERRY HUNT, on the Caledonia Waters, to the Canadian Government Geological Department, under Sir William Logan, the following is taken:

THE GAS SPRING.

Discharge, four gallons per minute; gas evolved, carburetted hydrogen, 800 cubic inches per minute; pleasantly saline to the taste; by exposure deposits white sediment of earthy carbonates; reaction distinctly alkaline.

THE SALINE SPRING.

Distant from the gas spring, about 130 feet; discharge, ten gallons per minute; less strongly saline; reaction more strongly alkaline; contains no sulphuretted hydrogen, but evolves a small quantity of carburetted hydrogen.

THE WHITE SULPHUR SPRING.

Opening four feet distant from the last spring; discharge, four gallons a minute; feebly sulphurous taste and odor. Efficacy of this spring over all others in Rheumatic and Cutaneous affections is well attested.

ANALYSIS.

	Gas.	Saline.	White Sulphur.
1. Chloride of Sodium.....	48.77250	46.08680	26.90100
2. Chloride of Potassium.....	.21658	.20120	.10100
3. Bromide of Sodium.....	.10558	.11872	.07228
4. Carbonate of Lime.....	1.3600	.42250	1.47000
5. " Soda.....	.33999	1.23340	3.19400
6. " Magnesia.....	3.68840	3.62063	2.06300
7. " Iron.....		Traces.	Traces.
8. " Manganese.....		"	"
9. Iodide of Sodium.....	.00371	.01022	"
10. Sulphate of Soda.....			.12131
11. " Potash.....		.03360	
12. Alumina.....	.03080	Traces.	.01865
13. Silica.....	.21700	.29750	.68900
14. Carbonic Acid.....	2.44300	2.01400	.98790
15. Water.....	6943.11463	6946.52588	6964.42726
	7000.00000	7000.00000	7000.00000

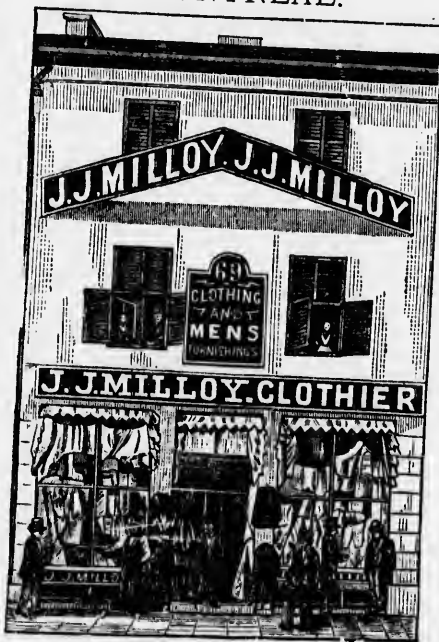
Carbonic Acid in 1000 cubic in.....	19.5	14.7	7.2
Solid Matter in 1000 parts.....	7.7775	7.847	4.9406
Temperature of Water.....	44.4°	45°	46°
Temperature of Air.....	61.7°	60°	60°
Specific Gravity.....	1.006.2	1008.8	1008.7

These Springs maintain the same flow and temperature at all periods of the year and are unaffected by the driest season, nor has the slightest change in their relative component parts been discovered since they were first known.

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gallons a min-
 for all others in

White Sulphur.	
330	26.90100
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(In the Cool of the Evening.)

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For the most pleasant of Day Trips, take 7.15 a.m. train for Lachine there embark on Steamer Prince of Wales for Carillon (a beautifully situated town 55 miles up the Ottawa), passing Ste. Annes, Indian Village of Oka, &c., and returning to Montreal, on same Steamer, via Lachine Rapids in afternoon, arriving about 6 p.m.

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SEA BATHING.



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This fashionable Canadian Watering-place, the Newport of Canada, is situated on the lower St. Lawrence, 120 Miles below Quebec, and opposite the mouth of the far-famed Saguenay River, accessible by either Steamers or Train. In the extreme heat of summer, Cacouna is remarkable for its bracing air and delightful temperature.

This Hotel has accommodation for 500 guests. The rooms are large and airy and have been fitted up with every requirement for comfort and convenience. Every provision is made for indoor and outdoor amusements, such as Billiards, Bowling Alley, Croquet Grounds and beautiful Lawns. The House commands a magnificent view of the River St. Lawrence, inward and outward bound vessels to and from Quebec being distinctly visible from the windows and balconies. Sea Bathing is provided for in connection with the Hotel. Sailing and Rowing Boats are kept in readiness for use of visitors.

BATHS.—Hot and Cold Baths, either fresh or salt water, can be had at all hours in the Hotel bath rooms.

The attractions of Cacouna as a summer resort, combining Fishing, Boating and Sea Bathing, are so generally known that they require no special recommendations.

The Hotel Omnibuses and Carriages meet the Trains at Cacouna Station and the Steamers at Riviere Du Loup Wharf.

TERMS MODERATE.

Special rates for Families, with very reasonable rates for Nurses and Children. Montreal Telegraph Offices in the House.

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Proprietor of the St. Louis Hotel, Quebec.

CHS. HOUGH'S**LIVERY STABLES,****Nos. 22 and 27,****St. Ann St., Upper Town.**

Carriages, Waggon and Buggies, &c., always on hand at
Stables, or at the Office of St. Louis Hotel, or
Russell House.

*Medals and Diplomas from the
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J. B. LALIBERTE,

Manufacturer and Furrier,

124 & 126 St. Joseph Street,

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(AT THE SIGN OF THE MOOSE.)

FURS of every description made
up for Ladies and Gentlemen.

THE BEST CHOICE OF

*MINK, SOUTH SEA SEAL, BEAVER, OTTER, MARTIN,
PERSIAN, ERMINE, GREBE, &c.*

Russian and Hudson Bay Skins always on hand.

Samples of Fur on view throughout the year.

J. DEEGAN, SHIRT MAKER,

Waterproof
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Coats.



Silk
Umbrellas,
Etc., Etc.

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THE LEADING NOVELTIES IN

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WHOLESALE AND RETAIL DEALERS IN

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Assortment consisting of Bark Work, Bead Work, Porcupine Quill Work, Scented Grass Work, Moose-hair Embroidery on Cloth and on Birch Bark, Ash Splint Fancy Work, Baskets and Ladies' Hats, Feather Fans, Canoes, Bows and Arrows, Moccasins, Snow-shoes, Taboggans, Lacrosses and Indian Curiosities of all kinds.

We, the undersigned, specially invite strangers visiting Quebec to give us a call, they will find at our establishment the finest and largest variety of **INDIAN CURIOSITIES** to be seen in Canada, also

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1879.

The St. Lawrence Steam Navigation Co.,

A. JOSEPH, *President.*
 JULIEN CHABOT, *Manager.*

THE
ST. LAWRENCE & SAGUENAY ROYAL MAIL LINE,

COMPOSED OF THE FIRST-CLASS PASSENGER STEAMERS

“SAGUENAY,” “ST. LAWRENCE,”
 “UNION,” and “CLYDE.”

And connecting with the magnificent Steamers of the

RICHELIEU AND ONTARIO NAVIGATION COMPANY,

Running from Hamilton to Quebec,

Will, during the Summer of 1879, run as follows:—From
 24th of June till 10th of September,

TUESDAYS and **FRIDAYS**, The “SAGUENAY,” Capt. M. Lecours, will leave the St. Andrew’s Wharf at 7 a.m., for Ha! Ha! Bay and Chicoutimi, on the River Saguenay, calling at St. Paul’s Bay, Eboulements, Murray Bay, Riviere du Loup, Tadousac, L’Anse and St. Jean, going and returning.

WEDNESDAYS and **SATURDAYS**, the “St. LAWRENCE,” capt. Alex. Barras, will leave the St. Andrew’s Wharf, at

7 a.m., for Ha! Ha! Bay, calling at Murray Bay, Riviere du Loup and Tadousac, going and returning.

From the 10th September until close of Navigation, the "St. Lawrence" will continue to run, leaving Quebec on Tuesdays and Fridays at 7 a.m.

KAMOURASKA LINE.

The Steamer "CLYDE," Capt. Bernier, will leave the St. Andrew's Wharf at 7 a.m., on **WEDNESDAYS** and **SATURDAYS**, for Kamouraska, calling at Berthier, Crane Island, L'Islet, St. Jean Port Joli and St. Denis, going and returning.

For Tickets and information, apply as follows:

IN THE WEST,

AT ALL GENERAL TICKET OFFICES.

IN MONTREAL,

At Nos. 133 and 143 **ST. JAMES STREET**, 228 **ST. PAUL STREET** and on the **RICHELIEU PIER.**

A. MILLOY, *Agent.*

IN QUEBEC,

At the **GENERAL TICKET OFFICE**, Opposite to the St. Louis Hotel, and at the **OFFICE OF THE COMPANY**, St. Andrew's Wharf, Dalhousie Street.

For further information apply to

A. GABOURY, *Secretary.*

Or to

H. F. BELLEW, *Freight and Passenger Agent.*

QUEBEC, June, 1879.

WOODRUFF HOUSE.

ANDREWS & BROWNE,

PROPRIETORS,

Late of the Ottawa Hotel, Montreal.

WATERTOWN, N.Y.

The Leading and only First-Class
Hotel in the City.

TROY HOUSE,

TROY, N.Y.,

Cor. River and First Sts.

The leading and only first-class House in the city.

Table unequalled, being supplied with all delicacies in season.

Courteous attendants serve all, striving to please and make at home our patrons.

FREE BUS TO AND FROM HOUSE.

B. F. STILES,

Proprietor.



GLEN HOUSE, N. H.

W. & C. R. MILLIKEN, - - - Proprietors.

THIS widely known favorite Summer Resort will be re-opened June 17th, 1879. It is one of the largest summer resorts in the United States, elegantly furnished, and every room is lighted with Gas. This fine establishment occupies a most picturesque location in the beautiful Valley of the Peabody River, within a few rods of Mount Washington Summit Carriage Road (which is one of the best constructed Roads in the country)—the only house where its extensive Piazzas hold a front and grand commanding view from Base to Summit of Mts. Washington, Jefferson, Adams and Madison, head of Tuckerman Ravine and the Carter Range; forming the finest panorama to be obtained in the whole mountain region of New Hampshire.

The Summit (the buildings of which can be distinctly seen from the piazza of the Glen House) is reached one hour quicker than from any other House in the Mountains. Other drives of especial interest are to Glen Ellis Falls, Crystal Cascade, and the Imp.

The access to the Glen and Mt. Washington is unequalled by any other Mountain House, being only one day from New York via Boston, ten hours from Montreal and Quebec.

It is not only noted for the Beautiful Location—Drives—fine Band—excellent Table—large Rooms and Staging—which is equal to any in the United States, but for the immediate relief it gives to the many who are afflicted with Catarrh and Hay Fever.

Address until June 10th,

W. & C. R. MILLIKEN, Portland, Me.

After 10th June, Glen House, N.H.

WINDSOR HOUSE,
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S. DANIELS,
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Within two minutes walk of the
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Omnibuses meet all Trains and
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7th, 1879.
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Richelieu & Ontario Navigation Co.

ROYAL MAIL LINE,

BETWEEN

Quebec, Montreal, Kingston, Toronto, Hamilton,
And Intermediate Ports.

This Magnificent Line, composed of the following first-class Side-Wheel Steamers, viz:—Between MONTREAL and QUEBEC:

QUEBEC, (Iron).....	CAPTAIN LABELLE.
MONTREAL, "	" NELSON.

One of which will leave Richelieu Pier every Evening (Sundays excepted) at 7 O'CLOCK, calling at intermediate Ports, and arriving at Quebec early the following morning. Connecting at Quebec with the Steamers for Murray Bay, Riviere-du-Loup, Cacouna, Tadoussac, and the Far-Famed River Saguenay; also with the Intercolonial Railway and Gulf Ports Steamship Co., for all places in the Maritime Provinces.

Between MONTREAL and HAMILTON:

CORSICAN, (Composite).....	Capt. SINCLAIR.
SPARTAN, "	" BAILEY.
CORINTHIAN, "	" FARRELL.
PASSPORT, "	" IRVINE.
ALGERIAN, new, "	" TROWELL.
MAGNET, "	" CAMERON.

Will leave the Canal Basin daily (Sundays excepted) at 9 O'CLOCK, and Lachine on the arrival of the Train leaving Bonaventure Station at NOON, and Coteau Landing on the arrival of the Train leaving Montreal at 5 P.M., for Hamilton and Intermediate Ports, making direct connection at Prescott and Brockville with the Rys for Ottawa City, Kemptville, Perth, Armprior, &c.; also at Ogdensburg with the Ogdensburg and Lake Champlain Railway; at Port Hope with the Midland Railway and Bruce Railways, for Collingwood, Owen Sound, Sault Ste. Marie, Fort William, Duluth and Forth Garry, and with the Steamers for Niagara, Lewiston, Niagara Falls, Buffalo, Cleveland, Toledo, Cincinnati, &c. And at Hamilton with the Great Western & Canada Southern Railways, for Stratford, London, Chatham, Sarnia, Detroit, Chicago, Milwaukee, Galena, Green Bay, St. Paul, Fort Garry and Winnipeg.

The Steamers of this Line are unequalled, and from the completeness of their arrangements present advantages to Travellers which none other can afford.

They pass through all the Rapids of the St. Lawrence and the beautiful Scenery of the Lake of the Thousand Islands, by daylight.

The Greatest Despatch given to Freight at the Lowest Rates. Through Rates over the Great Western, Canada Southern and Northern Railways are given.

RETURN TICKETS AT REDUCED RATES.

Through Tickets to the above places, and also to Omaha, Sacramento and San Francisco, are now issued at the Lowest Rates, and may be obtained with every information from R. A. DICKSON, Ticket Agent, No. 133 St. James St.; ROBT. McEWEEN, at the Freight Office, Canal Basin; and at the TICKET OFFICE, Richelieu Pier Foot Jacques Cartier Square.

J. B. LAMERE, Gen. Manager.

ALEX. MILLOY, Traffic Manager.

General Office: 228 ST. PAUL ST., Montreal.

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Traffic Manager.
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ST. LAWRENCE HALL



MONTREAL.

For the past thirty years this hotel, familiarly known as the "St. Lawrence Hall," has been a "household word" to all travellers on the continent of North America, and has been patronized by all the Royal and noble personages who have visited the City of Montreal.

This Hotel has been recently retaken by Mr. HENRY HOGAN, the former proprietor, who has handsomely and appropriately decorated and renovated the interior, and completely refitted the whole of the apartments with new furniture.

The Hotel is admirably situated, being in the very heart of the City, and contiguous to the General Post Office, the principal Banks, Public Buildings, Law Courts, Commercial Exchanges, Railway and Telegraph Offices.

The Hotel will be managed by Mr. SAMUEL MONTGOMERY, under the immediate personal supervision of Mr. HENRY HOGAN, than whom no one is better qualified to conduct an hostelry of such magnitude as the St. Lawrence Hall, and than whom no one has gained a better reputation as an obliging, generous and considerate host.

PLACES OF INTEREST IN AND AROUND MONTREAL.

The Churches of Notre Dame and the Gesu, the English Cathedral, the Grand Seminary, the Mount Royal and St. Helen Parks, the Victoria Bridge and Harbour, the Art Gallery, the Academy of Music, the Hotel Dieu, the City Hall or Hotel-de-Ville, the various Convents, including the far-famed Villa-Maria and Sacred Heart, Sault aux Recolets, the McGill College, with its Library and Museum, the Mount Royal Cemetery, etc.

NOTRE DAME STREET,

MONTREAL.



MONTREAL.

ST. JAMES STREET,

This favorite Hotel has lately been refurnished throughout with new and elegant furniture of Eastlake and Queen Anne patterns. There is also a Passenger Elevator, Electric Bells, steam heating apparatus and elegant apartments with baths, &c., en suite.

The Rooms, Halls, Parlors and Passages have been altered, enlarged and improved. The lights, ventilation, &c., have been perfected as far as possible.

Special attention has been given to the introduction of the latest ideas in sanitary reforms, No expense has been spared to make the Hotel comfortable and in every respect equal to any first-class Hotel.

The location, either for tourists or business men, is acknowledged to be the best in the city. It is the only Hotel fronting on Notre-Dame and St. James Streets, having an entrance on each. It is surrounded by our finest buildings and is next door to the United States Consulate, and close to Victoria Square.

The cuisine is as good as that of any first-class hotel.

The charges are reasonable—Rooms with board inclusive, \$2 and \$2.50 per day. Rooms with baths, &c., en suite, \$3 per day, inclusive of Board.

Special rates for long terms.

COACHES AT ALL TRAINS AND BOATS.

WARNER & PAIGE, Managers.

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