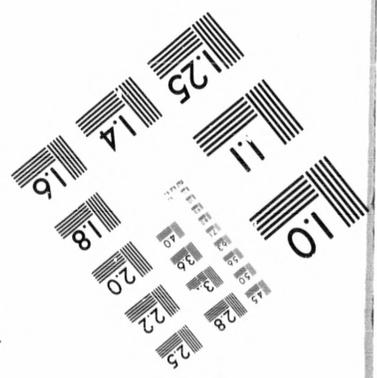
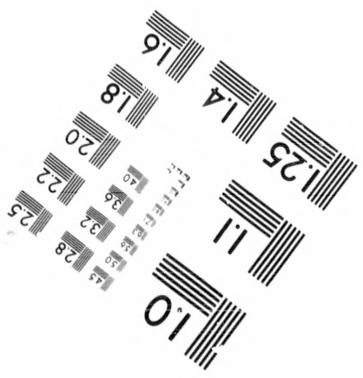
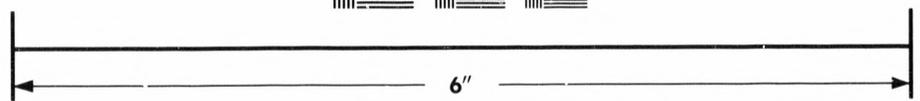
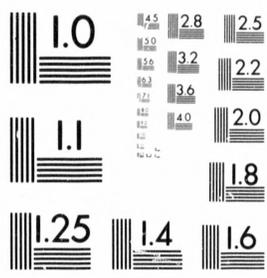


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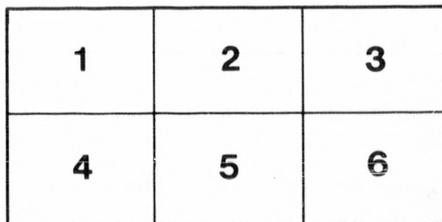
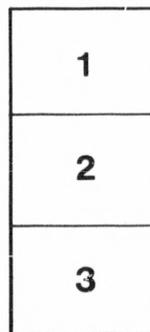
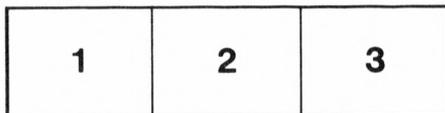
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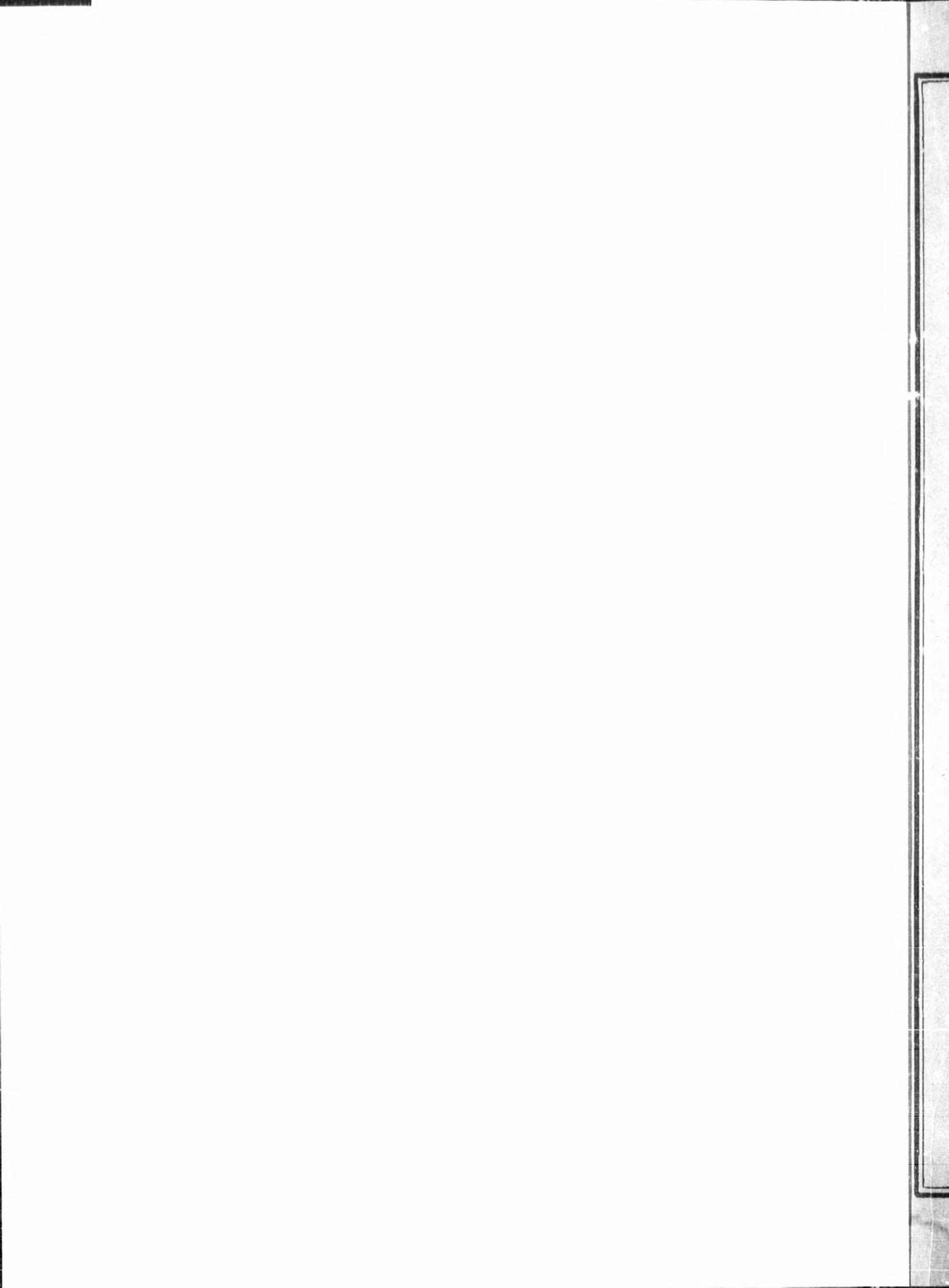
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DOMINION OF CANADA

ROUTE BOOK.

FROM

PHILADELPHIA,—CENTENNIAL,

TO

NIAGARA FALLS, ST. CATHARINES, HAMILTON,
TORONTO, PORT HOPE, KINGSTON,
THOUSAND ISLANDS, OTTAWA,
MONTREAL, QUEBEC, ST.
JOHNS, N. B., FRED-
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CONTAINING SKETCHES

OF THE

Scenery, Lakes, Rivers, Railways,

AND

LEADING HOTELS.

Circulation, Thirty Thousand Copies—

Montreal:

PUBLISHED BY W. H. TAPSON & CO.

1876.

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TO TOURISTS AND PLEASURE SEEKERS.

IMPROVED ARRANGEMENT.

Richelieu & Ontario Navigation

CO.'S

LINES OF THROUGH STEAMERS.

**ONLY LINE THROUGH LAKE ONTARIO
and the RIVER ST. LAWRENCE.**

From Niagara Falls to Montreal, Quebec, White
Mountains, Portland, Lake George, Sara-
toga, New York, Riviere du Loup,
the River Saguenay, &c., &c.

The Richelieu & Ontario Navigation Company's Steamers comprise the original Royal Mail and Richelieu Company lines, with the addition of several new steamers, thus forming two first-class lines of Passenger Steamers, which for speed, safety and comfort cannot be surpassed.

They are the only lines now affording Tourists an opportunity to view the magnificent scenery of the Thousand Islands and Rapids of the St. Lawrence, also to the far-famed River Saguenay.

This route possesses peculiar advantages over any other, as by it parties have their choice of either side of Lake Ontario and River St. Lawrence, between Niagara Falls and Quebec, over the whole or any portion of it, without being obliged to decide when purchasing their tickets, as they are also good by the Grand Trunk Railway. No extra charge for meals on the steamers between Toronto and Montreal.

The only route to the White Mountains, by which parties can ascend the far-famed Mount Washington by the carriage road.

☞ American money taken at par for tickets by this line, which can be obtained at the principal cities in the United States.

J. B. LAMERE,

General Manager.

ALEX. MILLOY,

Traffic Manager.

E. BARBER, Agent,

Niagara Falls.

DOMINION OF CANADA

ROUTE BOOK.

FROM

PHILADELPHIA,—CENTENNIAL,

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THOUSAND ISLANDS, OTTAWA,
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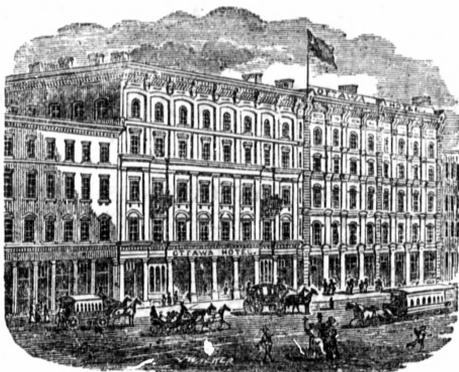
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OTTAWA HOTEL



MONTREAL, Canada.

BROWN & PERLEY - - Proprietors.

This well known and popular First Class Hotel is situated on St. James Street, the principal and most fashionable thoroughfare in the city, is in the vicinity of the Post Office, Theatres and Public Buildings; and has ample accommodation for 450 Guests. The Ottawa covers the entire space of ground running between St. James and Notre Dame Sts., and is one of the largest and finest Hotels in the Dominion of Canada.

Coaches will be found at the Railway Depot and Steamboat Landings on the arrival of the several trains and steamers.

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DOMINION OF CANADA ROUTE BOOK.

ROUTE.

Express Trains leave Philadelphia daily *via* the Northern Central Railway, for Suspension Bridge, Niagara Falls, connecting here with trains for Lewiston, here connecting with steamer "City of Toronto," for Toronto, Montreal and Quebec, also connecting at Niagara Falls, with Great Western Railway of Canada for St. Catharines, Hamilton, Toronto, London, Detroit and the West, &c.

ROUTE.

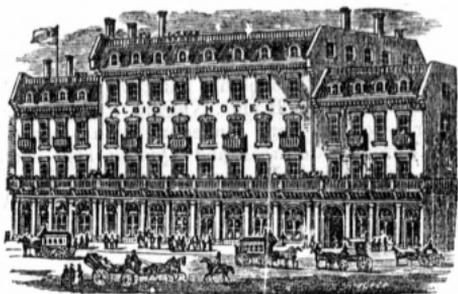
FROM NIAGARA FALLS TO TORONTO, MONTREAL, AND QUEBEC.

Leave Niagara Falls by Railway at 9 o'clock A. M., for Lewiston, thence by Steamer "City of Toronto," connecting at Toronto with one of the magnificent steamers of the Royal Mail Line, for Darlington, Port Hope, Coburg, Kingston, Gananoque, Brockville, Prescott, Cornwall, and Montreal, connecting at Montreal, at 7 P. M., with one of the palatial steamers of the Richelieu Line, "Quebec" or "Montreal," and arrive at Quebec the following morning at 6.30 A. M., thus making the trip between Niagara and Montreal in 34 hours; and between Montreal and Quebec in 10 hours. The above route is not surpassed for variety, splendor and sublimity, embracing as it does Niagara Falls, the Niagara River, a lake view of Toronto, the Metropolis of Ontario, Lake Ontario, the Thousand Islands, the St. Lawrence Rapids, the Victoria Bridge, under which the steamer passes, a river view of Montreal,—here the tourist will notice the magnificence and solidity of the wharfs; the ocean steamers, ships from all parts of the globe, the steamers that ply up and down the noble St. Lawrence, and the steamers that traverse the "inland seas" to Thunder Bay, Duluth, Fort William, Milwaukee and Chi-

ALBION HOTEL.

MCGILL AND ST. PAUL STS.

MONTREAL, CANADA.



The Albion is one of the largest and MOST COMFORTABLE in the city of Montreal.

It has been recently renovated and refurnished, and possesses every convenience which the travelling community require. PLEASURE PARTIES and tourists will find all the comforts of a first class House at second class price.

FARE - - - \$2.00 *per day.*

DECKER, STEARNS & MURRAY,

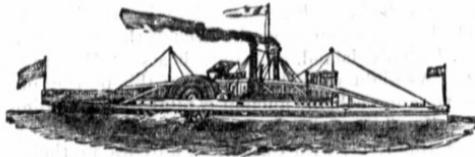
Proprietors.

cago; the French Cathedral—described in another chapter—the spires of which can be seen from the deck of the steamer, Bonsecours Market, St. Helen's Island. Change boats at Montreal, if bound for Quebec. As night veils the scenery of this portion of the route, it is not till we approach the ancient capital we get a glimpse of the grandeur of the Lower St. Lawrence with its French villages on either side of the river, with Catholic Churches in their midst, presenting a sublime contrast to the clean and neat French Canadian cottages; now the steamer passes Cape Rouge, 10 miles from Quebec, on the north side of the river, here are to be seen booms filled with timber, ships lying quietly at anchor, while others are being loaded with timber for all parts of the world. Next in order on the south side of the river, is New Liverpool, with its beautiful Catholic Church. Lumber every where on either side of the river and in the midst of the river, notwithstanding the voracious look of the huge wooden monsters of the deep and their capacity for swallowing up square timber and sawed lumber, still the waters, booms, and docks of Quebec abounds with it; now we pass the place where Montgomery fell, and the Irish citizens of Quebec (be it said to their honor), erected a sign and placed on the rock, to commemorate the immortal Montgomery. Martello towers protrude their stony physiognomies in austere silent grandeur, as much as to say, we are useless! Point Levis with her splendid Catholic Church, the golden light of the sun shining upon the tin roof, makes it appear like a miniature mountain of silver; the Citadel with the muzzles of huge cannon protrude on every side,—referred to in another chapter,—old worn out little guns, who seem to say to themselves, we ought to be pensioned off; but the Imperial and Colonial governments think that their little harmless bulldogs should rest quietly where they are in the Governor's Garden. Durham Terrace with its early promenades and Nun's College, are both visible from the steamer. Arrive at Quebec in ample time for breakfast, at Russell's St. Louis hotel.

FROM NIAGARA FALLS OR SUSPENSION BRIDGE,
TO ST. CATHERINES, HAMILTON, TORONTO,
LONDON, WINDSOR AND DETROIT.

Leave Clifton daily (Sundays excepted), by the Great Western Railway for St. Catherines—described in other pages,—passing through a picturesque and fertile country dotted with substantial residences; Hamilton, described in another page with its beautiful land-locked Bay, numerous factories, large hotels, the principal one, the Royal, is admirably managed by the Messrs. Woods; thence to Toronto. This part of the route is along the head of Lake Ontario, the country is fertile and beautiful, Dundas with a population of

1876.



1876.

SHORT AND DIRECT ROUTE

FROM

Niagara Falls to Toronto,

Via Steamer from Lewiston, N. Y.

THE STEAMER

"CITY OF TORONTO,"

Makes daily trips, and about the 1st of June two trips daily, as follows:

Toronto to Niagara Falls.

	A.M.	P.M.
Leave Toronto	7-00	and 2-00
Arrive Niagara	9-30	" 4-30
" Lewiston	10-15	" 5-00
" Susp. Bridge	11-25	" 6-25
" Niagara Falls	11-35	" 6-35
" Buffalo	12-50	" 7-50

Niagara Falls to Toronto.

	A.M.	P.M.
Leave Niagara Falls	10-00	and 3-35
" Susp. Bridge	10-10	" 3-45
" Lewiston	10-30	" 5-15
" Niagara Town	11-00	" 5-30
Arrive Toronto	1-30	" 8-00

No one should miss seeing the beautiful scenery of the Niagara River, and the grandeur of the Rapids to Lewiston, Brock's Monument, and the windings of the River to its mouth on Lake Ontario, Forts Niagara on the American side and Mississauga on the Canadian side. The stretch of water from the mouth of Niagara River and across Lake Ontario to Toronto is 36 miles. At Toronto close connection is made with the Ontario and Richelieu Daily Line of Steamers for Montreal, passing the Thousand Islands and Rapids by daylight.

5000 is a very handsome town, and like Hamilton, alive with factories; an excellent view can be had from the train of this canny and cosy little town as the tourist passes through a country abounding in valleys; rich, undulating and beautiful, to Paris, a handsome village of about 3000 inhabitants, thence to Woodstock, population 4000 some of the finest people, from the old country, have settled here, their descendants are distinguished for their elegance, grace and beauty, thence to Ingersoll, population 4000, situated in a fine audulatory and rich country; thence to London the city of the Thames River; population 2000. Hotels large and numerous; the "Tecumseh House" is admirably situated, either for the pleasure seeker or the business man; it is the largest hotel in London, can accommodate about 350 guests. The tourist going west to Detroit should sojourn here a day or two in order to see the garden of Canada, the streets are wide and clean, the country picturesque and beautiful. London, from any stand point of view, is as progressive and healthy as any inland city on the continent. Proceeding westward to Chatham, the landscape is interesting and charming, the population of the latter town is about 6000. In the days of yore, when the poor negro was a mere chattel, when he fled from the lash of the slave driver, and from the auction shop, to the "Land of the free" via the Detroit river, Chatham, fifty miles from Detroit, was the first place of importance that he saw, and here he settled. In those days the "contraband" looked upon Chatham as his earthly paradise; but in these days when the negro is free from the waters of the Atlantic to the waters of the Rio Grande, he thinks of his childhood's home, and he hies to the sunny South. The negro, like the Saxon or the Celt—since the "Proclamation of Emancipation;" has become, so to speak, a bird of passage. As the train dashes on to Windsor, the country is like a prairie; excellent for duck shooting, but devoid of beauty. Windsor the western terminus of this Railway, is beautifully situated on the Detroit river, population 5000. Three large hotels magnificent stores, horse cars running on the principal streets; here the ferry leaves for Detroit every 15 minutes, trains leave Detroit daily via the Detroit and Milwaukee Railway for Milwaukee and Chicago. This is the most delightful land and water route to the west; as the tourist changes from train to boat at New Haven, he is rested and refreshed, while the boat steams across Lake Michigan to Milwaukee. Trains leave Detroit daily via Michigan Central, for Chicago. Also trains leave here daily via Michigan Southern for Chicago, Cincinnati, and the South. Windsor and "Superior Royal Mail Line." One of the above steamers leave Windsor and Detroit weekly for Duluth and intermediate ports: This route for inland water views, is not equalled in the world, nor should the tourist who has seen at the Philadelphia Exhibition, some of man's wonderful productions, return to his home without seeing

Welland House

ST. CATHARINES, Ont.

TO THE TRAVELLING PUBLIC.

WELLAND HOUSE,

ST. CATHARINES, April, 1876.

The proprietor of this Hotel takes the earliest opportunity to inform the public that he intends introducing prices, which he deems will be in accordance with the present stringency of the times, and in making a reduction it must be understood that the accommodations of the House will not in the slightest degree be impaired, but on the contrary, the proprietor will not spare either pains or expense to supply all the comforts that can be procured in a first-class Hotel.

THE HOUSE IS LARGE AND COMMODIOUS,

Fitted and furnished in the latest and most approved style.

The Bath House is fitted up with all the Modern Improvements

For the convenience and comfort of guests. Its contiguous location to the very centre of business, renders the house very advantageous to commercial men, whilst no pains will be spared to meet the wants and comforts of the visitors who may visit St. Catharines for the benefit of the

CELEBRATED SALINE SPRINGS.

In order to place the Hotel within the reach of all, the proprietor proposes to make the most liberal arrangements, which will be regulated according to the position of the rooms and the accommodation required.

H. GRANT, Proprietor.

P. S.—An excellent Livery convenient to the House.

some of Nature's grandest creations, the "Inland seas" of North America. See advertisement.

ST. CATHARINES,

Through which the Great Western Railway passes, is about 12 miles from Niagara Falls. Here, not a few of the people of the United States and Canada, spend the summer, drinking the healthful waters of its numerous springs, and inhaling the air, tempered by the cool breath, as it were, of Lake Ontario. There are few inland cities—for it was only on the 1st of May, she was created a city—in America more highly formed by the hand of nature, than St. Catharines. The country traversed by the Great Western Railway, is the garden of Ontario, more particularly that portion of it lying between Suspension Bridge and St. Catharines, Hamilton, and London; but St. Catharines, is not only famous for her springs, but the city is, so to speak, a series of miniature flower gardens; almost every private residence has its charming little garden, in front, and others, who have no gardens, have converted their window-sills into little flower beds, thus rendering St. Catharines, not only a delectable place for the invalid, but also for the pleasure-seeker. There are quite a number of large and elegant hotels here, among them the "Welland House," admirably situated for the tourist, the invalid, or the business man.

A small steamer plies on the Welland Canal, between St. Catharines and Dalhousie, in connection with the steamer that leaves Dalhousie daily for Toronto. Dalhousie is a small village, situated at the mouth of the Welland Canal, three miles from the city. There is also Railway communication between these two points. The Welland Canal is about 30 miles long, it is the connecting link between Lakes Superior, Michigan, Huron, Erie and Ontario, and the river St. Lawrence. Through this artificial channel, not a little of the cereals of the North-west and West flows South-east, via the Erie Canal, to New York, and North-east, via the St. Lawrence to Montreal and Quebec; and this summer, doubtless, will witness no diminution in the freight traffic, via the Welland, unless the managers of the great Trunk Railways of the United States, in their greed and blind rivalry, reduce the rates of freight so low, that, like the poor wearied and worn dyspeptic, the more he eats, the poorer his health is, and the more freight the railways carry, at their contemplated suicidal rates,—not the managers—but the stockholders, become poorer. This city owes not a little of her material success to the Welland Canal, and to the Hon. Mr. Merritt, who projected and carried into effect this great artificial channel, that links together the greatest inland water system in the world.

ROYAL HOTEL,

HAMILTON, Ont., Canada.



HOOD & BROTHER - - - - - Proprietors.

This well known Hotel, the most fashionable and commodious in the city, is situated on James Street, in the immediate vicinity of all the places of interest to tourists and business men.

As an evidence of its superiority it has been patronised by H.R.H. the Prince of Wales, H.R.H. Prince Arthur, His Excellency the Governor-General of Canada, and H.I.H. the Grand Duke Alexis, during their visit to the city.

The house is lighted throughout with gas, and accommodates comfortably over three hundred guests.

HOOD & BROTHER, Proprietors.

HAMILTON,

With a population of about 35,000, is situated at the head of Lake Ontario, 40 miles from Niagara Falls; here are located all the workshops of the Great Western Railway; which, of course, gives employment to several hundred mechanics during the year; in fact Hamilton, although situated in the midst of the most fertile lands in Ontario, is indeed a great manufacturing centre. For instance, there are six large Sewing Machine Factories here besides several factories for the manufacture of agricultural implements. Some of the finest wholesale and retail stores on this continent can be seen here; the private residences are really very fine, showing evidences of refinement and comfort. The "Royal Hotel" is eligibly situated in the midst of the city, and we can assure the tourist visiting Hamilton, that the Royal is not second to any other Hotel in the Dominion. The vicinity of the city is picturesque and beautiful; the drives over admirably macadamised roads are superb. A magnificent view of Burlington Bay can be had from the mountain or rather from the ridge, above the city. One of the Richelieu & Ontario Navigation Company's Steamers leave here daily for Toronto, Montreal, Quebec and intermediate ports. In the days of yore, long ere the "iron-horse" disturbed the peace of that part of Upper Canada, that stretches from Suspension Bridge to Windsor opposite Detroit, Hamilton was the liveliest place in Western Canada.

From all parts of the West, stages drawn by four horses, and filled to repletion, outside and inside, with passengers; some of those passports were *en route* for Montreal and Quebec, others for Toronto, and others for Niagara, Buffalo, New York, &c., the latter took the Steamer "City of Rochester," then commanded by Capt. Mason and afterwards by Capt. Harbottle who subsequently commanded the steamer passport to Lewiston, thence by Railway south-west or east; the former as those going north-east, had no less than four large steamers to chose from. Two of these, the "Queen of the West," and the "City of Hamilton," plied between Hamilton and Toronto. The Royal Mail Line Steamer—Now called the Richelieu & Ontario Navigation Co.—plied to Montreal and the Cape Vincent Line to Cape Vincent. Competition between the above Boats made travelling cheap, and of course increased it. But now and for some years past not only does the Great Western Railway tap Toronto in the passenger Line; but the very echo of the whistles, of its iron horse all along the line, from Niagara to Detroit, has frightened the old stage horse, into the wild wood from whence he never will return.

Mr. Broughton, the General Manager, resides here, he is shrewd, penetrating and comprehensive; and should the rival Trunk Lines of Railway, continue their present warfare, which it is to be hoped will soon come to an end, not only for the interest of the Railway Com-

CANADA
PLEASURE AND TOURIST TRAVEL.

THE NORTHERN RAILWAY.

This Railway, running north through the finest agricultural district in Canada, from *Toronto, the Capital of Ontario*, is the

Short Express Inside Route for

LAKE SUPERIOR.

The "Collingwood Line" of Sidewheel, Upper Cabin Steamers, leave Collingwood twice a week on arrival of Express Train from Toronto, pass through the Inside Route of the Georgian Bay and Great North Manitoulin Channel, and make the whole tour of the North Shore of Lake Superior and return in eight days. Tourists can lay off at points of interest.

THE GRANDEST SCENERY IN AMERICA.

TORONTO TO DULUTH, First Class - - - - \$25 00.
 TORONTO TO DULUTH & RETURN, First Class - 40 00.

The most delightful summer watering places and the most picturesque Lake and Inland Scenery in Canada, are

Couchiching and the Lakes of Muskoka.

Visitors to Niagara and Canada should not fail to take the opportunity of becoming acquainted with the resources and visiting the beauties of

THE INTERIOR OF CANADA.

TORONTO TO COUCHICHING, Four Hours - - - - \$2 70
 TORONTO TO COUCHICHING AND RETURN - - - - 3 50

Drawing Room Cars! Steel Track!

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 Canadian Department,
 Centennial.

panies, but for the interest of the country generally. Whether in peace or war, we believe Mr. Broughton to be the general, that can lead the Great Western of Canada on to victory.

Tourists visiting Hamilton, can procure tickets and state rooms, from the Messrs. Woodland & Brother, agents for the Richelieu & Ontario steamers, office Royal Hotel.

ROUTE.

FROM TORONTO TO KINGSTON AND MONTREAL BY GRAND TRUNK RAILWAY.

Leave Toronto at 7 a. m. by express train in elegant Pullman Palace car, passing through an undulating country along the shore of Lake Ontario, to Scarborough, thence to Whitby a thriving town, population 3000, situated in the midst of the best wheat producing lands in Canada, thence to Oshawa, population 4000, here is the largest factory for the manufacture of agricultural implements in the Dominion; thence to Bowmanville, population over 3000, here the Richelieu & Ontario steamers touch on their way up and down Lake Ontario, thence to Newcastle, Newtonville and Port Hope; the latter is one of the most romantic looking towns in the Dominion, beautifully situated on a bluff overlooking the waters of Lake Ontario, population 6000, here also the steamers from Toronto & Montreal touch; a steamer leaves here daily for Rochester, and here is the terminus of the Midland Railway. Tourists desirous of seeing diversified scenery, clusters of lakes, splendid fishing, &c., can take the route above described, or the Richelieu and Ontario steamers or boat from Rochester to Port Hope; thence via the Midland Railway to the great inland seas (see advertisement in another page,) thence along the Lake shore to Cobourg, population between five and six thousand here the boats already referred to, touch; thence through a picturesque country with clusters of beautiful villages to Belleville, population about 10,000, splendidly situated on the lovely Bay of Quinté; here boats leave daily for Oswego, Kingston, &c., Hotels excellent, large factories, energetic and enterprising citizens, Belleville is riding so to speak on the flood tide of prosperity. Now the train passes through a country rich, beautiful and well cultivated to Napanee, population 3000; here steamers leave for Kingston, Oswego, &c., thence to the old city of Kingston, population about 15,000; beautifully situated at the foot of Lake Ontario and the head of the noble St. Lawrence river; here the tourist can take a boat for Montreal and Quebec passing the Thousand Islands and rapids by day light, or he can proceed by boat to Cape Vincent, thence by boat to Alexandria

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THE
TECUMSEH HOTEL,
LONDON, ONT.

The "TECUMSEH" is one of the largest and most elegant hotels in the Dominion of Canada. It is situated in the centre of the city, splendidly furnished, and it is first class in every respect.

CONKLIN & MOORE,

PROPRIETORS.

Bay, to the Thousand Island House; before leaving Kingston the tourist should see the fortifications, the Martello Lines Towers and the Penitentiary. From this point the train runs alongside the St. Lawrence through a rough rocky country to Gananoque, population 2000, here are some fine hotels and large factories; thence to Brockville population 5000, beautifully situated on the St. Lawrence River at the end of the Thousand Islands; here trains leave daily via the Canada Central, for Ottawa, &c., boats leave daily for the Islands, or down the rapids, Daniels Hotel is large, comfortable and clean. The views splendid, the country picturesque, here the tourist can spend a few days very comfortably visiting the Thousand Islands, either by steam or sail boat. A drive of 12 miles along the banks of the St. Lawrence, brings us to Prescott, unless we wish to continue by rail; population about 5000, here trains leave daily via the St. Lawrence & Ottawa Railway for Ottawa, connecting at the latter city, with boats for the upper Ottawa river. Here again Daniels keeps an excellent Hotel. As the train runs along the valley of the St. Lawrence the scenery is beautiful, the river visible at many points; supper at Cornwall, thence to St. Ann's the confluence of the Ottawa and St. Lawrence rivers, celebrated by Tom Moore's in Canada boat song, "Row Brothers Row, here the river opens like a fan, into lake St. Louis, described in another page; thence to Lachine, situated at the head of the Lachine canal, and at the foot of lake St. Louis; here not a few of the citizens of Montreal spend the summer. Now the train passes through a succession of gardens, neat cottages, some elegant houses, the mountain above Montreal visible in the distance with magnificent mansions to the west and south of it. Arrive at Montreal.

TORONTO.

Toronto is one of the most English places in Canada, and the acknowledged intellectual, literary, and business centre of the Province of Ontario.

Situate upon a level plateau, on the shores of an excellent harbor with increasing age and the energy of its inhabitants it bids fair to become a city of importance and beauty. Its architectural features are scarcely to be surpassed, and the Tourist will do well to spend a day in visiting its public buildings.

The principal hotels are the Rossin House, the Queen's, and American, and Walker and Mansion Houses.

Excellent carriages can be engaged at reasonable rates—see

ROSSIN HOUSE

TORONTO, CANADA.



This elegant Hotel is finished and furnished with every regard to comfort and luxury.

**HAS HOT AND COLD WATER BATHS AND CLOSETS
ON EACH FLOOR.**

Large Rooms and Halls all perfectly ventilated.

The aim has been to make and keep this as the most unexceptional first-class Hotel in Canada.

PRICES GRADED, VIZ:

75	ROOMS AT	-	-	-	-	-	\$2 00
75	"	-	-	-	-	-	2 50
75	"	-	-	-	-	-	3 00

☞ Rooms with Bath and Closet attached \$1 to \$2 extra.

HOURS FOR MEALS IN PUBLIC ORDINARY.

BREAKFAST FROM	-	-	-	-	-	6 to 11-30.
LUNCHEON & RAILWAY DINNER	-	-	-	-	-	1 to 2-30.
DINNER	-	-	-	-	-	5-30 to 7-30.
TEA AND SUPPER	-	-	-	-	-	to 10

St. James's Cathedral, on King Street, the principal street of the city, is a fine edifice in the Perpendicular Gothic style.

The spire, rising to the height of 306 feet, is gracefully proportioned, and the most lofty on the Continent, exceeding that of Trinity Church, New York, by 21 feet. The tower contains a chime of bells and the celebrated clock manufactured by Benson, of London, and which obtained the highest prize at the Vienna Exhibition.

In the interior, the apse, surrounded by fine traceried windows, is finally decorated in carved oak, and contains a monument to Bishop Strachan, the first Anglican Bishop in Canada.

The tower and spire can be ascended; and in addition to seeing the works of the clock, a wide range of view can be had of the city, the harbor and surrounding country.

On Church Street are the *Metropolitan Church* of the Methodists, with its territed towers, and the Roman Catholic *St. Michael's Cathedral*, containing a very handsome east window in stained glass, representing "The Crucifixion."

The Normal School is the centre of the Public School system of the Province. In it are the offices of the Minister of Education, and the depository of books, &c., for distribution to the schools. The gardens are kept in fine order, each plant there being labelled with its proper botanical name. In the interior is

The Horticultural Gardens, maintained at the expense of the city, present a fine display of flowers. Band twice a week in the evening during the summer.

The Queen's Park is approached through an avenue a mile in length, bordered on either side by chestnuts and elms. On gaining the Park the road sweeps along the edge of a ravine to the *Volunteers' Monument*, erected in memory of Canadians who fell during the Fenian raid.

On the summit—Britannia. Below—Two Infantry Volunteers and emblematical figures of Hope and Grief.

Passing a small sheet of water, the road reaches—

The University of Toronto—a noble Norman Gothic edifice, and one of the finest examples of architecture in America, possessing a wealth of detail in its stone carvings, which equals that of the work of mediæval days.

The principal front is one of great grandeur, a lofty square tower rising in the centre, flanked on either side by wings, with long ranges of arched windows, and to the left a picturesque minaret with shady cloister below. The *Entrance Doorway* contains the Arms of the College, and is noticeably carved in bold relief. The *Convocation Hall* has a highly carved gable roof, and contains a triple stained glass window in memory of Students who fell in the Fenian raid of 1866. On the *Senate Stairway* are some wonderful carvings in Caen stone, copied from "Audubon's Birds," Young birds in nest,



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AMERICAN HOUSE,

CORNER OF YONGE & FRONT STS.,

TORONTO, Ont.



GEORGE BROWN - - - Proprietor.

This Hotel has been rebuilt and enlarged to nearly double its former capacity, and newly furnished throughout, and will now be found second to none for commercial men.

THE MOST CENTRALLY SITUATED IN THE CITY.

TERMS MODERATE.

Cat birds fighting. The *library* is carved oak, contains 40,000 volumes; also a statue of William of Wykeham, &c., &c. The *Museum* is worthy a visit. A winding stair of 160 steps leads to the top of *The Tower*, from whence a fine view of Toronto and its environs is obtainable, and in clear days of the cloud of spray hovering over Niagara Falls.

Osgood Hall is the seat of the highest Law Courts of the Province. The interior is of rare beauty.

The Central Court of two stories in the Italian style, in cream-colored stone from Caën in Normandy; on the walls, pictures of the Chief Justices and Chancellors; from it *The Law Courts*—in each, above the seats of the Judges, a bas-relief of "Impartial Justice"—and *The Library*, a handsome chamber, with lofty domed ceiling. At one end a fine stone mantelpiece.

Knox College is a fine building, well situated at the head of Spadina Avenue, and is the worthy head quarters of the educational work of the Presbyterian Church of Canada.

In the outskirts of Toronto are some pretty drives, notably to the *Valley of the Don* and *Todmorden* in the east, and to the *Humber Bay* and *New Park* in the west.

TO TOURISTS VISITING TORONTO.

The "Rossin House" is admirably situated either for the traveller or man of business. Mr. Shears, the proprietor, is a distinguished caterer, and by nature a prince in his line. Years of experience at Niagara Falls and elsewhere, has made him not only one of the most experienced, but one of the most popular Bonifaces in America.

The American Hotel, Toronto, is situated on the corner of Young and Front streets, in close proximity to the Great Western Railway depot, the steamer "City of Toronto," and overlooking the beautiful Bay of Toronto. Here the tourist from Niagara Fall changes boats for Montreal, Quebec, &c., or takes the train via the Northern Railway for Collingwood, thence by steamer to the great lakes, Huron, Michigan and Superior. But, before taking either of the above routes, the tourist, if not pressed for time, should spend a few days in the charming city of Toronto, described in another page, and he can rest assured that during his sojourn at the American he will be perfectly at home.



IMPORTERS OF

DRY GOODS,

SILKS,

MILLINERY & CARPETS,

MANUFACTURERS OF

CUSTOM & READY-MADE CLOTHING

WHOLESALE AND RETAIL.

PETLEY & DINEEN, Managers.

Hughes & Co.'s Old Stand,

128, 130 and 132 KING STREET EAST,
TORONTO, ONT.

MESSRS. PETLEY & DINEEN

GREAT CLOTHING HOUSE,

128 to 132 King Street,

TORONTO.

Should be visited by tourists while sojourning in the capital of Ontario.

This House, not only imports direct from Europe, but its transactions with all the manufactories in its line in the world. Thus through its long standing, established as it was in 1846, and its vast importations—annually amounting to over one million and a half dollars—it is enabled not only to offer for sale a great variety of goods at low prices; but the excellent quality of the real laces, rich and rare silks of every color, and silk velvets, real Irish poplins, ladies and gentlemen's gloves, Balbriggan hose, fine silk umbrellas, gentlemen's fine clothing, blue and black broadcloths, blue and black basket clothing, blue and black venetian clothes, real English tweeds, genuine Scotch tweeds, silk velvet, velveteens, west of England beavers, cannot be surpassed on the continent. Therefore we predict that the great clothing house with the sign of the "GOLDEN GRIFFIN" will be flooded with tourists this centennial year.

THE MIDLAND RAILWAY OF CANADA.

The Shortest and Cheapest Route for Passengers.

FROM EAST OF PORT HOPE TO

ORILLIA, COLDWATER,

THE

***Free Grant Lands of Muskoka District and
Parry Sound.***

Connecting at ORILLIA with the Northern Railway for

BARRIE AND COLLINGWOOD,

Also, by STAGE during Winter and STEAMERS in Summer, to

**WASHAGO, GRAVENHURST, BRACEBRIDGE, PORT CARLING, ROSSEAU
and PORT SANDFIELD.**

Passengers leave **PORT HOPE** morning and afternoon for **ORILLIA**, and leave
ORILLIA morning and afternoon for **PORT HOPE**,

Connecting closely at **WOODVILLE** both ways with the Toronto and Nipissing
Railway, thus affording Passengers between **ORILLIA** and **TORONTO**
equal facilities with the Northern Railway.

**FARES from PORT HOPE to ORILLIA and from } \$2.60
TORONTO to ORILLIA**

THIS IS THE MOST DIRECT ROUTE FROM THE EAST

TO ALL PLACES NAMED ABOVE.

A Good Road and Comfortable Cars.

Passengers leaving Orillia in the Afternoon for Toronto, Peter-
boro' or Port Hope, arrive at their destination the same evening, and for
Montreal, the next morning, taking the Grand Trunk Railway at Port
Hope.

Two Trains each way daily between Port Hope and Peter-
boro', Lindsay, Beaverton and intermediate Stations.

ADOLPH HUGEL, President.

FROM NIAGARA FALLS TO THE WHITE MOUNTAINS,
MONTREAL AND QUEBEC, DOWN THE ST. LAW-
RENCE TO THE SAGUENAY RIVER.

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 ragged, shelving ledges, and sweep between bold limestone walls in irresistible force, space forbids that we should attempt 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 noonday, invested ever with a

* * * * * "glorious robe
Of terror and of beauty,
God's rainbow upon its forehead, His cloud-mantle around its feet."

Leaving the attractions of the falls with reluctance, the lover of the picturesque will wish to visit the romantic region of the White Hills, to pass down the grand northern river—the St. Lawrence—to the yawning ravine rent in rock where the floods of the chill Saguenay roll their unmeasured currents.

The route is from the falls to LEWISTON, a lovely town seven miles from the fall, on Lake Ontario. The Suspension Bridge over the Niagara, just above the town, has a span of 1,045 feet and is one of the finest in the world.

From this point you will go by one of the fine boats of the Ontario and Richelieu Line of Steamships, to Toronto, that most substantial and enterprising of Canadian cities. This line of steamers have in command, men of long experience and good judgment, and will ensure safe and easy transit with due dispatch.

By far the larger number of those who travel for pleasure, will come by boat from Toronto, through Lake Ontario and the St. Lawrence River, among the *Thousand Islands*, over the Rapids and under the Great Victoria Bridge, to Montreal, rather than to make the trip by rail.

The experience of this trip will not fail to interest and please all

LARGEST HOTEL



ON THE RIVER.

THOUSAND ISLAND HOUSE

ALEXANDRIA BAY, N.Y.

THIS First-Class Hotel, having accommodations for over 700 guests, and being regarded by the travelling public as the most popular resort on the river, is situated at Alexandria Bay, on the St. Lawrence River, 30 miles from Cape Vincent and 36 miles from Ogdensburg. The proprietors take this opportunity of thanking their numerous friends for past favors, and to inform them, that they have made a New and First-Class House, with all the modern improvements, Gas, Bath Rooms, &c., and hope in future to be able to accommodate all who may favor them with a visit. It is easy of access, the Canadian Navigation Company run two daily lines of steamers from Niagara Falls to Montreal, making all of the landings, stopping at Alexandria Bay both ways. Time from New York, by rail from Cape Vincent and thence by boat, 18 hours. Boston to Ogdensburg by rail, thence by boat, 21 hours. As a quiet, romantic and healthy resort, this place has no superior, abounding as it does in cool, shady walks and rambles among the islands, fine boating, and lastly, the finest fishing to be found in America. Persons who, during the hot months of summer, seek a place of resort for relaxation from care or business, and also to benefit their health, will find no pleasanter spot than Alexandria Bay, environed as it is by the Thousand Islands, and the beautiful scenery of the St. Lawrence River.

All communications addressed to

STAPLES & NOTT, Managers.

who have eyes to see and taste to appreciate the bold and varied scenery of this northern route.

Entering the St. Lawrence River, you leave Old Fort Henry at KINGSTON, to the left, and are among

THE THOUSAND ISLANDS.

The number of these islands is larger by about one half than the name would indicate. Commencing with Wolfe Island, a large tract of thirty miles in length, and increasing in number and decreasing in size as you descend, they cut the water in every conceivable form and outline for several miles. Some tower from the water in bold and abrupt masses of granite or sandstone. Others are green with carpet of grasses or dot the waves, a miniature patch of earth in a waste of wave.

Evidently far back in formative periods, some wild throes of nature tossed the earth crust of this region in wildest disorder. Nature in healing its wounds, heightens the charms which might be tame, if undisturbed.

Home Island, Wellesley, Bathurst and Tecumseh Islands, are among the largest of this peculiar group.

The towns on either shore of the river, each have their particular associations of historic interest, or peculiarity of location. Alexandria, on the American side, is laid out upon the rocky shelf of the river, and will attract notice by the peculiarity of the location. Brockville, on the Canadian side, has military associations familiar to readers of our earlier history. Some twelve miles below Brockville, on the American side, is Ogdensburg, with the old Canadian town of Prescott on the opposite bank. Here is the ferry, by which transfer is made from the Ogdensburg line of Railway to the Grand Trunk line.

The first of the rapids for which this great river is famous, are encountered some five miles below Ogdensburg, where you enter among a small cluster of islands, of which "Isle aux Galops" is the largest, and continuing down through the rapids by Tossons' Island, Point Iroquois, and the longer rapids on either side of Ogdens Island, you reach the rapids of nearly ten miles in length, called the "Long Sault;" the river is here divided by the island of the same name.

The current rushes through these rapids at the rate of twenty miles an hour, and the descent is exciting in the extreme, to one a stranger to the passage; but, with skilful pilotage, the passage is safely made, and the apparent danger adds to the glow of excitement and makes it a journey to be remembered.

Cornwall Island, with the town of Cornwall and the old Indian village of St. Regis, just below, are points of interest, and

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LAKE ST. FRANCIS,

a widening of the great river, with its shoals, headlands and lights, is a broad and beautiful sheet of water, having at its eastern outlet a group of islands of which Grand Island is the largest. Among these the *Coteau Rapids* fret and sweep in a wild and troubled current; below are the *Cedar Rapids*, and a little further down the *Cascade Rapids*, at the entrance to

LAKE ST. LOUIS.

This lake receives one of the outlets of the great Ottawa River. At LACHINE commences the Lachine Canal, built to avoid LACHINE RAPIDS, but the pleasure traveller will not seek to avoid, but rather to enjoy the excitement of a dash down these swift and wild currents, which would be hazardous were it not for the firm hand of the Indian pilot, whose fame is known to all who make this leap down the mad descent of the rapid; for years he has safely guided the boats down the vexed current to the admiration and delight of all. Continuing below the rapids you come in sight of the commercial and financial metropolis of the Canadas, and steaming beneath the great Victoria Bridge, are soon anchored at the quays of this northern city, fully described in another chapter of this book.

MONTREAL.

This commercial and financial metropolis of the Canadas is also the most populous of Canadian cities—some 140,000 souls. It is situated at the head of river navigation proper, five hundred and forty miles from the Gulf of St. Lawrence, on the Island of Montreal, which lies between the broad St. Lawrence and the rapid Ottawa—the two great rivers of the North. The Island extends some thirty-two miles in length and ten in width, and is considered the garden of the Provinces. The surface is generally level, excepting the eminence of Mount Royal in the background, rising 550 feet above river level, and from which the city takes its name, *Montreal* being a shortening or modification of *Mount Royal*.

The settlement of the town was determined upon by the first explorer, Jacques Cartier, in 1535, the site being that of the old Indian village of "Hochelaga," but the permanent founding of the city did not take place till 1642, and in one hundred years of growth it gathered a population of only four thousand souls; since then the growth has been rapid.

It was under French rule till 1760, when it passed into the hands

THE

St. Lawrence Hall.

MONTREAL, CANADA.



This well known Hotel, the most fashionable and commodious in the city, is situated on St. James Street, in the immediate vicinity of all the places of interest to the tourist and business man.

As an evidence of its superiority it has been patronized by H. R. H. the Prince of Wales, His Excellency the Governor General of Canada, and H. I. H. the Grand Duke Alexis, during their visit to the city.

The United States Consulate Office is in the Hotel.

The proprietor having purchased Mr. Hogan's interest in the St. Lawrence Hall, would respectfully solicit a continuance of the liberal patronage so long bestowed on him, and would add that during the past winter the hotel has been entirely renovated and re-furnished, so that nothing is wanting to ensure the comfort of Guests.

☎ Telegraphic communication to all parts.

F. GERIKEN, Proprietor,

Successor to H. HOGAN, St. Lawrence Hall.

of the English. In 1775 Ethan Allen made his mad attack upon the city with a handful of men, and was defeated and captured; but shortly after, in the same year, Montgomery entered the city in triumph. The water communication with the city is said to be the most extensive of any city in the world so far inland.

Here, as at Quebec, are the lower and the upper town, though not so plainly separated by unmistakable natural elevations as in the more northern capital. The lower town is somewhat cramped and gloomy in the laying out of the narrow streets and styles of the buildings in the old French order, while the upper town has wide streets and squares, with large, imposing structures, built mostly of the greyish limestone of the region.

The broad quays of solid limestone are unsurpassed by any on the continent, and, to accommodate the growing commerce of this thriving inland port, the docks and basins are continually being improved and enlarged. Vessels from all parts of the world lie at its wharves; ocean steamers of three thousand tons, and sailing vessels of twelve hundred tons can reach the city and be accommodated in the harbor. A wide terrace, faced with grey limestone, crowned on the parapet by a durable iron railing, divides the city from the river.

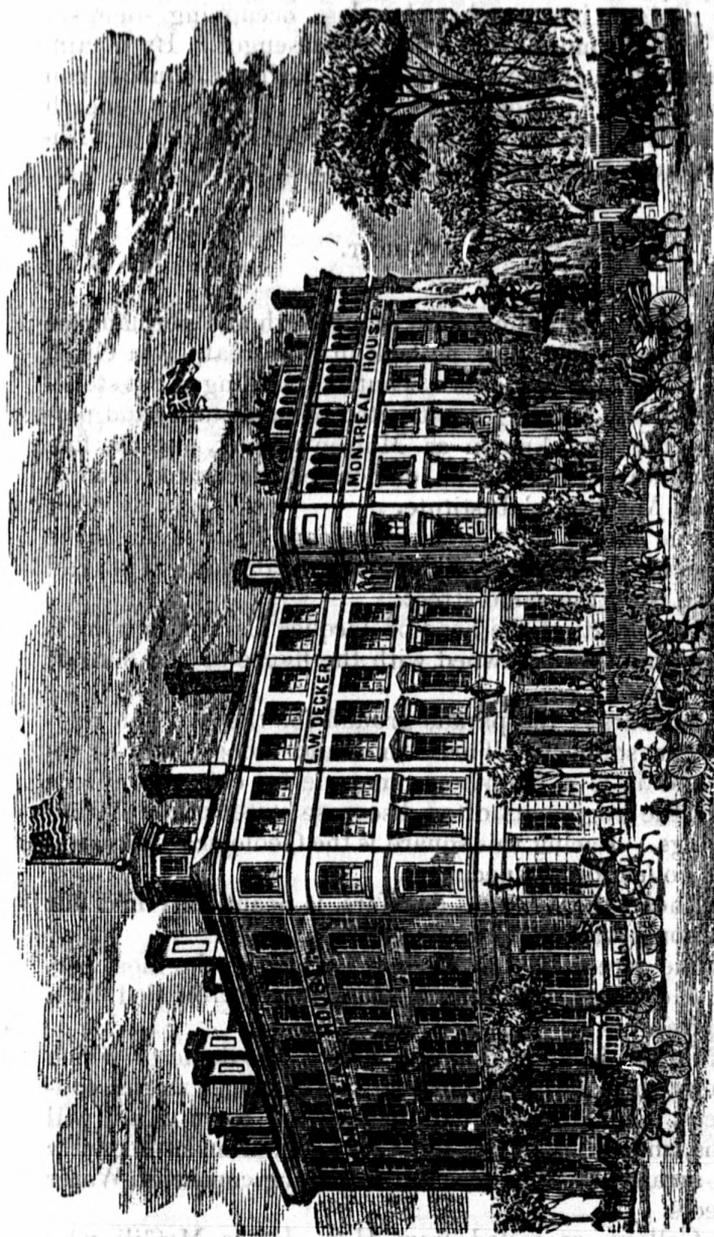
VIEW OF THE CITY.

Approached by the river, by steamer from Lachine, the sight presented to the stranger is one of rare interest and beauty; the glittering spires and great domes and towers combine in royal proportions; the enduring structures of cut stone stretch in a long line upon the river front. Mount Royal is in the background, and you pass beneath that great triumph of modern enterprise and engineering,

THE VICTORIA BRIDGE,

which serves the important purpose of giving uninterrupted rail communication between the Eastern States and Canadas and the Great West. It is used only for railway transit, and gives to the Grand Trunk Railway full control of railway approaches from the East. This great work, sometimes classed as the eighth artificial wonder of the world, was completed in 1860, under the superintendence of Robert Stephenson and his associates, and is one and a quarter miles in length, or two miles including the extensions. It is supported on twenty-four piers, the central span being three hundred and thirty feet, the remaining ones two hundred and forty-two feet, with massive abutments; the bridge tube is of iron, twenty-two feet high by sixteen wide, slightly lessening at the ends. It was erected at a cost of \$6,300,000. The height of the centre span above ordinary river level is sixty feet. Three million cubic feet of masonry and ten

MONTREAL HOUSE



Is the neatest, cosiest, best furnished, most pleasantly situated, and has more front rooms, for its size, than any Hotel in the Dominion of Canada. The Hotel has a frontage of 180 ft. on the Square and 120 on Commissioners street, with an entrance on both, located on the high ground overlooking the Harbor, and affording a most picturesque view of St. Helen's Island, the projected site of the Royal Albert Bridge, and the River for miles above and below the Victoria Bridge, affording to guests something of interest instead of huge stone and brick walls to look at. As it is situated within a block and a half of the great Cathedral de Notre Dame, and in close proximity to the New Post Office and principal Banks, etc., it is not only by far the most pleasantly, but as conveniently located as any hotel in the city. The Hotel is under the supervision of L. W. DECKER, who, now that he has sold out his interest in the "Albion," in which he did so successful a business for 20 years, will be able to give his undivided attention to the "Montreal House," where special effort will be made to make this House a favorite with Tourists and Pleasure Seekers, and at the same time, spare no pains to make it equally attractive to local custom and the general Travelling Public. It is kept in a manner quite up to any Hotel in the city, and at prices from \$2 to \$3 per day.

CUSTOM HOUSE SQUARE, MONTREAL.

DECKER & JUDD - - - **Proprietors.**

thousand tons of iron enter into the construction of the gigantic work. There is an opening in the centre affording a magnificent river view. No railroad train is allowed to enter this bridge without a written permit from the proper officer, thus insuring exemption from collision or accident; the passage is somewhat cheerless, occupying some six minutes, though seeming much longer to the passenger. By obtaining a permit, at the office of the Grand Trunk Railway, tourists can inspect a portion of the interior of the bridge. The river beneath the bridge has a swift current, and the piers are calculated to withstand immense pressure from descending masses of ice.

PLACES OF INTEREST.

Of massive buildings, combining show of strength and permanence with architectural beauty, there is no lack in Montreal. On Great St. James street, the New Post Office is a beautiful building of cut stone. On the same street is the building constructed of sandstone, and perhaps the finest in the city, known as Molson's Bank, and the fine building in the Italian style, with an elaborately decorated lecture room, known as the Mechanics' Institute.

On Notre Dame street, built in the Grecian, Ionic style, is the New Court House, of elegant proportions and material. The Old Government House is on the same street.

The Nelson Monument, at the head of Jacques Cartier Square, is a column of grey limestone, crowned with the figure of the hero of Trafalgar.

The Champs de Mars is the parade ground for the garrison regiments and volunteer soldiery. Three thousand troops may be reviewed upon it, and it is a favorite promenade for citizens. Here the fine bands of the regiments often discourse sweet music during the summer evenings. Facing this square is the Geological Museum, with its extensive collection of specimens.

Viger Square, near the Champs de Mars, is beautifully laid out as a garden, with conservatory, fountains, etc.

On St. Catharine street is the English Cathedral, the most perfect specimen of Gothic architecture in America, surrounded by a cluster of lofty spires.

Bonsecours Market is a magnificent edifice, the dome of which attracts attention as you land from the boat. The upper stories contain the city offices, a magnificent hall or concert room which will seat 4,000 persons, and the rooms of the City Council most elegantly ornamented and arranged. The location is at the corner of Water and St. Paul streets.

The McGill College, so called from Hon. James McGill, who liberally endowed the institution, has extensive buildings and museum.

MANSION HOUSE HOTEL.

(50 yards from G. T. Railway Depot),

184 and 186 Bonaventure Street,
AND

137 and 139 Cathedral Street,

MONTREAL,

CANADA.

GEORGE CARSLAKE PROPRIETOR.

HOME COMFORTS ENSURED.

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St. Patrick's Hall was a fine building on Victoria Square, but was destroyed by fire in 1872. The dry goods and hardware trade centres are on St. Paul street, which presents a fine line of warehouses. But the great centre of interest for strangers is the French

CATHEDRAL OF NOTRE DAME,

reputed to be the largest church edifice in North America, holding within its walls 10,000. The building is two hundred and sixty feet long by one hundred and forty feet broad, and the two massive towers, flanking the front upon the square, rise two hundred and twenty feet. There is a famous peal of bells in the left tower, one of which is the famous "Gros Bourdon," weighing fifteen tons, and having a deep bass intonation. The prospect from the right tower, which can be ascended by payment of a slight fee, is wonderfully wide, looking out upon the broad waters, the islands and shipping of the St. Lawrence, the rapids of Lachine, the distant Vermont hills and the suburban villages. The Seminary of St. Sulpice adjoins the Cathedral and is surrounded by spacious gardens and court yards. In near vicinity, around this fine square, are the noble buildings of the important Banking and Insurance Companies of the Dominion.

DRIVES.

The Canadian carriage is kept with scrupulous neatness, the drivers are your willing and obliging servants, knowing every inch of the routes by which they convey you, and the prices, unlike American coaching fares, do not spoil the fairest prospects by threatening total ruin to your finances. A vehicle drawn by two horses may be had at a charge of one dollar for first hour, and seventy-five cents for additional hours; for carriage, with one horse for one or two persons, fifty cents first hour, and forty cents for additional hours is about the usual charge; and, for trips to the suburbs, charges vary with the number of the party and distance. Carriages will be found at the railway station, and the tourist can proceed immediately on his ride through the city if pressed for time.

The drive of nine miles around the mountain, visiting the Mount Royal Cemetery, two miles from the city, on the northern slope of Mount Royal, approached by a broad avenue, and of itself well worth a visit, is a trip which should by no means be omitted, affording as it does commanding and attractive views of the Canadian metropolis and the great river of the North, which no lover of the beautiful and the grand in landscape should fail to enjoy.

The views obtained from the Water Works Reservoir, a mile from the city, cut in the solid rock, are extensive and interesting. A drive down the river bank to Longue Point is in great favor with the people of the city, and will prove of interest to visitors.

HOTEL DE FRANCE,

80 St. Gabriel Street,

MONTREAL.

OLIVER VICTOR, Proprietor.

FRENCH RESTAURANT

In the Most Approved

EUROPEAN STYLE.

DINNERS AT ALL HOURS.

☞ Private Parties Especially Attended to ☞

Mr. Victor was head cook for many years at the Hoffman House, New York, and at the Union Club.

HOTEL DE FRANCE,

80 RUE ST. GABRIEL,

MONTREAL.

OLIVER VICTOR, PROPRIÉTAIRE.

RESTAURANT FRANÇAIS

DANS LE

DERNIER GÔT EUROPÉEN.

Dîners à toutes heures. Parties privés spécialement servis.

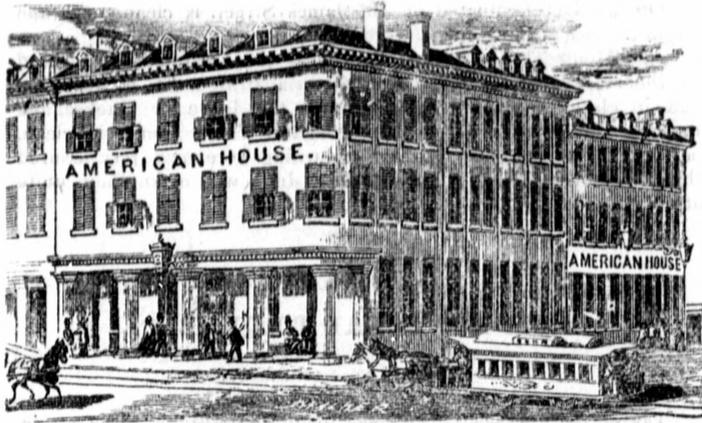
Mr. Victor a été cuisinier en chef pendant plusieurs années à la Maison Hoffman, New York, et au Union Club.

The drive which, perhaps, will prove of greatest interest, is that of nine miles to the village of Lachine. The Lachine road leads along the banks of the St. Lawrence, and during this drive, by selecting the proper time, the descent of the steamer through the Rapids may be witnessed. The Rapids below Lachine have a fall of forty-four and a half feet, and the descent of these by steamer is one of the sensations of your visit. Every morning (in summer) a train leaves the railroad station on Bonaventure Street, at 7 o'clock A. M., for Lachine, connecting with the small steamer at the railroad wharf, for the trip down the Rapids. Caughnawaga, the Indian village opposite, is the point from which Baptiste, the renowned Indian pilot, comes out in his bark canoe to pilot the boats of the Canadian Navigation Company through the Rapids. These Rapids offer the greatest obstacle to navigation of any on the river, and that immense work, the Lachine Canal, eight and one-half miles in length, was constructed to avoid this obstruction. Improvements about to be made will enable all descending steam craft to keep the river, leaving the canals exclusively to sailing vessels and ascending boats.

The Hotels of Montreal, though not gaudy or of the shoddy type, are clean, comfortable, capacious, solid hostleries. The "St. Lawrence Hall" is admirably situated on St. James Street. Mr. Burkholder, the manager of this House, is a gentleman well and personally known from the waters of the romantic Schuylkill, or the Centennial city—his birthplace—to the waters of the Gulf of the St. Lawrence. Jake Rynders, from the valley of the Mohawk, celebrated by Tom Moore, brother of the renowned Marshal Rynders, of New York, is at the Hall as usual, and we predict that not a few of Jake's friends will be glad to see him this summer, hale, hearty, and as lively as a cricket. Tickets can be obtained in the Hall for Quebec, the Saguenay River, the White Mountains, to New York via Lake Champlain, &c., &c. F. Picard, agent for the Central Vermont Railway, sells tickets for New York and Boston, White Mountains, Quebec, &c.: office, St. James Street, opposite St. Lawrence Hall.

The "Albion Hotel" is admirably situated on Magill and St. Pauls Streets, Montreal. It is convenient to the principal Steamboat Landings and in the centre of the wholesale business of the city. Thus the tourist or man of business in sojourning at the "Albion" will not only be in one of the healthiest parts of the city, but the most convenient to the Railway Depot and to the St. Lawrence River.

"Mansion House," is situated on Bonaventure Street, two minutes from the Grand Trunk Depot. Parties visiting Montreal will find the "Mansion," not only cheap, but clean, neat, and comfortable. See advertisement.



AMERICAN HOUSE,
 Corner of ST. JOSEPH AND ST. HENRY STS.
 MONTREAL.

WEST CLERK,
 W. H. SANBORN,

CLARK & SANBORN, Proprietors.

THE
ANGLO AMERICAN HOTEL,

Kingston, Ontario.

The ANGLO is admirably situated, overlooking the waters of the St. Lawrence, and but a few steps from the principal steamboat wharfs.

MARTINE O'BRIEN,

Proprietor.

Ottawa Hotel, situated on St. James Street, is clean, neat and elegant. See advertisement, page 2.

The Montreal House is situated near the Custom House, hard by the river, in full view of the Victoria Bridge, St. Helen's Island, in close proximity to the steamers that leave for Quebec, and to the steamers that arrive from Niagara. This House is clean, cosy, neat and elegant, parties sojourning here may rest assured that the proprietors, Messrs. Decker & Juda will make them quite at home.

FROM MONTREAL TO QUEBEC.

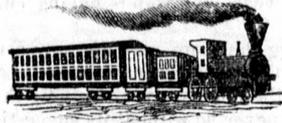
DOWN THE ST. LAWRENCE.

Taking the fine boats "Quebec" or "Montreal," of the Ontario & Richelieu Steamship Company's line, which are fitted with all the conveniences of modern travel, and in charge of safe commanders, leaving Montreal in the evening (excepting Sunday evening), passing the fort on the island in the harbor, leaving LONGUEIL to the right, and passing the group of islands below the city and the mouth of the Ottawa River, you are fairly on the way to the old capital. Belœil Mountain attracts attention to the eastward, and you cannot fail to be interested in the general appearance of the novel landscape, a sort of "Northern Holland," the shores appearing in many instances from the boat to be below water level; in other places as you progress, the shores slope in terraces, or wide steps, terminating in a crowning ridge or summit line.

SOREL or WILLIAM HENRY, forty-five miles below Montreal, is the first station where a halt is made by the steamer. This Canadian town is built around a central square at the confluence of the St. Johns (otherwise known as the Richelieu or Sorel River) and the St. Lawrence. The St. Johns or Richelieu River is peculiar in the fact that, at its outlet, it is narrower than at its source or through its course, being the northern outlet of Lake Champlain. There is immense transportation of lumber along its course.

Some fifty miles below Montreal, and five miles below Sorel, the broad river expands into a wide lake nearly twenty-five miles in length, and, at its widest, nine miles wide, known as "Lake St. Peter," and interspersed with islands at its upper entrance; though the wide expansion produces a shallow depth, the channel followed by shipping admits the passage of vessels of the larger class. The river St. Francis here enters the lake from the south.

The St. Leon Springs have become a favorite place of resort

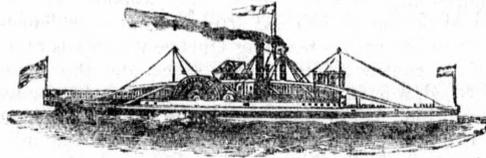


TICKETS TO
MONTREAL, OTTAWA,
NIAGARA FALLS, DETROIT,
CHICAGO, ST. LOUIS,
SAN FRANCISCO, NEW ORLEANS.

TO ALL POINTS SOUTHWEST, NORTHWEST.

TO
NEW YORK, PHILADELPHIA,
BOSTON, PORTLAND,
ST. JOHN, N.B. FREDERICTON,
HALIFAX AND THE WHITE MOUNTAINS.

ALSO TO THE
SAGUENAY RIVER



AND TO PORTS ON THE
GULF OF ST. LAWRENCE

CAN BE OBTAINED AT THE OFFICE

(Opposite the St. Louis Hotel, Quebec.)

J. D. SHIPMAN, Agent,

within the last few years, the waters having curative properties of undisputed value.

The scenery along the route may not prove of sufficient variety and interest to keep the traveller from needed rest through the long night hours, though the mighty river, draining through the lake that immense valley, will never be without its suggestions of power; and, when the moon, breaking from rolling curtains of cloud, tints the broad expanse, till it glitters like a vast surface of silver sparkling with diamond points of light, which fade and renew in the wake of the dancing silver waves marking your progress, the wakeful traveller will find no lack of suggestive sights in his midnight watch.

A great amount of shipping of every class will be passed, and immense timber rafts will be observed in the descent, floating down to the lumber mart at Quebec, sometimes in single rafts, and sometimes in many combined in a floating timber town, populous with hardy lumbermen, whose songs enliven the monotony of their voyage.

The town of "Three Rivers," midway between Montreal and Quebec, is one of the oldest settlements in Canada, and has convent buildings and church edifices of considerable architectural pretensions. The town was first settled in 1618, and has a population of nearly 6,000 souls. The river St. Maurice here joins the St. Lawrence, and is divided at its mouth by islands into three distinct channels, hence the name of the town "Three Rivers." Immense quantities of logs and manufactured lumber come down the St. Maurice, to this lumber centre, where are located several extensive saw mills and foundries. A branch of the Grand Trunk Railway diverging from the Quebec division at Arthabaska has its terminus at Doucet's Landing, opposite this point.

A canoe voyage up the St. Maurice for thirty miles to the "Falls of the Shawenegan" is sometimes made. Just above the mouth of the Shawenegan River the broad stream plunges in a sheer descent of one hundred and fifty feet—a natural wonder, which, if easily reached, would be one of the chief attractions of Canadian travel.

Some fifty miles before reaching Quebec the rapids of Richelieu, where the river contracts into narrow space, and the current flows over a rocky bed, was, in the olden time, considered quite an impediment to navigation; below these rapids the banks become gradually elevated. From the red banks of Cape Rouge seven miles above Quebec, the shores of the river rise into hills and precipices. The Chaudière River enters six miles above the city, the precipitous banks increase in height and the eager stranger catches a distant view of the towers and battlements of the grand old northern city.

Before reaching the town, "Wolfe's Cove" will be pointed out to the left—that memorable spot where the brave commander landed his forces under cover of darkness, and, scaling the precipice, fought the memorable battle which changed the destiny of the west-

RUSSELL'S



ST. LOUIS HOTEL,

St. Louis Street,

Q U E B E C .

WILLIS RUSSELL, Proprietor

Carriages for parties wishing to visit places of interest can be secured at the office.

ST. LOUIS HOTEL.

PATRONIZED BY THEIR EXCELLENCIES THE

GOV. GEN. OF CANADA AND COUNTESS OF DUFFERIN.

This Hotel, which is unrivalled for size, style and locality, in Quebec, is opened through the year for pleasure and business travel, having accommodation for 500 visitors.

It is eligibly situated in the immediate vicinity of the most delightful and fashionable promenades: the Governor's Garden, the Citadel, the Esplanade, the Place d'Armes and Durham Terrace, which furnish the splendid views and magnificent scenery for which Quebec is so justly celebrated, and which is unsurpassed in any part of the world.

WILLIS RUSSELL, Proprietor.

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ern empire. The round Martello Towers in advance of the defences of the city, on the plains of Abraham, first attract attention, and you sweep in full view of the defiant battlements and towers which crown the natural walls of Old Quebec—the seat of ancient dominion—where jealous nations contended for supremacy and shook its rocky throne with the roar and clash of contending armies. As you approach the point of landing, the grim battlements of the city are upon the left; the growing settlement of Point Levis, the railway terminus at this point, is to the right, the fair island of Orleans is just below you, while about you, in one of the grandest inland harbors of the world, capable of floating at the same time one hundred ships of the line, are vessels of every class; the largest ever constructed can float under the very walls of the citadel.

MONTREAL TO QUEBEC, BY RAIL.

Those who prefer the rail route to a night trip by boat can leave the station, Bonaventure Street, pass through the "Victoria Bridge," before described, through St. Lambert's, Belœil, St. Hilaire, St. Hyacinthe with its extensive nurseries and church buildings, Britannia Mills, Upton, and New Durham, to Richmond Junction, seventy-six miles from Montreal, where cars are taken over the Quebec division, ninety-five miles, to Quebec.

The old northern capital city is fully described in another chapter, and the quaint attractions of the town and historic interest attached to localities about it have made it a centre for pleasure travel for the last few years. The city lies about seven hundred miles from the Atlantic, and tide-water extends for ninety miles above the city, so broad and like an inland sea is the great river of the north.

FROM QUEBEC TO THE SAGUENAY, AND THE SCENERY OF THE SAGUENAY.

The tourist, in search of health or pleasure, cannot possibly select any route better calculated to present that peculiar and unusual combination, nowhere else found, within limits easily reached, than the one from Quebec to the Saguenay River, down the St. Lawrence.

Leaving Quebec by one of the excellent boats making this trip, of the St. Lawrence and Saguenay line of steamers, 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 4,000 square miles, is dotted with beautiful islands; skirted on the one hand by towns and villages, on the other by

INTERNATIONAL STEAMSHIP COMPANY.

LOWER BRITISH PROVINCES.

Line of First-class sea-going Steamers

For **ST. JOHN, N. B.**, with close connections for **HALIFAX**
and **WINDSOR, N.S.**, and **CHARLOTTETOWN,**
P. E. Island.

This is a charming, cool inland route from Boston, Mass., via
Portland and Eastport, Me., to St. John, N. B.

Steamers leave Boston at 8 a.m. and Portland at 6 p.m. every
Monday, Wednesday and Friday; and returning, leave St. John at
8 a.m. same day.

W. H. KILLEY AGENT,
Boston, Mass.

T. C. HERSEY,
President and Manager,
Portland, Maine.

MAINE STEAMSHIP CO.

Semi-Weekly Line to NEW YORK.

STEAMERS

"ELEANORA" AND "FRANCONIA."

Will, until further notice, leave Franklin Wharf, Portland, every **MONDAY** and **THURSDAY**, at 6 p.m., and leave Pier 38 East River, New York, every **MONDAY** and **THURSDAY** at 4 p.m.

The "Eleanora" is a new steamer, just built for this route, and both she and the "Franconia" are fitted up with fine accommodations for passengers, making this the most convenient and comfortable route for travellers between New York and Maine. These steamers will touch at Vineyard Haven during the summer months on their passage to and from New York.

Passage in State Room \$5, Meals extra.

Goods forwarded to and from Philadelphia, Montreal, Quebec, St. John, and all parts of Maine,

Freights taken at the lowest rates.

Shippers are requested to send their freight to the Steamers as early as 4 p.m., on the days they leave Portland. For further information apply to

HENRY FOX, General Agent, Portland.

J. F. AMES, Agt., Pier 38, E. R., New York.

Tickets and State Rooms can also be obtained at 22 Exchange Street.

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. This river enters the larger stream through a bold ravine, and many ascend the stream for a short distance to the Falls of St. Anne, which, with the surroundings, are pleasant 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 in 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 six miles of Cacouna. Taking conveyance for

CACOUNA.

you will soon find the extensive and first class ST. LAWRENCE HALL, a house where every comfort essential to pleasant stay may be had, where the guest may live in luxurious ease or active sporting.

Continuing down the St. Lawrence, on the northern shore, Tadoussac is reached at the mouth of

TADOUSAC BAY,

that vast and mysterious rock gorge, through which pour the unfathomable floods of the mountain-shadowed

SAGUENAY RIVER,

the largest 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 of 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

Established in 1880.

BLANCHARD'S HOTEL,

2, 3, 4, 5 NOTRE DAME SQUARE,

LOWER TOWN.

QUEBEC, Canada.

VICTORIA HOTEL.

J. TOFIELD - - - PROPRIETOR.

THIS fine Hotel having been re-built and greatly enlarged during the winter of 1863, is situated near the terminus of the Grand Trunk Railway and the Landing Stage of all European Steamers South of Quebec. The improvements made render it in every way desirable for transient and permanent guests. Special arrangements will be made with parties desiring to remain for a length of time. The rooms are large and well ventilated; no pains will be spared to make it in every respect a first-class House.

TERMS—\$2.00 per Day.

HORSES AND CARRIAGES TO LET.

of rocky walls and precipices—"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 attitude of 1,800 feet, and, at their base, the river has a depth of six hundred 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.

The largest ships may ride in the immense depths 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 life-time.

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 smaller streams, from the vast water-shed and interminable forests surrounding it, but discharges all its waters by this wonderful stream through miles of wild and unnavigable floods.

Statue Point and Les Tableux 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 uniting Lake Kenokami with the Saguenay. It is at 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, which is excellently kept, and, in connection, all kinds of amusements for visitors. 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 Pere 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. Erelong, 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 wonders than are the charming works of Du Chaillu or the mysterious journeys of the lamented Livingstone, 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 the 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—a creation vast and grand, but incomplete—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.

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

MONTREAL TO QUEBEC, BY RAIL.

Those who prefer the rail route to a night trip by boat can leave the station, Bonaventure Street, pass through the "Victoria Bridge," before described, through St. Lambert's, Belœil, St. Hillaire, St. Hyacinthe with its extensive nunneries and church buildings, Brit-

tonia Mills, Upton, and New Durham, to Richmond Junction, seventy-six miles from Montreal, where cars are taken over the Quebec division, ninety-five miles to Quebec. Along this line the scenery will be somewhat bare of interest to a majority of travellers, and, in a sleeping car, the traveller may perhaps with great propriety take his ease and gather strength for his tour of Quebec. The stations are Danville, Warwick, Arthabaska, (branch from this point to Three Rivers,) Stanfold, Somerset, Becancour, Lyster, Methot's Mills, Black River, Craig's Road, Chaudière Junction, and Point Levis (the Quebec station). The country passed through on this line has a sameness of aspect, and the stations are not points of particular importance other than as freight and trade centres for the adjacent country. You cross from Point Levis by ferry, encircled with points or objects of interest on either bank, on the island below and upon the surface of the broad harbor, and are landed beneath the frowning walls of the grand old city of the North, fully described in the following chapter.

QUEBEC.

THE WALLED CITY OF THE NORTH.

On your arrival in Quebec, your inquiry for a first-class hotel will be answered by your being directed to that long known and popular house, the St. Louis Hotel, on St. Louis street, WILLIS RUSSELL, Esq., proprietor. This is a long established and favorite house, complete in all its arrangements, efficient and liberal in its management, affording to its guests all wished for accommodations. The location is central, near the delightful and fashionable promenades and terraces of this grand old city. The management is the best, and substantial plenty and commendable neatness in every department are characteristics of the house. The accommodations are for five hundred guests, and, with the recent enlargements and improvements, the most exacting cannot fail of satisfaction. Carriages at reasonable rates for the tour of the city and surroundings may be had at the hotel, and valuable information regarding the attractions within and around the city.

THE RUSSELL HOUSE,

corner of Ann and Garden Streets, is kept as an auxiliary of the St. Louis, and offers especial accommodation to commercial travellers, business men, and all others who may temporarily or permanently locate here.

Quebec was the capital of French Dominion in America—the western Gibraltar and key to the great St. Lawrence valley. When approached by rail the city is seen in the first promise of its unique beauty from Point Levis. From the ferry passage, or by the river approach from above or below, the view is no less beautiful and novel. The *upper* and *lower* towns are here no imaginary divisions, but separate and distinct, the former, crowning the lofty promontory of Cape Diamond, with its line of massive fortifications, and containing the fine residences and public buildings, is the quarter of fashion; the latter extends along the narrow strip of land beneath the cliffs and under the overhanging walls to the suburb of St. Roch. St. Peter Street is the principal street of this section, and along its line and branches and upon the wharves, the banks, insurance companies, offices of merchants and the smaller hotels are located. The city is one of the largest lumber ports on the continent, the great rafts of timber lying by acres along the river banks and in the cove. The city is supplied with water from Lake St. Charles, nine miles distant above the falls of Lorette.

GENERAL VIEW OF THE CITY.

No city on the continent so impresses the tourist, by the startling peculiarities of the site and the novelty of its general aspect, as this "ancient capital," or stamps its impress so indelibly in eye and memory. It was founded by Samuel de Champlain, the French geographer, in 1608, on the site of the Indian village of Stadacona at the confluence of the St. Lawrence and St. Charles rivers, three hundred and sixty miles from the mouth of the St. Lawrence, and one hundred and eighty miles below Montreal. It is said, with show of truth, that the line of many of the streets follows the old footpaths of the Indian village.

The view from the ramparts and terraces of the upper town looks down upon a curious scene of activity upon the wide wooden quays and winding, narrow streets of the lower town, crowded with vehicles and the busy populace, dwarfed to lilliputian proportions as viewed from the height, while you look into blackened throats of the chimneys and upon the moss-grown roofs of the time-browned buildings.

The principal street of the lower town is St. Peter Street. In the upper town St. Louis Street and St. John Street communicate with the gates of the same name, and are the main avenues of union with the suburbs. The St. Foye and St. Louis roads are the principal outside ways of travel, and are lined with the residences of the gentry. Driving out through St. John's gate over the St. Foye road, and returning by the St. Louis road, you pass a network of country seats, each enclosing grounds of wide extent; noble old manor

houses, surrounded with luxuriant forest trees; elegant mansions and spacious cottages, shaded avenues, wide views, and numerous points made historical by the remarkable and tragic events which have enwrapped with historic interest nearly every rood of soil in and about this wonderful city, where the rival nations of the earth contended for western supremacy, and the pioneers of civilization and heroes in warfare won deathless names for courage and daring. Mount Hermon Cemetery, beautifully laid out, enclosing thirty-two acres, is three miles out on the St. Louis road.

The form of the city is that of a triangle, the base towards the Plains of Abraham, and the St. Lawrence and St. Charles upon either side. In and about it all seems distinctively quaint, curious and old, giving the impression that you have in some way been set back a century in the path of progress, and are looking upon scenes of long ago. The harbor is the noblest on inland waters. A fleet of the largest vessels ever constructed can manœuvre in its waters, and craft of every description, from the ocean steamship and monster merchantman to the shell-like canoe and tiny sail boat, are found upon its waters.

THE CITADEL

will, perhaps, prove the point of greatest interest to many, from the historic associations connected therewith, and from the fact that, judged by the older systems of gunnery and defence, it was considered an impregnable fortress. It covers some forty acres of enclosed area, and is some three hundred and forty feet above the river level. A few years ago a loosened rock fell from this frowning wall into the street below, causing the loss of five lives and the destruction of dwellings. The zigzag passage through which you enter the fortress, between high and massive granite walls, is swept at every turn by formidable batteries of heavy guns. Within are the slightly rising parade ground, the bomb-proof quarters, storehouses and hospital buildings, the numerous magazines, implements, stores, guns of every calibre, supplies and ammunition, and the various combinations and material for defence, which your military attendant can best describe, and the inspection of which can but prove of lasting interest to all visitors. On the forbidding river walls, and at each angle or possible commanding point, guns of heavy calibre sweep every avenue of approach by the river; ditches, breastworks and frowning batteries command the approaches by land from the famed "Plains of Abraham." The precipitous bluffs, rising almost perpendicularly from the river, three hundred and forty feet, present a natural barrier which may be swept with murderous fire, and the covered ways of approach and retreat, the various kinds and calibre of guns, mortars, howitzers and munitions of war will be viewed with eager interest.

The wide outlook from the river wall of the citadel will also enchain the attention of the visitor, who is fortunate enough to look, in the soft light of the declining sun, upon the bold promontories, smiling fields, picturesque villages, glittering roofs and spires, wide, tranquil waters and distant plains and forests which combine in the wild and charming landscape.

Across the river the view is directly upon the settlement of Point Levis, where, in 1775, the little army of Arnold rendezvoused, after that memorable march through the wilderness, and made the mad attempt to dislodge the English forces within the city. The identical spot where the brave Montgomery fell, in a winding sheet of snow in the cold December storm, is pointed out to you from the citadel walls, and, in your ride about the city, the low-roofed building to which his remains were conveyed will be pointed out, as also the street where Arnold's forces were defeated and captured. Looking down the river the Island of Orleans, nineteen miles long and five and a half miles wide, swells in flowing curves from the river—a fruitful, populous and beautiful land.

To the west you look upon the Plains of Abraham and the brink of the precipitous bluffs scaled by the dauntless Wolfe and his brave soldiery in that memorable surprise and victory in 1759, immediately following the humiliating defeat at Montmorenci. Upon the spot where the brave commander fell, a granite shaft briefly tells the story of his victory and death, at the early age of thirty-three years.

DRIVES.

There would seem to be no end to the points of interest to which the tourist may be taken in and around this ancient city, but one of the principal, and often the first, is the eight mile drive through St. John's gate, over an excellent, paved road, supported by tolls, through the suburb of St. Roch and Beauport, to the falls at the mouth of the small but rapid Montmorenci River, known as the Falls of Montmorenci.

As you cross the St. Charles River, in leaving the city, the vessels in process of construction attract attention. In the building of substantial and durable vessels, Quebec has gained enviable fame.

The scene along this drive is entirely French, the women perform the labor in the gardens and are seen going to and returning from market, in the odd market wagons drawn by Canadian ponies. The conversation of the natives is in French.

A few miles out you will be shown the unique and ancient cottage where Montcalm had his headquarters at the time of the celebrated battle with Wolfe, and near which was fought the first and unsuccessful battle for the possession of the key to the Canadas. It

is allowed to remain in its ancient condition, and is eagerly viewed by the thousands who pass it during the season of summer travel.

On either side of the road from this point, in close proximity to the street, are the quaint little Canadian cottages set at every imaginable angle with the road, white as the snow, in their summer coating of whitewash, with steep roofs, odd stone chimneys, and out-door ovens, all with a look of neatness and thrift. We do not remember seeing even an approach to the squalid or filthy in the whole line of humble cottages. Reaching the little Montmorenci River you look about you on historic ground, for here was fought the unsuccessful and nearly disastrous battle of Montmorenci, which immediately preceded Wolfe's final victory on the Plains of Abraham.

Registering your name at a little hotel, the landlady of which is entirely competent to the management of the establishment, and paying the small fee exacted as owners or lessees of the land through which you pass, you follow a path through the fields, around a cove of the St. Lawrence, and look across the intervening gulf upon the beautiful fall of the Montmorenci, two hundred and forty feet descent, into the St. Lawrence, over the almost perpendicular wall of the bluff.

If you have come, expecting to look upon a mighty cataract, falling with deafening roar and mighty force along trembling descents, you will be disappointed; but if a delicate ribbon of snowy whiteness, rolling over the bluff and melting into the waters below, appearing as white, pure and gossamer-like as the folds of a bridal veil, has charms for you, then this delicate leap of the feathery foam over the worn rocks of the almost perpendicular bluff will live in your memory a rare scene of picturesque and dreamy beauty. The width of the main stream is about fifty feet, widening at high water to sixty or seventy feet. On either side of the main descent small streams creep down the seams of the rocky wall in serpentine lines of white or silvery brightness. Another view is to approach directly to the brink of the fall, descend a flight of steps built down the steep wall of rock, and stand where the spray and foam rush past you into the white mass below.

On either side of the fall stand the towers of the Suspension Bridge, erected several years ago, and which, from some imperfection, gave way, precipitating a laborer and his family, who were crossing in a rude cart at the time, into the seething mass below. The bridge was never rebuilt, and the towers stand solitary upon the banks.

The falls are a favorite place of resort in winter for the Canadians, the spray freezing in a huge icy cone, down which a daring coasting feat is performed, known in local phrase as "tobogganing." The "Natural Steps," three quarters of a mile above the falls, ex-

tend for half a mile along the limestone banks of the river, and have there regularity of the work of human skill.

Returning to the city by the same, or a different route, you will be interested by the view presented from the different points. The tin roofs of the large buildings and spires of the churches here, as at Montreal, St. Hyacinthe and the larger villages, preserve all their dazzling brilliancy, and, as the sun falls upon the domes, spires and roofs of the city, it needs no poetical imagination to remind you of the brilliant pictures of oriental cities. How this lasting brightness is retained, whether by the peculiarity of climate or non-corrosive quality of the metal, we have not seen explained. Once more within the city,

THE GOVERNOR'S GARDEN,

or garden of the fortress, is a point of interest chiefly for the monument (sixty-five feet in height), erected to the memory of those two brave commanders, Wolfe and Montcalm, who, though in life brought in deadly enmity, are united in the memories and honors of the future.

The Grand Battery, the Esplanade, the English Cathedral, the Ursuline Convent, founded early in the seventeenth century, with its fine paintings, the University of Quebec, the Jail and Quebec Music Hall, with the Custom House and Exchange in the lower town, and the ship yards, river docks and manufactories on the St. Charles river, will repay a visit if your stay admits.

From Durham Terrace, one of the finest views in the world can be had. On the opposite side of the river is Levis, vieing with Quebec herself, in peculiar formations and beautiful situation. In close proximity and immediately behind her, guarding the river east and west, and vigilantly watching the south, as it were, are the new fortifications. Yonder, north of the beautiful St. Charles river, zig-zag French Canadian cottages, stretching away to the lovely falls of Montmorenci; above these, little white houses, so like the tents of soldiers—clumps of trees resembling armies or army divisions; still above them all, smiling upon this sublime scene, the beautifully defined Laurentian Mountain, looks down, with placid content, upon these imaginary armies encamped, as it were, upon the banks of the noble St. Lawrence.

LAVAL UNIVERSITY

was established under Catholic auspices, but is open to students of all creeds, and nations and a visit thereto is of great interest to people of culture. In the provision of apparatus and diagrams, and in securing the highest talent in its instructors in the wide range of

sciences which the student may study with best assistance, and in facilities afforded to acquire superior instruction in the learned professions, this institution is probably second to none in the States or Canadas. The laboratories, lecture rooms, cabinets and libraries are superior in accommodation and unusual in extent. In the Seminary Chapel, attached to this University, are the celebrated paintings by Champagne and others, and in the French Cathedral are fine productions of Vandyke and others, and the interior of this old church is of rare beauty.

THE PLAINS OF ABRAHAM

will receive an early visit, invested as they are with historic interest and tragic legends, which lapse of time seems only to heighten and intensify—the scene of the most daring military manœuvres and signal victory of the time. On the spot where Wolfe fell, on this noted plain, is seen the modest monument to his memory, and the distance to the path by which the famed ascent of his army was made is not great. It is somewhat shorn of its rugged character by the levelling effects of time and the elements, but is still precipitous and forbidding.

ISLE OF ORLEANS.

Do not omit, during your stay, to cross, by the ferry boat, to this fair island, and take the drive around it, which offers that continuous and varying circuit of outlying scenery which you can ill afford to miss, including views of the Falls of Montmorenci, the Laurentian Mountains, Cap Tourment (1,100 feet in height), the villages upon either side in picturesque surroundings, and the beauty of the fair isle itself, with the broad encircling river and the craft upon its bosom, and the grand old city of the north in the distance—all memorable points in the history of the olden times.

CHAUDIERE FALLS,

visited via Point Levis, on the river of the same name, nine miles below Quebec, have a descent of one hundred and thirty feet, the river being four hundred feet wide at this point.

FISHING.

Those making Quebec their headquarters for excursions for sport, can easily reach, by steamer down the river, in the branches of the St. Lawrence, or in the Lakes at no great distance from the city, unequalled opportunity for the exercise of their skill, with sure promise of reward.

POINT LEVIS.

is beautifully situated on the south side of the St. Lawrence, opposite old Quebec, there express trains leave daily, Sunday excepted, via Grand Trunk Railway, for Rivière du Loup, Cacouna, Fredericton, St. John and Halifax, also for Richmond, Sherbrooke, Gorham, the White Mountains, Portland and Boston, and for Montreal, Toronto and Detroit, &c. Ship building is the principal industrial feature, and some of the best ships that traverse the waters of the deep have been built here. Trains leave here daily, via the Levis & Kennebec Railway, for Scott Junction; the latter is about fifty miles from Quebec, and passes through the Kennebec Valley, renowned for its picturesque beauty and fertility. The objective point of this railway is Kennebecasis, Maine. Messrs. Larochelle & Scott, the contractors, are enterprising, energetic and honorable, and the people of Quebec owe them no small debt of gratitude for their vigorous and successful prosecution of an enterprise that will vastly enhance the interests of the Province of Quebec. The tourist en route for Cacouna, Tadousac, the White Mountains, &c., if time will permit, can spend a few days very comfortably at the "Victoria Hotel," Point Levis. The Victoria is an elegant, neat, clean and fresh hotel, splendidly furnished. Besides the window sills of the hotel have been converted, so to speak, into charming, cosy, little flower beds, thus rendering the air fit for the gods. Ferry boats leave here for Quebec every hour during the day. The new fortifications, erected by the Imperial government during the American war, are well worthy of a visit, not because they are bristling with Armstrong and Krupp guns, but because they are not; there they stand harmless, gunless and useless.

FROM QUEBEC TO RICHMOND JUNCTION, WHITE MOUNTAINS, PORTLAND, ST. JOHN, N.B., FREDRINGTON AND HALIFAX.

Leave Point Levis, at 7.30 p.m., via Grand Trunk Railway, stopping at all stations, connecting at Richmond with train for Montreal. Pullman sleeping cars, from Levis, run through to Portland, thence to Sherbrooke; population 5,000; situation beautiful. Here are cloth and meat factories, and several large hotels; connecting here with passenger railway, hence to Island Pond. Breakfast here. Now the country becomes more interesting; out-posts of the White Mountains, so to speak, are visible, country rolling and romantic to Gorham. Here stages leave for the "Glen House," "Tip Top," and Summit Houses, Mount Washington. Here the train dashes

through the centre of two mountains ; thence to Danville Junction, and connecting Lewiston Junction at both stations with Maine Central Railway ; thence to Portland, connecting with one of the magnificent steamers of the International Steamship Company, for St. John, Fredricton, Halifax, and Prince Edward Island ; also connecting with one of the splendid steamers of the Maine Steamship Company for New York, &c. See advertisements.

Thus the tourist leaving old Quebec, passes through the White Mountains to Portland, along the coast of Maine, in a magnificent steamer, having the most romantic and beautiful sea route in America, to St. John, up the St. John river, by boat, renowned for its beautiful scenery, to Fredricton, the capital of St. John, N.B., returning by boat, or via the European and North American Railway, to St. John, proceeding by boat across the Bay of Fundy to Annapolis, thence by railway through the most picturesque country in the Dominion, to Halifax.

THE NORTHERN LAKES.

TO THE AMERICAN TOURIST.

There is no question that one of the greatest pleasures which is obtainable from a summer outing is the getting away from one's own familiar haunts, and the sameness of every-day life ; to see something new, to move amongst strangers, to observe and study their habits and manners, and enjoy the complete change of being alone among many. On the older continent of Europe the traveller can, in the space of a few weeks, pass through as many different countries, the varying nationalities and tongues tempting him to stray onward and further from his own country and home. This charm and novelty has in some degree been lost on this side the Atlantic, where the energetic, go-ahead American, gradually widening the borders of his Empire, has occupied a large portion of the continent and made it his own. To himself he has attracted the peoples of many countries, and absorbing them into one nationality has so changed and unified them that, travel from one end of the Union to the other, the same types, the same

characteristics are to be seen, varied only by the degrees in which the arts and comforts of civilization are practiced and enjoyed.

Thus it is that increasing interest is yearly manifested in the country of our "cousins in the North," where a new field of pleasure travel is being opened up. Strange it should be, but it is, that, as in Europe, the transition from the confines of one country to another brings a change of people and of tongue; so here, once "the border" be crossed and Canada entered, although sprung from the same stock and speaking the same language, a new nationality, a people possessing distinct characteristics, is immediately observable.

This "New Nationality" has received great impetus by the union of the British Provinces in 1870, prior to that time under distinct and separate Governments, into the one great Dominion of Canada, under one Governor and one Parliament. From the Atlantic to the Pacific there now extends the undivided sway of a great northern people, economically ruled, lightly taxed, thrifty and independent in instinct, possessing within their own borders, water navigation of unexampled facility, and mineral, timber and agricultural resources capable of wide development. It therefore but remains for the future to decide whether these hardy "Northmen" of Canada will not exercise the same potential influence upon their more facile neighbors lying to the south that the northern nations have on the older continent of Europe.

Hitherto the American tourist arriving at the great focus of attraction—Niagara—has generally confined his visit to Canada to the well-known route by steamer across Lake Ontario to Toronto, and thence down the St. Lawrence, its Thousand Islands and exciting rapids, to Montreal, Quebec, and the White Mountains; but we would now direct his attention to the new and popular resorts of Couchiching and the Lakes of Muskoka, presenting a pleasant and economical way of penetrating the interior of Canada, instead of only skirting its borders, either of which, while of itself well worthy of a sojourn, can be added, as an enjoyable *détour*, to the St. Lawrence tour referred to.

As a grand tour, this Northern Lakes Route at the same time offers a fresh and varied trip through the landscape beauties of Ontario, the petite graces of the wooded islets and shores of the inland Lakes of Couchiching and Muskoka, and the glorious grandeur, the lofty headlands and wide-spreading waters of Lake Superior—the largest fresh water sea in the world—that the fast increasing number of tourists tells has but to be better known to tempt the wayfarer in search of new scenes, fresh air and health, from the more well-worn ways of travel.

The central point of departure from the frontier is from Toronto, which city is reached from Niagara, either by the Great Western

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Railway around the head of Lake Ontario, or by steamer the *City of Toronto*, across the lake a water trip of 2½ hours from Lewiston or Niagara.

No duties are charged on articles of dress, fishing or sporting equipment, or anything which may be in the use of the traveller. Prices of all articles of household use or ware or of ornament are so much cheaper in Canada than in the United States that there is no inducement to bring in such supplies.

TO THE TOURIST FROM ABROAD.

Travellers from Europe desirous of seeing within a short space of time the greatest variety of scene and main characteristics of the country, will find this Lake Superior route one of the most interesting portions of their tour.

As a rule, the scenery on the Continent of America, or so much of it as lies east of the Great Plains, is flat and unbroken in outline, the main exceptions being the Catskill Mountains, through which the Hudson River passes, the White Mountains in New Hampshire and the great ranges surrounding the shores of Lake Superior.

Each of these has a special character of its own. At the foot of the Catskills sweeps the noble Hudson, its surface teeming with varied vessels, its shores fringed with the busy haunts of men, cities, villages and country seats of wealthy merchants contrasting with the wastes of dark basaltic rocks above. In Green Vermont the landscape rolls in ever-heightening hills, the valleys fresh with grassy pastures, the mountain sides and summits clad with verdant forest, until above the rounded tops shines out their sovereign height—Mount Washington; but around the shores of the mighty Lake Superior, the Mother of Waters, from whose springs the great St. Lawrence flows, and in whose parent district the Mississippi takes its source, Nature in rugged wilderness reigns supreme. The vastest of all fresh-water seas, occupying the summit watershed of Eastern America, but whose depths lie below the level of the salt Atlantic, is the centre of a vast upheaval, whereby a continent has been formed, and Nature in her fiercest mood has marked and scarred the lofty granite rocks, which hem the waters in, with a boldness and a grandeur worthy of the "wonder" which they surround. "*Non cuius datum est attingere Corintham.*" It is not every one who has a purse long enough to reach the Yosemite and Rocky Mountains, but there are few foreign tourists who, having reached Chicago, cannot continue on to St. Paul and Duluth, and thence by the Collingwood Line skirt the north shore of Lake Superior, visiting *en route* the famed silver mines of Thunder Bay and Silver Islet, pass through the Island beauties of the great Manitoulin Channel, arrive by Northern Railway at Toronto, and proceed down the St. Lawrence to the White Moun

tains, and so regain the Atlantic shore, having thus passed in turn through the three great scenic districts of the United States and Canada.

THE NORTHERN RAILWAY

Our Tourist will now direct his attention to the Trip to the "Interior," and the country stretching 100 miles northward of Toronto, towards the Georgian Bay and the Inland Lakes. Until recently it was a wilderness, but within twenty years or so numerous towns and hamlets have sprung up; many summer hotels have been opened at attractive points, and settlers have poured in with a rapidity equal to the settlements of many parts of the Western States. A railroad has penetrated into its heart. Steamboats ply upon its larger lakes, and some excellent highways traverse its length and breadth. It is emphatically a country of forests, lakes, and rivers. The lakes vary greatly in size, the larger ones thirty or forty miles in length, and the smaller ones mere ponds, but clear and deep, and all abounding in salmon-trout, perch, black bass and speckled trout.

The Northern Railway of Canada is the connecting link between the frontier and the interior.

The Tourist arriving by boat or rail, and intending to proceed at once to the north, will drive to the "City Hall Station," which is but a short distance from the steamboat landing and the stations of the other railways.

COUCHICHING.

Couchiching! Well may the curious Tourist, struck by the peculiarity of the name, ask its meaning. Like all Indian nomenclature, it is singularly appropriate, for the surface of the lake, always stirred by varying breezes, most welcome adjuncts of a summer resort, well attests the name of "Lake of many winds." This locality is among the highest in Ontario, as is plainly evidenced by the flow of the waters which run northward, and thence by a succession of falls down the Severn River, gain the Georgian Bay, and so by Lakes Huron and Erie, find their way to the "Great Leap" of the waters of all Northern America, the Niagara Falls, thus reaching Lake Ontario by a circuit of 800 miles to attain a point but 40 miles from their original source. The elevation and clearness of the atmosphere, and the cool breezes consequent thereon, would, apart from any other consideration, be sufficient to commend the locality as a favorite sum-

mer resort; but the position and surrounding of the Lake Couchiching Hotel are so exceptionally novel and complete, that the visitor cannot fail to find something to occupy or to interest.

The Lake Couchiching Hotel stands at the point of a narrow promontory, projecting a mile and a half northward, into the lake, and surrounded on three sides by water; thus it is that, come from whatever quarter it may, every breeze is felt, and the lake on the one side or other, being protected by the point from wind and wave, pleasure boating in safe calm waters can at all times be enjoyed.

The Hotel itself is a fine building, three stories in height, with large airy rooms and corridors, and a grand dining hall, with domed ceiling, in which is a gallery for the band at the weekly "hops."

Verandas on all stories are on three sides of the exterior, and from their elevation give extensive views of the beauties of the lake, its many islands and distant vistas.

Drives and shady walks bordering the margins of the lake are tastefully laid out in a park of 180 acres, and a handsome avenue, three-fourths of a mile in length, winding through forest trees, leads to the Railway stations.

In the immediate vicinity of the Hotel, terraces, croquet lawns, and flower beds, well filled with flowers from the conservatory in the park, Pavilions, Summer Houses, and a Fishing Temple built out into the lake, make every provision for luxurious and refined ease, as well as every inducement for active physical enjoyments.

From here the steamers "Lady of the Lakes," "Cariella," and "Ida Burton," on Lakes Simcoe and Couchiching, afford opportunities for charming water parties and picnics, to the various points of interest on the lakes, to the Ojibbeway settlement of Indians at Rama, Chief Island, Longford, the Quarries, the Rapids and Falls of Severn, and Washago.

The black bass, pickerel, and salmon-trout fishing in the lake is most excellent, and ready access is gained from this central point to the celebrated Trading Lake and Sparrow Lake, where maskinonge, black bass, speckled trout, &c., are found in abundance, and the best of duck shooting in season.

The trip to Sparrow Lake is either by steamer up Lake Couchiching to Washago and drive (two miles) to Severn, or by train direct to Severn, where the steamer "Pioneer" can be taken down the river to the lake. Small boats or canoes can be obtained, and good fishing enjoyed in the neighborhood of the Rapids.

HINTS AS TO ROUTES.

These trips to Couchiching and the Lakes of Muskoka, form a most delightful and refreshing resting place, in connection with either

the St. Lawrence or Lake Superior Routes of Summer Pleasure Travel.

Tourists from the Eastward, Boston, New York, Syracuse, Rochester, &c., have a choice of routes, either by Niagara Falls and Toronto, or from Rochester by steamer *Norseman*, to Port Hope, and thence by Midland Railway direct to Couchiching.

For Tourists from New Orleans and the South, Sleeping Cars run through without change to Chicago, and thence via Grand Trunk Railway without change to Toronto.

Visitors from Buffalo or Niagara Falls, can reach Couchiching in one day via Suspension Bridge and Great Western Railway, or by New York Central and Steamer *City of Toronto*, or by Canada Southern Railway and Steamer *Rothsay Castle*.

Tourists at Chicago should take rail to St. Paul and Duluth, thence by Collingwood Line steamer to Thunder Bay, Silver Islet, Ste. Marie, Georgian Bay and Collingwood to Toronto and down the St. Lawrence and Thousand Islands.

Tourists at Niagara Falls should make a short detour and see the interior of Canada and beautiful inland lakes, taking Great Western Railway or steamer from Lewiston or Niagara, across Lake Ontario to Toronto, thence to Couchiching, rejoining the St. Lawrence trip at Toronto.

For a grand all-round Summer Tour, this route is unsurpassed. Buffalo, Niagara Falls, Toronto, Couchiching, Lakes of Muskoka, Collingwood, Georgian Bay, Great North Manitoulin Channel, Sault Ste. Marie, North Shore of Lake Superior, Thunder Bay, Duluth, thence by Northern Pacific Railway to St. Paul and Chicago, or by Ward's Line via south shore of Lake Superior to Detroit, or return by Collingwood Line and Northern Railway to Toronto.

The only line passing through the inside picturesque route of the Georgian Bay and North Manitoulin Channel, avoiding the open waters of Lake Huron, and passing in daylight the LaCloche Mountains and through Island Scenery unsurpassed by the Thousand Islands of the St. Lawrence. The whole round trip returning to Toronto, occupies ten days.

FROM MONTREAL TO BOSTON.

Leave Montreal via Central Vermont Railway, at 9 a.m., o'clock daily; Sundays excepted, for St. John, St. Albans, described in another page; Essex Junction, Burlington, Shelburn, Charlotte, N. Ferrisburg, Ferrisburg, Vergennes, New Haven, Brookville, Middlebury, Salesbury, Leicester Junction, Brandon, Pittsford, Sutherland Falls, Centre Rutland, Rutland, North Clarendon, Clarendon, Colingsville, E. Wallingford, Mount Holly, Summit, Healdville, Ludlow, Proctorsville, Cavendish, Gassetts, Chester, Batonville, Rock

ingham, Bellows Falls, (described in another page) arrive at Boston.

FROM MONTREAL TO NEW YORK.

Leave Montreal via Central Vermont Railway, daily, Sundays excepted, at 3 p.m., via St. Albans, Troy, Albany, arriving at New York at o'clock.

CENTRAL VERMONT RAILROAD.

This railway has for many years formed the most important channel of traverse and commerce between New England and Canada. It was opened to Montpelier, the capital of Vermont, in 1849, and was completed to Burlington, the chief city of the State, in 1850. In 1852 the connection through to Montreal via Rouses Point was made, and in 1862 the present route via St. Johns was finished, making the most easy and direct communication between the capital of New England and that of Canada. The whole country between White River Junction and Richmond, a distance of 80 miles, is such as delights the heart of a railway engineer, affording as it does the most formidable obstacles to stimulate the exercise of ingenuity and skill. No one who has the least appreciation of nature can fail to find this trip a most interesting one. Immediately after leaving the Junction, the track approaches the bank of White River, and only leaves it at short intervals until the stream is reduced to a mountain brook. The remarkable purity and sparkling properties of the White River water must be seen to be appreciated, and the endless variety of its falls, rapids, shallows, and pools, are a source of never-failing interest. The mountains, too, constantly claim our admiration. The road passes across the Vermont chain of the Green Mountains, which gradually rise from the moderate hills along the Connecticut valley, to such bald-headed patriarchs as *Mansfield* and *Camel's Hump*, reaching 4000 feet and more into the air, and overlooking everything between Mount Washington in New Hampshire, and Tawhaws among the Adirondacks.

ST. ALBANS.

ARRIVE 6.20 P. M. *from Montreal, Supper at DUNTON'S Stages to Fairfield, Cakersfield, Sheldon, Enosburgh, Berkshire, Richford, and Troy.*

St. Albans, the shire town of Franklin County, is built upon a gently sloping hill overlooking Lake Champlain, two miles distant. The lower part of the town, in the vicinity of the railway station, is level; but the land soon rises, and the principal business street, with the pleasantest part of the town, is on the hillside. Situated in the midst of an unsurpassed grazing country. St. Albans is noted for its butter and cheese. Three hundred carloads of these two commodities are yearly shipped to the markets of Boston. Tuesday is the market

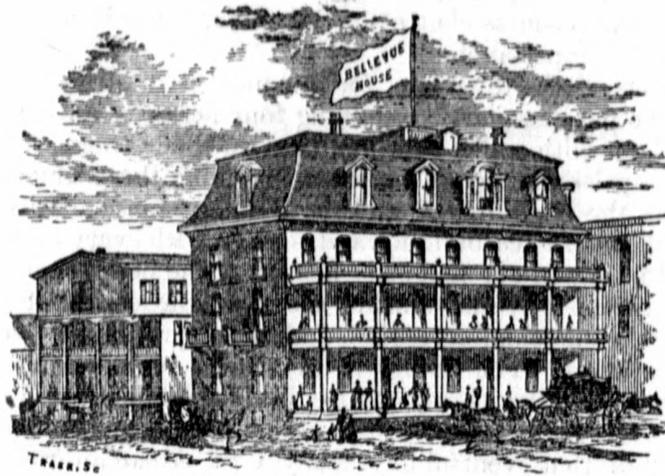
day, and at that time large amounts of money are paid to the farmers by agents from Boston provision merchants. It is said that \$60,000 have been thus paid over in a single day.

St. Albans Bay, on Lake Champlain, was prior to the building of the railroad, the business centre of the town, but it is now of comparatively little importance.

The streets of the town are, for the most part, straight and well graded. The public square, containing four acres, is an ornamental ground, laid out with walks and planted with shade trees. Around it are the principal buildings of the town, including three churches, the Court-House, the High School, and the Welden House. This hotel is a large, well constructed building, and is fitted with every convenience to be found in any of our first-class houses. The heavy money transactions mentioned above have made the town the centre of banking business for the surrounding region, and three prosperous banks are in active operation. The money in the vaults of these institutions brought down upon the unsuspecting citizens the famous raid of October 19th, 1864. The war was then at its height, and, doubtless, on the morning of that eventful day, many a St. Albanian read in his morning paper of doings at the front, little thinking that his balance at the bank was destined, in a few hours, to be in the pocket of a rebel, mounted on a fleet Vermont horse, and crossing the Canada line. About 3 o'clock on the day mentioned, a squad of armed men appeared in the public square. Whence they came from, no one could tell, but their plans were evidently laid with care, for parties of three or four at once entered the banks, and presented orders which were cashed at sight, without the usual identification being insisted upon by the bank officials. About \$200,000 was thus obtained. Collateral security was furnished in the persons of cashiers and treasurers, who were locked up in the vaults for safe-keeping. Meanwhile the remainder of the raiders were busy in selecting the best horses they could lay hands on and in quarantining any citizens who happened to be passing at the time, so as to prevent resistance. All this was accomplished in a few minutes, and the rebels galloped off towards Canada with their spoils. Three citizens were wounded by the raiders, one of whom subsequently died. A party was speedily organized and on the trail of the rebels, who were pursued into Canada, and there some of them were arrested. About \$90,000 were recovered by the Canadian authorities and returned to the St. Albans' banks.

All who have visited St. Albans have heard of the magnificent view from Aldis Hill, an elevation near the town. It is in truth, a very lovely prospect, commanding the ranges of the Adirondack and Green Mountains, and a wide stretch of Lake Champlain. At the hour of sunset, on a calm evening, the beauty of the scene from this hill is well-nigh matchless. The general offices of the Central Vermont Railway are at St. Albans, and the arrangements of the station and offices adjoining are well worth inspection. The passenger

BELLEVUE HOUSE, NEWPORT, Vermont.



THE "BELLEVUE" has been opened for the past two years. It has all of the modern improvements, lighted by gas; large, pleasant rooms; and for neatness and conveniences, is unsurpassed by any house in the State. Being situated at the head of Lake Memphremagog, and at the junction of the S. E. Railway, with the C. & P. R. & M. V. R. R., makes it a very desirable and accessible point both for commercial and pleasure travel.

Mr. Bean, the coming season, will run in connection with his house, the premises known as the "Pendar Farm," upon which there are dwelling houses suitable for the accommodation of families.

H. BEAN, Proprietor.

NEWPORT HOUSE

At NEWPORT, Vermont.

N. C. COLE - - - - Proprietor.

TERMS—\$2.00 PER DAY.

ALLOWANCE MADE FOR FAMILIES.

LIVERY CONNECTED WITH THE HOUSE.

BOATS & FISHING TACKLE TO LET.

Our SPECIALTY is to make a home for our guests.

house is 300 feet long, and contains four tracks. An extensive wing—if it may so be called—adjoining the passenger house, contains the general offices. This building is most conveniently and elegantly arranged and furnished. It contains a reading-room, where all the leading periodicals and newspapers are kept for the use of officers and employees.

ADVICE AS TO TICKETS AND TRAINS.

Excursion Tickets, TORONTO to COUCHICHIING, BRACEBRIDGE, ROSSEAU, JOSEPH and PARRY SOUND, and to LAKE SUPERIOR, good to return during the season can be obtained from CHARLES PERRY, 62 King Street, Toronto; D. MILLOY, 8 Front Street, Toronto; COUCHICHIING HOTEL; and NORTHERN RAILWAY STATIONS, Toronto. From E. BARBER, International Hotel, Niagara Falls; COOK, SON, & JENKINS, 261 Broadway, New York; the INTERNATIONAL EXHIBITION BUILDINGS, Philadelphia, and all other of their offices.

All Couchiching Return Tickets to be good for Return must be stamped at the Lake Couchiching Hotel Ticket Office.

Couchiching Saturday Return Tickets are good by rail, or by boat on Lake Simcoe, and are available to return by any train up to Monday night.

All Regular Excursion Tickets are good on the *Lady of the Lakes* on Lake Simcoe, between Belle Ewart and Couchiching or Orillia.

Bracebridge, Rosseau, Joseph and Parry Sound Excursion Tickets are available to stop at Orillia or Couchiching by making known to the Conductor the intention to do so, and are good between Orillia or Couchiching and Washago by rail or by the *Carriella*, on Lake Couchiching.

Lake Superior Excursion Tickets include Meals and Berths, and are available to stop off at any points of interest along the route by making known to the Purser the intention to do so, and receiving from him a check which will be good for continuing the trip on any succeeding steamer of the Collingwood Line.

Parry Sound Excursion Tickets can be purchased either *via* Collingwood to Parry Sound and return by the Lakes of Muskoka and Couchiching or *via* the Lakes, and return by Collingwood, but are good for passage only, meals and berths being extra.

1876.

1876.

CAMPBELL'S WINDSOR AND LAKE SUPERIOR
WEEKLY LINE OF FIRST CLASS
PASSENGER STEAMERS

(Via North Shore),

FROM

DETROIT AND WINDSOR,

Sarnia, Goderich, Kincardine, Southampton, Inverhuron, Port Elgin,
 TO

BRUCE MINES, SAULT STE. MARIE, BACHAWANING,

Michipicoton, Nepigon, Silver Islet, Fort William and Prince Arthur's Landing, and

DULUTH, connecting with the Northern Pacific and Lake Superior

and Mississippi Railroads, to **St. Paul, Minneapolis, &c.,**

and **FORT GARRY.**

For freight or passage apply to agents along the line of route, and all inland Cities and Towns.

Agents in all the principal Cities and Towns of Canada.

One of the splendidly appointed Steamers of this line will leave Ashley & Mitchell's dock, foot of Griswold Street, Detroit, for Windsor, thence leaving Sarnia the same evening; Goderich, a.m.; Kincardine, p.m., immediately upon the arrival of Great Western Railroad train.

ASIA - - - - - Capt. Moore.
SOVEREIGN - - - - - Capt. McNaught.

This line, composed of the above new A 1 Passenger Steamers, "**Asia and Sovereign**," run from Detroit and Windsor every at 10 a.m., for Sarnia and all intermediate points on Lake Huron and the North Shore ports of Lake Superior, for Duluth, and connects with Northern Pacific and Lake Superior and Mississippi Railroads for St. Paul and all parts of Minnesota, Wisconsin and Iowa—also, via Northern Pacific and Red River Steamers for **Fort Garry**.

These Steamers are elegantly fitted up expressly for the passenger traffic, and are unsurpassed in style and finish; elegant ladies' cabins.

Cabin passage includes meals and berths. The Table of this line is abundantly supplied with all the delicacies of the season; attentive and courteous stewards and ladies' maids in attendance.

The following are among the principal places of **Interest** and **Resort** on the route:

"**Lake St. Clair**," the Ship Canal, and the beautiful scenery along the shores of Lake Huron to the Bruce Mines. Thence to

Sault Ste. Marie, its Rapids, Ship Canal, and Trout Fishing.

Bachawaning, beautiful Bay and Scenery.

Michipicoton, magnificent Scenery and Fishing.

Nepigon Bay and River, celebrated Trout Fishing and never ending and charming Scenery.

Silver Islet with Thunder Cape, rising proudly to a height of over 1300 feet. The scenery here is indescribably lovely. Pi Island rising up 1000 feet high, and McKay Mountain rising behind upwards of 1500 feet. Thunder Bay is the seat of immense silver works for crushing and reducing the precious metal under the superintendence of Alex. Stewart, Esq., and here also is the terminus of the Dawson Route; thence about 200 miles to Duluth.

Tourists and excursion parties liberally dealt with. Terms and all particulars cheerfully given on application to any of the Agents or

GEO. CAMPBELL,
 CAPT. J. C. GRAHAM } PROPS.
 S. NEELON,

GEO. CAMPBELL, Manager.

Windsor, Ont.

THE GREAT NIAGARA FALLS ROUTE BETWEEN THE EAST AND WEST.

Great Western Railway OF CANADA.

This favorite and justly popular line stretches across the Western Peninsula of Ontario, from Suspension Bridge on the Niagara River to Windsor (opposite Detroit) on the Detroit River, a distance of 229 miles and with Branch Lines form a system of nearly Eight Hundred Miles of Road under one management, passing through the finest and most productive portion of Western Canada, and is a link in the Great Chain of Railways forming the Overland Route from the Atlantic to the Pacific.

Four Express Trains each way daily, making close connections—East and West—at Suspension Bridge (Niagara Falls) with all Express Trains on the New York Central and Hudson River and Erie Railways for Buffalo, Rochester, Elmira, Albany, New York, Boston, Philadelphia and all points in the Eastern States.

At Detroit with the Michigan Central and Detroit and Milwaukee Railways for Bay City, Saginaw, Grand Rapids, Muskegon, Chicago, Milwaukee, St. Louis, Omaha, San Francisco and all points in the Great West to the Pacific Coast.

At Hamilton and Toronto—during the season of navigation—with the Royal Mail Line of Steamers for Port Hope, Cobourg, Kingston, Montreal, Quebec and all the principal points on Lake Ontario and the River St. Lawrence; also at Toronto with the Grand Trunk Railway for all points in Eastern Canada.

At Sarnia and Southampton with Beatty's Express Line of Steamers for Duluth, Fort William, Silver Islet and Fort Garry.

At Port Stanley with the Cleveland and Canada Steam Boat Line for Cleveland, making connection daily at the latter place with the C. C. C. & Indianapolis Rail Road, the Atlantic & Great Western R. R., and the Cleveland & Pittsburg R. R. for all points in the South West and South.

The only Line running Palace Sleeping and Drawing Room Cars *via* Niagara Falls and Detroit from New York and Boston to Chicago without change.

A number of New Dining Cars have recently been placed upon the principal Express Trains running between Detroit and Suspension Bridge on this Railway, which for workmanship and elegance of design and comfort generally cannot be excelled.

These Cars will no doubt be appreciated by the Travelling Public as a want long felt; and Passengers on these Express Trains will be enabled to get their Meals on board at moderate rates.

Remember that the **Great Western Railway** is the only Line between Detroit and Niagara Falls and Buffalo running these Dining and Restaurant Cars.

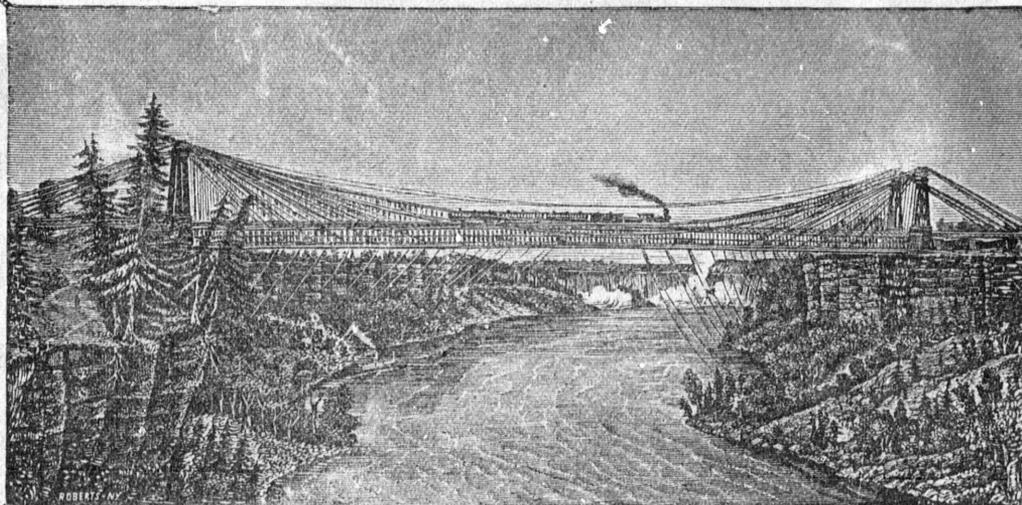
PARLOR CARS are run on Day Trains between Detroit and Suspension Bridge; also between Toronto and Buffalo *via* the Falls, making this the most popular route between Buffalo and Toronto.

TOURISTS AND PLEASURE SEEKERS should travel by this Railway, and not fail to see Niagara Falls, which can be seen in all their beauty while crossing the Great Niagara River Suspension Bridge.

BE SURE and ask for Tickets reading *via* Great Western Railway, which can be had at the Offices of all Connecting Lines in United States and Canada.

F. BROUGHTON, Gen. Manager, Hamilton, Ont.
WM. EDGAR, Gen. Pass. Agent, Hamilton, Ont.

GREAT WESTERN RAILWAY OF CANADA.
The Great Through Passenger Route between the
EASTERN AND WESTERN STATES,
VIA NIAGARA FALLS, BUFFALO AND DETROIT.



STEEL RAILS!
STONE BALLAST!!
SURE CONNECTIONS!!!

SPEED!
SAFETY!!
COMFORT!!!

Through Palace Sleeping and Drawing Room Cars are run over this railway between New York, Boston, and Chicago without change. Elegant Dining and Restaurant Cars are attached to the principal Express Trains between Suspension Bridge and Chicago.

F. BROUGHTON,
General Manager, Hamilton, Ont.

Wm. EDGAR,
General Passenger Agent, Hamilton, Ont.

