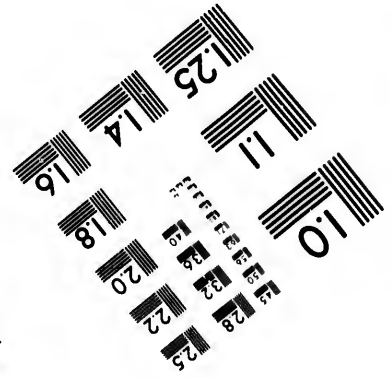
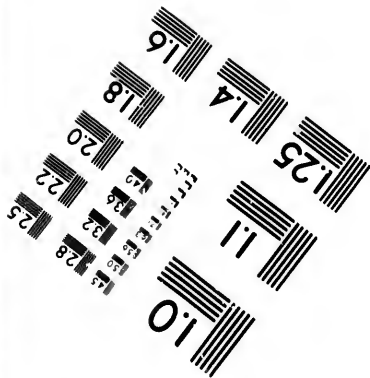
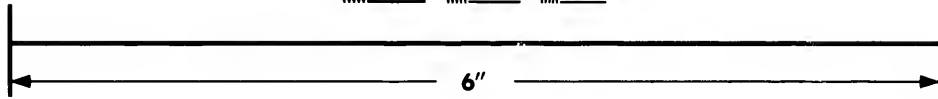
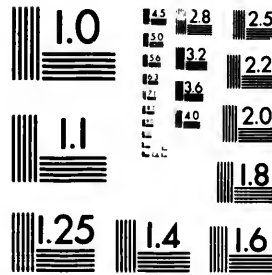


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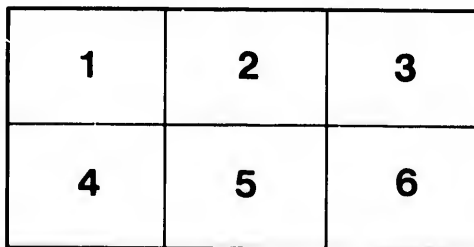
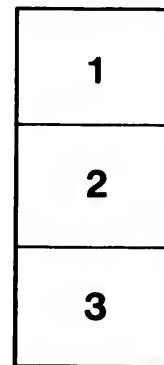
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THE
OTTAWA HOTEL

TRAVELLER'S GUIDE,



FOR

Lewiston, Niagara River, Toronto, Lake Ontario,
River St. Lawrence, Montreal, Quebec,
and the Saguenay.

MONTREAL:

GAZETTE BOOK AND JOB PRINTING HOUSE.

1871.

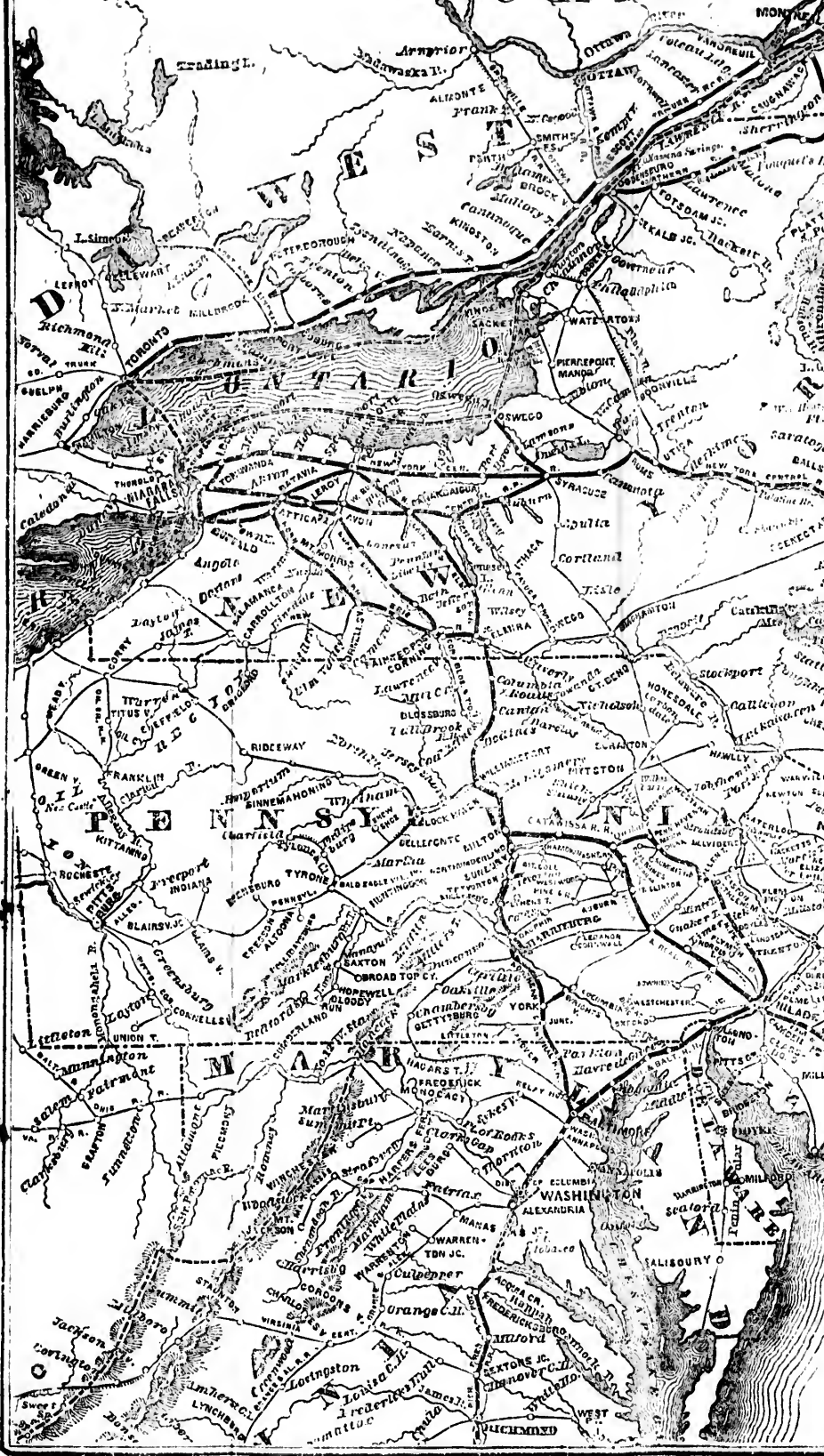
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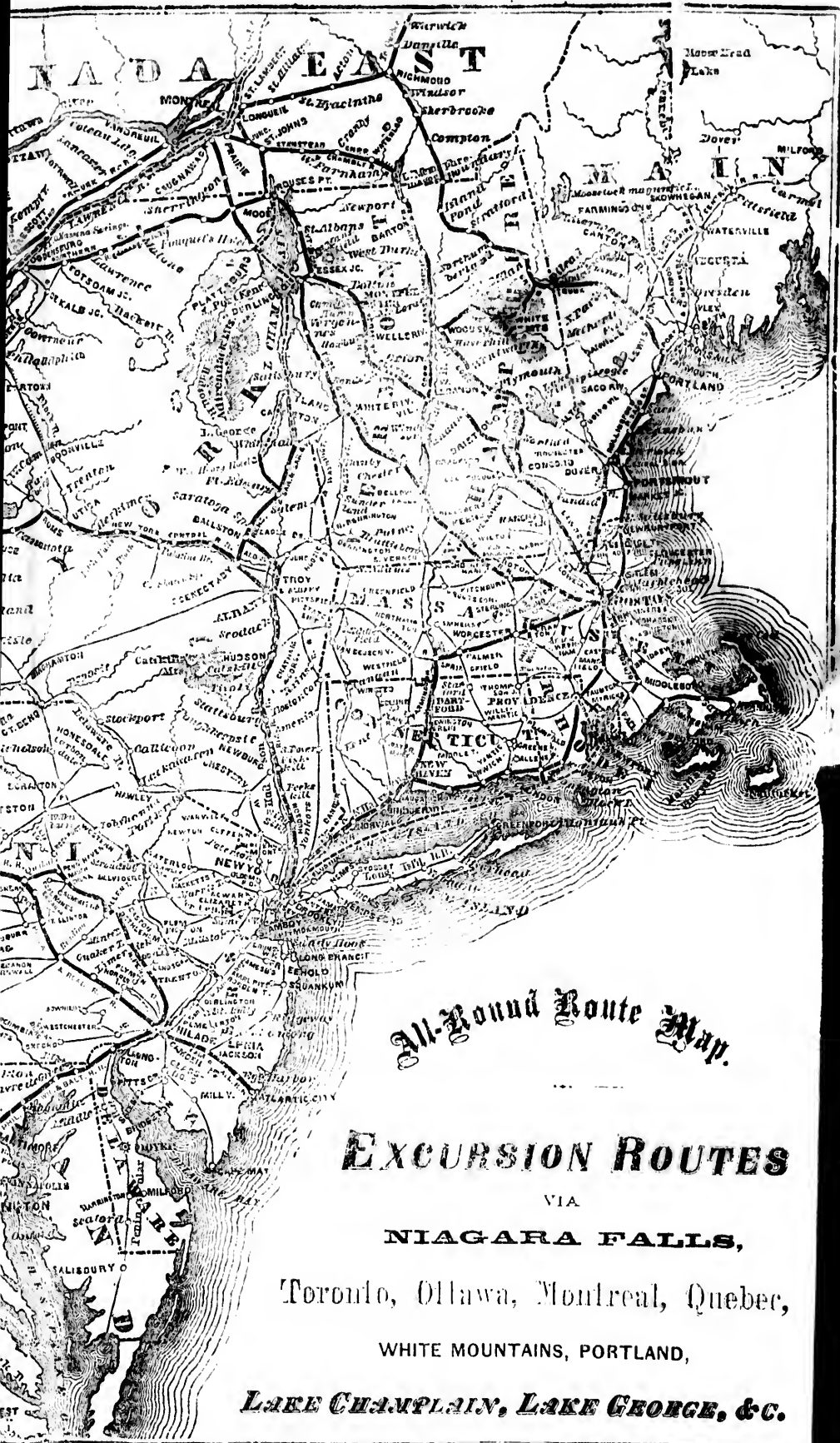
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CANADA





All-Round Route Map.

EXCURSION ROUTES

VIA

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Lake Champlain, Lake George, &c.

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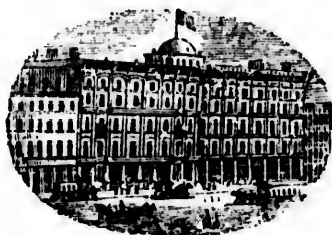
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The Traveller's Guide.

OTTAWA HOTEL,



MONTREAL, Dominion of Canada.

THE undersigned respectfully inform their numerous friends and patrons in Canada and the United States, that by the recent enlargement and improvements effected in this establishment, they are now prepared to accommodate over 350 guests. The Ottawa Hotel covers the entire space of ground running between St. James and Notre Dame Streets, and has two beautiful fronts; the one on the right in the above cut represents the front on Notre Dame, the other on the left the St. James Street front. The house has been thoroughly refitted and furnished with every regard to comfort and luxury; has hot and cold water with baths and closets on each floor. The aim has been to make this the most unexceptionable first-class Hotel in Montreal. Mr. Burnett trusts that his long experience in first-class Hotels in New York City and the United States, will give confidence to his friends and the travelling public that they will receive every comfort and attention at the Ottawa. Carriages, with attentive drivers, can be had at all times by application at the office; coaches will also be found at the Railway Depot and Steamboat Landings on the arrival of the several Trains and Steamers.

D. C. BURNETT, **BURNETT & MATHER,**
late Proprietor PROPRIETORS.
of Woodruff House, Watertown, N.Y.
St. James Hotel, Montreal.

E. G. MATHER,
Late of Barnum's City Hotel,
Baltimore, Md.

OTTAWA HOTEL REGULATIONS.

1. Guests are required to register their names on their arrival.
2. The charge for Rooms will commence from the time they are engaged until they are given up, and in no case will any deduction be made.
3. Guests without baggage are requested to pay their bills in advance.
4. **ALL BILLS ARE PAYABLE WEEKLY**, and prompt payment expected.
5. All damage to furniture, other than wear and tear, will be charged to the occupants of the room.
6. Children will not be allowed in the Parlor unless accompanied by their parents.
7. All Meals or Lunches furnished in Rooms will be charged extra, in all cases.
8. No Baggage will be permitted to be brought from the rooms until the bills are settled.
9. Children occupying seats at the First Table will be charged Full Price.
10. Guests desiring servants for out-door messages must apply at the Office.
11. For Gas burned after 12 o'clock at night, an extra charge will be made.
12. No Washing or Ironing will be permitted in the Rooms. Those wishing washing done will apply at the Office.
13. Occupants of Rooms are requested to **LOCK THEIR DOORS** on retiring, and also in going out, and leave the keys at the Office.
14. Persons taking a Dog in a Room will make themselves responsible for damage, as they are not permitted in the Rooms.
15. Taking lessons and playing exercises on the Piano in the Public Parlor is not allowed.
16. Newspaper files in the Office are not to be taken to guests' Rooms.
17. Noise by children will not be permitted in the hall.
18. Fire will be charged extra.
19. Carriages can be had at short notice by making application at the Office.
20. No Rooms given without meals, and no Meals sent out of the House.
21. Any negligence or insolence on the part of the Servants should be promptly reported at the Office.
22. The Proprietors will not be responsible for Money or other Valuables unless deposited in the safe kept for that purpose in the Office.

AMERICAN MONEY TAKEN AT GOLD RATES.

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P R E F A C E .

The Proprietors of the Ottawa Hotel take pleasure in presenting to the Tourist their " Guide Book " this season, in an improved dress and enlarged form, and in order to please the Traveller, by the world-renowned trip down the St. Lawrence and its Rapids, have added additional matter, giving a more full description of the various places on the Route, and a more particular description of each Rapid ; they have spared neither labour or expense to make this a thoroughly reliable book, and it is presented by their Agent, " gratis," to the Traveller, thereby affording as good, if not better, information than is found in a " Route Guide " for which the Tourist is charged fifty cents or one dollar. No other Guide now before the public is either sufficiently recent or comprehensive to be safely followed by the Tourist from Niagara Falls to the far-famed Sauguenay River. It is not without confidence, therefore, that we commit this Hand-Book as a reliable and much needed one, to the Travelling Public.

Very respectfully,
BURNETT & MATHER.

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TRAVELLER'S GUIDE.

LEWISTON.

This village is situated at the head of navigation, on the Lower Niagara, and is a place of considerable importance. It lies three miles below the Devil's Hole, and seven miles below the Falls. Lewiston is a pleasant, well built village, but its commercial prospects have been very much injured by the construction of the Erie and Welland Canals.

QUEENSTON

Is a small village, situated nearly opposite to Lewiston, and contains about 200 inhabitants. It is the Canadian termination of the Bridge, and is associated in history with the gallant defence made by the British on the adjacent heights in the war of 1812. The village is pleasantly situated, but it has suffered from the same causes that have retarded the growth of Lewiston. Near this point the river becomes more tranquil, the shores appear less broken and wild, and the change in the scenery affords a pleasing transition from the sublime to the beautiful.

BROCK'S MONUMENT.

The Monument stands on the Heights of Queenston from whence the village derives its name. The present structure occupies the site of the former one, which was blown up by some miscreant, on the 17th of April, 1840. The whole edifice is four hundred and eighty-five feet high on the sub-base which is forty feet square and thirty feet high, are placed four lions, facing north, south, east, and west; the base of the pedestal is twenty-one and a half feet square, and ten feet high; the pedestal itself is sixteen feet square, and ten feet high, surmounted with a heavy cornice, ornamented with lions heads and wreathes, in alto-relievo. In ascending from the top of the pedestal to the top of the base of the shaft, the form changes from square to round. The shaft is a fluted column of freestone, seventy-five feet high and ten feet in diameter; on which stands a Corinthian capital, ten feet high, whereon is wrought, in relief, a statue of the Goddess of War. On this capital is the dome, nine feet high, which is reached by 250 spiral steps from the base, on the inside. On the top of the dome is placed a colossal statue of Gen. Brock.

FORT NIAGARA.

This Fort stands at the mouth of the Niagara River on the American side. There are many interesting associations connected with the spot; as, during the earlier part of the past century, it was the scene of many severe conflicts between the Whites and the Indians, and subsequently between the English and the French. The names of the heroic La Salle, the courtly De Nouville, and the gallant Prideaux, will

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long retain a place in the history of this country. The village adjacent to the Fort is called Youngstown, in honour of its founder, the late John Young, Esq.

NIAGARA

Is one of the oldest towns in Upper Canada, and was formerly the capital of the Province. It is situated where the old town of Newark stood, and is opposite to Youngstown. It faces the river on one side, and Lake Ontario on the other. The trade of this place has been diverted to St. Catharine's since the completion of the Welland Canal; and the other towns upon the Niagara River have suffered in common, from the same cause.

TORONTO,

the Capital City in Upper Canada, is situated on an arm of Lake Ontario, thirty-six miles from the mouth of Niagara River. This city was formerly called Little York. The first survey was made in 1793. Toronto Bay is a beautiful inlet, separated from the main body of Lake Ontario, except at its entrance, by a long, narrow, sandy beach. The south-western extremity is called Gibraltar Point. The population, in 1817, was 1,200; but at the present time it amounts to about 60,000. With a similar progress for a few years to come, the population of this city will be second to none in British America. Among the principal buildings of Toronto, are a University and a Cathedral. One of the ecclesiastical edifices deserves especial notice,—the Church of the Holy Trinity; a handsome structure, erected by a donation of five thousand pounds from some liberal person from England, on condition that the whole of the seats

should be free. The Elgin Association, for improving the moral and religious condition of the colored population, is among the most useful institutions of the place. That stupendous undertaking, the Grand Trunk Railway of Canada, passes through Toronto, and promises a splendid future, not only for this city but for every other city in the country ; for the benefits to be derived from it are incalculable. Nature has bestowed fine rivers and vast lakes, which have already been made fully subservient to commerce ; but how wonderfully will commerce be advanced by the linking of these lakes and rivers by means of railways. Thus will be constituted one great unbroken medium of speedy communication from the far West of America to the shores of the Atlantic.

PORT HOPE

is situated sixty-five miles from Toronto. A small stream, which here falls into the Lake, has formed a valley, in which the town is located. The harbor formed at the mouth of this stream is shallow, but safe and commodious. Port Hope is a very pretty town, on the western side the hills rise gradually one above another. The highest summit, which is called "Fort Orton," affords a fine prospect, and overlooks the country for a great distance around. The village is incorporated, and contains about 2,200 inhabitants.

COBOURG

lies seven miles below Port Hope, and contains 4000 inhabitants. The town contains seven churches, two banks, three grist mills, two foundries, and the largest cloth factory in the province. It is also the seat of

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Victoria College and a Theological Institute. Midway between Port Hope and Cobourg, is "Duck Island," on which a lighthouse is maintained by the government.

KINGSTON.

This place was called by the Indians "*Cataracqui.*" A settlement was begun by the French, under De Courcelles, as early as 1672. The Fort which was finished the next year, was called Fort Frontenac, in honour of the French Count of that name. This Fort was alternately in the possession of the French and the Indians, until it was destroyed by the expedition under Col. Bradstreet, in 1758. In 1762, the place fell into the hands of the English, from whom it received its present name. Kingston was one of the most important military posts in Canada. It is one hundred and ten miles from Cobourg, and contains about 11,000 inhabitants.

[Before proceeding down the St. Lawrence, we will retrace our steps, and briefly notice the places on the American side of Lake Ontario.]

OSWEGO

is the next port after passing Charlottesvillle. It is a beautiful and flourishing town, and contains a population of about 15,000. It is the commercial centre of a fertile and wealthy part of the country, and is the terminus of a railroad and a canal, connecting it with Syracuse and the New York Central Railway. The history of this place is associated with many hard battles, fought during the time of the Indian and French wars.

SACKETT'S HARBOUR

Is situated about forty-five miles from Oswego, and twenty miles from the St. Lawrence. It lies upon the north-eastern shore of Lake Ontario, and derives its name from Mr. Sackett, of Jamacia, L. I., who purchased and took possession of it in 1799. It is admirably fitted, from its position, for a naval station, and is now the seat of a military post, called "Madison Barracks."

THE THOUSAND ISLANDS

are amongst the wonders of the St. Lawrence, situated about six miles below Kingston. There are in fact no less than 1,800 of these "emerald gems in the ring of the wave," of all sizes, from the islet a few yards square, to miles in length. It is a famous spot for sporting; myriads of wild fowl of all descriptions may here be found; and angling is rather fatiguing than otherwise, from the great quantity and size of the fish. These Islands, too, have been the scene of most exciting romance. From their great number, and the labyrinth-like channels among them, they afforded an admirable retreat for the insurgents in the last Canadian insurrection, and for the American sympathizers with them; who, under the questionable name of "patriots," sought only to embarrass the British Government. Among these was one man, who, from his daring and ability, became an object of anxious pursuit to the Canadian authorities; and he found a safe asylum in these watery intricacies, through the devotedness and courage of his daughter, whose inimitable management of her canoe was such, that through hosts of pursuers, she baffled their efforts at capture,

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while she supplied him with provisions in these solitary retreats, rowing him from one place of concealment to another, under shadow of the night. But, in truth, all the islands, which are so numerously studded through the whole chain of those magnificent Lakes, abound with materials for romance and poetry. For instance, in the Manitoulin Islands, in Lake Huron, the Indians believe that the *Manitou*, that is, the *Great Spirit* (and hence the name of the islands) has forbidden his children to seek for gold ; and they tell you that a certain point, where it is reported to exist in large quantities, has never been visited by the disobedient Indian, without his canoe being overwhelmed in a tempest.

CLAYTON.

This village is situated on the American side, opposite the "Thousand Islands," and was formerly of considerable importance as a lumber station. Square timber and staves were here made up into large rafts, and floated down the St. Lawrence to Montreal and Quebec. These rafts were often very large ; and as they require a great number of men to navigate them, the huts erected for their shelter give them, as they pass down the river, the appearance of small villages. Many of the steamers and other craft that navigate Lake Ontario were built here, and during the past five years Clayton has become a great resort for pleasure seekers, "the fishing and shooting is the best on the St. Lawrence, the late Geo. Peabody, Esq., has spent several weeks here each season when in this country for the last five years, to enjoy the sports of fishing, shooting, bathing, etc., other celebrities could be named also," who make their annual visits here, the beauty of the Islands and

River at this place cannot be surpassed—there are also two good hotels that are filled with pleasure seekers during the summer months, the Johnson House fronts the River and is near the Steamboat Landing, and the Hubbard House near the centre of the town both enjoy good reputations.

ALEXANDRIA BAY

is the next port after leaving Clayton. It is built upon a massive pile of rocks, and its situation is romantic and highly picturesque. It is a place of resort for sportsmen. Some two or three miles below the village, is a position from whence one hundred islands can be seen at one view. This place also is celebrated for its fishing and shooting. The beauty of the Islands in this vicinity for several miles up and down the River can hardly be imagined without a personal visit. There is a great quantity of fish killed here known as the Mascolonge, they are of large size many of them weighing forty to fifty and often as high as seventy pounds, they are taken with trolling lines and it requires a skilful angler to land one safely. Sportsmen consider the taking of one of these fish equal to Salmon fishing. There is a good Hotel here which is filled with visitors during the Summer. The Crossman House, H. Crossman, Proprietor.

BROCKVILLE

was named in honor of General Brock, who fell on Queenston Heights, in the war of 1812. It is situated on the Canadian side of the St. Lawrence, and is one of the pleasantest villages in the province. It is situated at the foot of the Thousand Islands, on an

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elevation of land which rises from the river in a succession of ridges. The town was laid out in 1802, and is now a place of considerable importance. The present population is about 4000. It is growing very rapidly, and is one of the most pleasant, healthy and thriving towns on this side of the river.

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In the year 1748, the Abbé François Piquet, who was afterwards styled the "Apostle of the Iriquois," was sent to establish a mission at this place, as many of the Indians of that tribe had manifested a desire of embracing Christianity. A settlement was began in connection with this mission, and a fort, called "La Presentation," was built at the mouth of the Oswegatchie, on the west side. The remains of the walls of this Fort are still to be seen. In October, 1749, it was attacked by a band of Indians from the Mohawks, who, although bravely repulsed, succeeded in destroying the pallisades of the fort and two of the vessels belonging to the colony. The Abbé Piquet retired from the settlement soon after the defeat of Montcalm, and finally returned to France, where he died in 1781.

In describing the situation of the ground on the east side of the river, opposite to his fort, the Abbé with his accustomed discrimination, remarked: "A beautiful town could hereafter be built here." This prediction has been fully verified; and the city of Ogdensburgh now occupies this side. It has increased rapidly within the past few years, and will doubtless become a large manufacturing place. The Northern Railroad, which runs to Lake Champlain, a distance of one hundred and eighteen miles, and which connects at Rouse's Point with the railroads to

Boston and Montreal, has its terminus here. We may add that in time it will be a large city, as it continues to grow rapidly and is one of the wealthiest cities of its size in the State of New York. The streets are wide, and lined with beautiful shade trees, and the private residences some of them are magnificent, and the public buildings are very fine. It is also a great resort during the summer season for pleasure seekers, and being the terminus of the Ogdensburg and Rome Railroad, it is one of the principal points for travellers to take the steamers down the Rapids, for Montreal. The principal Hotel at Ogdensburg, is the Seymour House—F. J. Tallman, proprietor.

PRESCOTT

is situated on the Canada side of the St. Lawrence, opposite Ogdensburg, and contains about 3000 inhabitants. Previous to the opening of the Rideau Canal between Kingston and Ottawa City (formerly Bytown), Prescott was a place of importance in the carrying trade between Kingston and Montreal; but since that event its growth has been checked. Matters have, however, again changed, and for Prescott there are prospects of brighter days to come. Through the influence, and energy, and untiring perseverance of Robert Bell, Esq., of Ottawa City, a railroad has been built, under almost insurmountable obstacles, which extends from Ottawa City to Prescott, and there connects the Ottawa River with the St. Lawrence. The enterprise has, thus far, more than realized the most sanguine hopes of its projector. About a mile below the town of Prescott, at a place called "Windmill Point," are the ruins of an old stone windmill, in which, in 1837, the "Patriots," under Von Shultz, a Polish exile, established themselves, but from which

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they were driven with severe loss. About five miles below Prescott is Chimney Island, on which the remains of an old French fortification are to be seen. The first rapid of the St. Lawrence is at this island.

THE GALOP RAPID.

The next town on the American side is Waddington; and in the river, over against it, is Ogden Island. On the Canada side is Morrisburg, formerly called West Williamsburg. It is called the Port of Morristown, and contains about two hundred inhabitants. A short distance below Morristown, on the Canada side is Chrysler's farm, where in 1813, a battle was fought between the English and the Americans. The Americans were commanded by Gen. Wilkinson, and were at that time descending the river to attack Montreal. The attempt was afterwards abandoned. Thirty miles below Ogdensburgh, is Louisville, from whence stages run to Massena Springs, distant seven miles.

LONG SAULT.

A continuous rapid of 9 miles, divided in the centre by an island. The usual passage for steamers is on the south side. The channel on the north side was formerly considered unsafe and dangerous; but examinations have been made, and it is now descended with safety. The passage in the southern channel is very narrow, and such is the velocity of the current that a raft, it is said, will drift the nine miles in forty minutes.

DESCENT OF THE RAPIDS.

This is the most exciting part of the whole passage of the St. Lawrence. The rapids of the "Long Sault" rush along at the rate of something like twenty miles an hour. When the vessel enters within their influence the steam is shut off and she is carried onwards by the force of the stream alone. The surging waters present all the angry appearance of the ocean in a storm; the noble boat strains and labors: but, unlike the ordinary pitching and tossing at sea, this going down hill by water produces a highly novel sensation, and is, in fact, a service of some danger, the imminence of which is enhanced to the imagination by the tremendous roar of the headlong boiling current. Great nerve, and force, and precision are here required in piloting, so as to keep the vessel's head straight with the course of the rapid; for if she diverges in the least, presenting her side to the current, or "broached to," as the nautical phrase is, she would be instantly run aground. Hence the necessity of enormous power over her rudder; and for this purpose the mode of steering affords great facility, for the wheel that governs the rudder is placed ahead, and by means of chain and pulley sways it. But in descending the rapids a tiller is placed astern to the rudder itself, so that the tiller can be manned as well as the wheel. Some idea may be entertained of the peril of descending a rapid, when it requires four men at the wheel and two at the tiller to ensure safe steering. Here is the region of the daring raftsmen, at whose hands are demanded infinite courage and skill; there is however but little danger to life, as it frequently happens that a steamer strikes, and sinks, but a few minutes puts them safely in shoal water, the Canadian Navigation

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ST. LAWRENCE CANALS.

	Miles.	Locks.	L. Ft.
Gallops Canal,.....	2	2	8.
Point Iroquois Canal,.....	3	1	6.
Rapid Platt Canal,....	4	2	11.6
Farren's Point Canal,.....	4	1	4.
Cornwall Canal, Long Sault,.....	11½	7	48.
Beauharnois Canal, Coteau,.....			
Cedars, Split Rock, Cascade Rapids, ..	11½	9	82.6
La Chine Canal, La Chine Rapids,....	8½	5	44.9
Fall on portions of the St. Lawrence between canals from Lake Ontario to Montreal,.....			17.
From Montreal to tide water at Three Rivers,.....			12.9
	41	27	234.4

The St. Lawrence canal was designed for paddle-steamers, but from the magnitude of the rapids and their regular inclination the aid of the locks is not required in descending the river. Large steamers, drawing seven feet water, with passengers and the mails, leave the foot of Lake Ontario in the morning, and reach the wharves of Montreal by daylight, without passing through a single lock. At some of the rapids there are obstacles preventing the descent of deeply laden craft; but the government are about to give the main channel in all the rapids a depth of ten feet water, when the whole descending trade by steam will keep the river, leaving the canals to ascending craft.

CORNWALL.

A pleasant town situated at the foot of the Long Sault

on the Canada side. Here vessels are passed up the river by the Cornwall canal and come out into the river about twelve miles above. The boundary line between the United States and Canada passes near this village, and the course of the St. Lawrence is hereafter within Her Majesty's dominions.

ST. REGIS

is an old Indian village, and lies a little below Cornwall, on the opposite side of the river. It contains a Catholic church, which was built about the year 1700. While the building was in progress, the Indians were told by their priest that a bell was indispensable in their house of worship, and they were ordered to collect furs sufficient to purchase one. The furs were collected, the money was sent to France, and the bell was bought and shipped for Canada; but the vessel which contained it was captured by an English cruiser, and taken into Salem, Massachusetts. The bell was afterwards purchased for the church at Deerfield. The priest of St. Regis, having heard of its destination, excited the Indians to a general crusade for its recovery. They joined the expedition fitted out by the Governor against the New England colonists, and proceeded through the then long, trackless wilderness, to Deerfield, which they attacked in the night. The inhabitants, unsuspecting of danger, were aroused from sleep only to meet the tomahawk and scalping knife of the savages. Forty-seven were killed, and one hundred and twelve taken captive; among whom were Mr. Williams, the pastor and his family. Mrs. Williams being at the time feeble, and not able to travel with her husband and family, was killed by the Indians. Mr. Williams and a part of his surviving family afterwards returned to Deerfield,

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but the others remained with the Indians, and became connected with the tribe. The Rev. Eleazar Williams, one of the supposed descendents from this family, has been mysteriously identified with the lost Dauphin of France. The Indians after having completed their work of destruction, fastened the bell to a long pole, and carried it upon their shoulders a distance of nearly one hundred and fifty miles, to the place where Burlington now stands; they buried it there, and in the following spring removed it to the church of St. Regis where it now hangs.

LAKE ST. FRANCIS.

This is the name of that expansion of the St. Lawrence which begins near Cornwall, and St. Regis, and extends to Coteau du Lac, a distance of forty miles. The surface of this lake is interspersed with a great number of small islands. The village of Lancaster is situated on the northern side, about midway of this lake.

COTEAU DU LAC

is a small village, situated at the foot of Lake St. Francis. The name as well as the style of the buildings, denotes its French origin. Just below the village are the Coteau Rapids.

At Coteau du Lac, fifty miles (by water) above Montreal, commences a rapid of the same extent, extending about two miles.

Seven miles below this commences the Cedar Rapid, which extends about three miles, then comes the Coteau Cedar, Split Rock and Cascade Rapids, which terminate at the head of Lake St. Louis, where the dark waters of the Ottawa, by one of its mouths, join

the St. Lawrence. These rapids in eleven miles have a descent of $82\frac{1}{2}$ feet.

CEDARS.

The village presents the same marks of French origin as Coteau du Lac. In the expedition of Gen. Amherst, a detachment of three hundred men, that were sent to attack Montreal, were lost in the rapids near this place. The passage through these rapids is very exciting. There is a peculiar motion of the vessel, which in descending seems like settling down, as she glides from one ledge to another. In passing the rapids of the Split Rock, a person unacquainted with the Navigation of these rapids will almost involuntarily hold his breath until this ledge of rocks, which is distinctly seen from the deck of the steamer, is passed. At one time the vessel seems to be running directly upon it, and you feel certain that she will strike; but a skilful hand is at the helm, and in an instant more it is passed in safety.

BEAUHARNOIS

is a small village at the foot of the Cascades, on the south bank of the river. Here vessels enter the Beauharnois canal, and pass around the rapids of the Cascades, Cedars, and Coteau, into Lake St. Francis, a distance of fourteen miles. On the north bank, a branch of the Ottawa enters into the St. Lawrence. The river again widens into a lake called St. Louis. From this place a view is had of Montreal Mountain, nearly thirty miles distant. In this lake is Nun's Island, which is beautifully cultivated, and belongs to the Grey Nunnery, at Montreal. There are many is-

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lands in the vicinity of Montreal belonging to the different nunneries, and from which they derive large revenues.

LACHINE.

This village is nine miles from Montreal, with which it is connected by railroad. The Lachine Rapids begin just below the town. The current is here so swift and wild that to avoid it a canal has been cut around these rapids. This canal is a stupendous work, and reflects much credit upon the energy and enterprise of the people of Montreal.

CAUGHNAWAGA.

an Indian village lying on the south bank of the river, near the entrance of the Lachine Rapids, derived its name from the Indians that had been converted by the Jesuits, who were called "*Caughnawagas*," or "praying Indians." This was probably a misnomer, for they were distinguished for their predatory incursions upon their neighbors in the New England provinces. The bell that now hangs in their church was the proceeds of one of these excursions. It is at this place the old Indian pilot shoots out in his bark canoe and boards the steamer for the purpose of piloting her down the Lachine Rapids. *Baptiste*, the old Indian pilot, is as anxiously looked for by passengers on board of steamers down the Lachine Rapids as the Rapid itself, he is now an old man being about sixty years of age and has made it his business for over forty years to pilot steamers down the Rapids and has not missed a day in twenty years, during the summer season, he is employed exclusively by the Canadian Navigation Co. The village of Laprarie, is some seven miles below Caughnawaga.

The Lachine Rapids a few miles above Montreal, are the last rapids of importance that occur on the St. Lawrence, are now considered the most difficult of navigation. They are obviated by the Lachine canal, $8\frac{1}{2}$ miles in length, overcoming a descent of $44\frac{1}{2}$ feet.

And now the traveller comes to the last wonder of the present age, namely the Victoria Bridge, spanning the noble St. Lawrence River, two miles long, the longest and largest bridge in the world, after which the delighted traveller comes in full view of the city of Montreal, the most prominent object being the two towers of the church of Notre Dame.

CITY OF MONTREAL.

The City of Montreal is the largest and most populous city in British North America. It was founded by M. de Maisonneuve, in 1642, on the site of an Indian village named Hochelaga, and dedicated to the Virgin Mary as its patroness and its protector, and for a long period bore the name of *Ville Marie*. It is laid in the form of a parallelogram, and contains some two hundred streets, with a population of over 130,000.

The traveller, in approaching the city from the river, is struck with the peculiar beauty of the large cut stone buildings which front the majestic river St. Lawrence, on whose banks they are reared, resembling in their solid masonry and elegance the building of European cities.

The Island of Montreal is, in fact, most properly regarded as the garden of Canada. The city being at the head of ship navigation, her local advantages are unsurpassed.

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PLACES OF INTEREST.

Among the many substantial and elegant edifices in the city of recent completion, may be mentioned—

The New Court House, on Notre Dame-street, and directly opposite to Nelson's Monument, is of elegant cut stone in the Grecian Ionic style. The ground plan is 300 by 125 ft. ; height 76 feet.

The Post Office, on Great St. James Street, is a beautiful cut stone building.

The Merchants Exchange, situated on St. Sacrament-street.

The Mechanics' Institute, a very fine building situated on Great St. James Street, of cut stone, three storeys high, built in the Italian style. The Lecture Room is tastefully decorated.

The Mercantile Library Association, Bonaventure-street.

The Bank of Montreal, Place d'Armes, St. James-street, opposite the Cathedral, an elegant cut stone building of the Corinthian order.

The City Bank, next to the above, in the Grecian style of cut stone, and worthy of note.

The Bank of British North America, Great St. James-street, next to the Post Office, is a handsome building of cut stone, and built in the composite style of architecture.

Molson's Bank, Great St. James-street, is a handsome structure, built of Ohio sandstone. *The finest* in the city.

The Bonsecours Market, on St. Paul and Water-streets, is a magnificent edifice in the Grecian and Doric style ; cost about \$300,000 ; has a front of three storeys on Water-street, and two storeys on St. Paul. The upper part of the building is occupied by the

various officers of the city. The City Council Room is fitted up in the most elegant style. In the east wing of the building is a large hall or concert room.

The McGill College.—This is an institution of very high repute. It was founded by the Hon. James McGill, who bequeathed a valuable estate and £10,000 for its endowment. The buildings for the Faculty of Arts are delightfully situated at the base of the mountain, and commands an extensive view.

The wharves of the city are unsurpassed by any on the American Continent. They are built of wood and meeting with the locks and cut stone wharves of Lachine, they present for several miles a display of continuous wharfage which has few parallels. Unlike the levees of the Ohio and Mississippi, no unsightly warehouses disfigure the river side. A broad terrace, faced with grey limestone, the parapets of which are surmounted with a substantial iron railing, divides the City from the river throughout its whole extent.

The remaining public buildings worthy of notice are: the Old Government House, Notre Dame-street, now occupied as the Normal School; the Barracks; the Custom House, St. Paul-street, the Bon Pasteur Nunnery; Hotel Dieu Hospital, Sherbrooke-street; Church of the Gesu, Bleury-street.

Mount Royal Cemetery is situated on the east side of the mountain, about two miles from the city. Judgment and taste have been displayed in the selection and management of the grounds; it is much visited by strangers.

The Champ de Mars.—This is a favorite promenade for citizens and strangers, being the general parade and review ground of the military, and is frequently enlivened during the summer evenings by music from the fine bands of the regiments.

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Viger-square, near the Champ de Mars, is beautifully laid out into a garden, with conservatory, fountains, &c. Place d'Armes is a handsome square between Notre Dame and Great St. James-streets, opposite the French Cathedral. It is surrounded by a neat iron railing, and tastefully laid out and planted with shade trees; in the centre of the square is a fountain.

The Victoria Bridge—The cost of this gigantic structure was originally estimated at £1,450,000, but this sum has since been reduced and the present calculation of its cost is about £1,250,000. In it 250,000 tons of stone, and 7,500 tons of iron have been used. The iron superstructure is supported by 24 piers and two abutments. The centre span is 330 feet; there are 12 spans each side of the centre of 242 feet each. The length of the abutments is 242 feet each. The extreme length, including abutments, is 7000 feet. The height above summer water level in the centre opening is 60 feet, descending to either end at the rate of 1 in 130. The contents of the masonry is 3,000,000 of cubic feet. The weight of iron in the tubes is 8,000 tons. The following are the dimensions of the tubes through which the trains pass in the middle span, viz, : 22 feet high. 16 feet wide; at the extreme ends, 19 feet high and 16 wide.

The total length from the river bank, is 10,284 feet, or about 50 yards less than two English miles.

The Lachine Canal is among the public works particularly worthy of note and of which the city may well feel proud. The head of water on this canal has been rendered available for the creation of water power, which has been applied most successfully to the movements of very extensive machinery over a large extent of ground. Among the works here are

founders, engine and boiler shops, ship yard and marine works, saw mills, sash, blind, and door factories, flour mills, cotton mills, edge tool factories, &c., &c.

As a place of beauty and pleasure, the ride from the city around Mount Royal will attract the traveller at all times. The distance is nine miles, commanding one of the finest views of beautiful landscape to be found in North America; and in returning, entering the city a view of the St. Lawrence and of Montreal, both comprehensive and extended, that well repays time and expense.

Next to the drive around the mountain is that on the Lachine road, leading to a village of that name, nine miles from the city. The road is directly along the banks of the river presenting scenery of unsurpassed beauty and grandeur. It is a lovely drive. If the proper hour is selected, a view may be had of the descent of the steamer over the rapids.

Another favorite drive in the immediate vicinity is to Longue Pointe, being in opposite direction from the last, and down along the banks of the river.

It would be useless to undertake an enumeration of all the places of interest in and about Montreal, for we believe that there are but few places on the American Continent where can be found so much of interest to the traveller, whether in pursuit of health or pleasure, as in this city.


RAILROAD AND STEAMBOAT OFFICES.—Grand Trunk Railway Offices, for Quebec, Portland, Toronto, at Bonaventure Station.


Depot—Bonaventure-street.

Upper Canada Line of Steamers—73 Great St. James-street.

Ottawa City Steamboat Office—Mercantile Library Building, Bonaventure street. Passengers go via Lachine Railroad, Bonaventure Depot.

Quebec Steamboat Office—29 Commissioners-street.

 All stages and omnibuses to and from the cars and steamers call at the Ottawa Hotel.

 Parties of pleasure or on business, who desire carriages, will be accommodated by leaving their orders at the office.

CURRENCY.—Canada pound, \$4; Canada Shillings, 20 cents; Canada Sixpence, 10 cents; British Sixpence, 12 cents; British Shilling, 24 cents.

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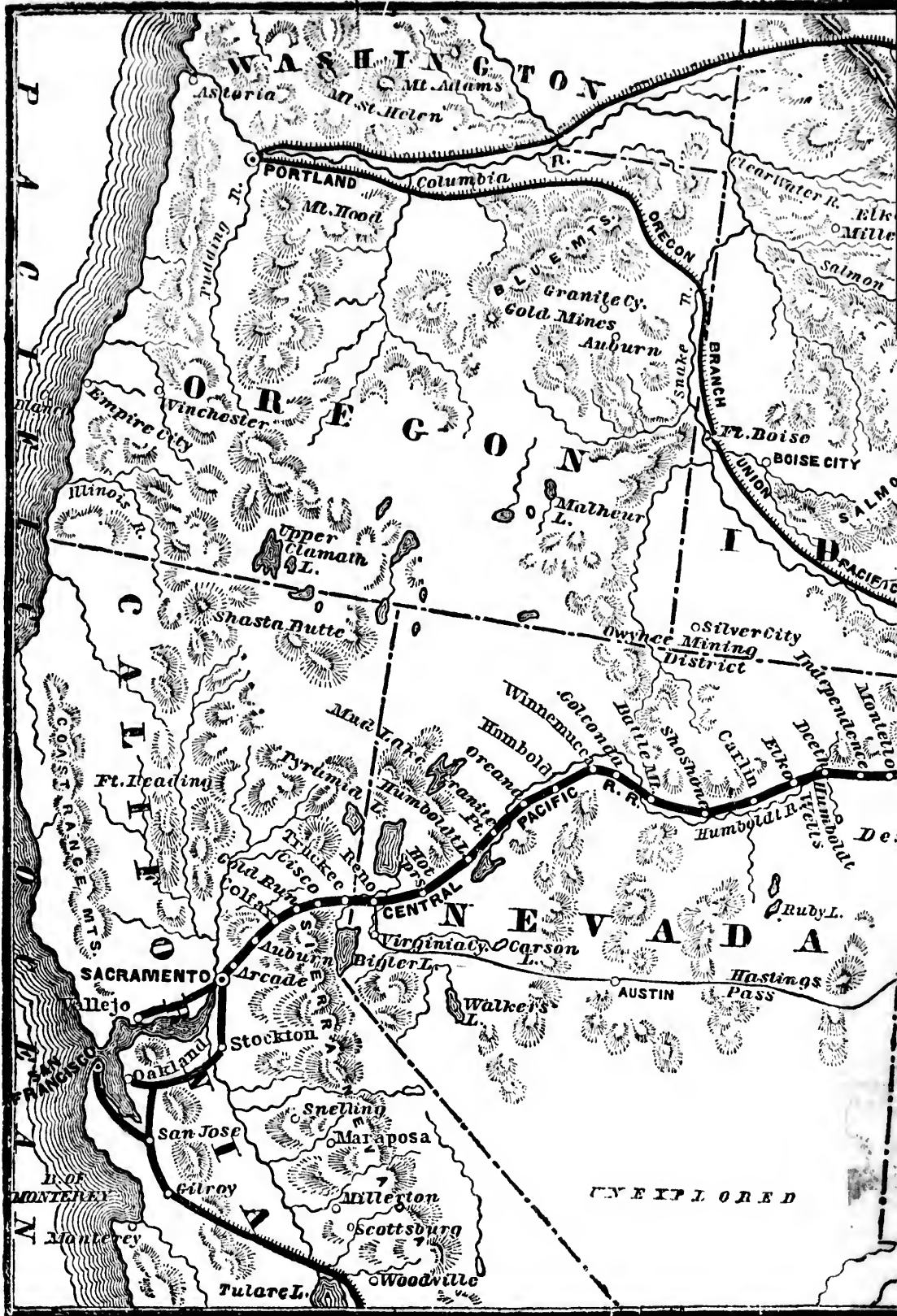
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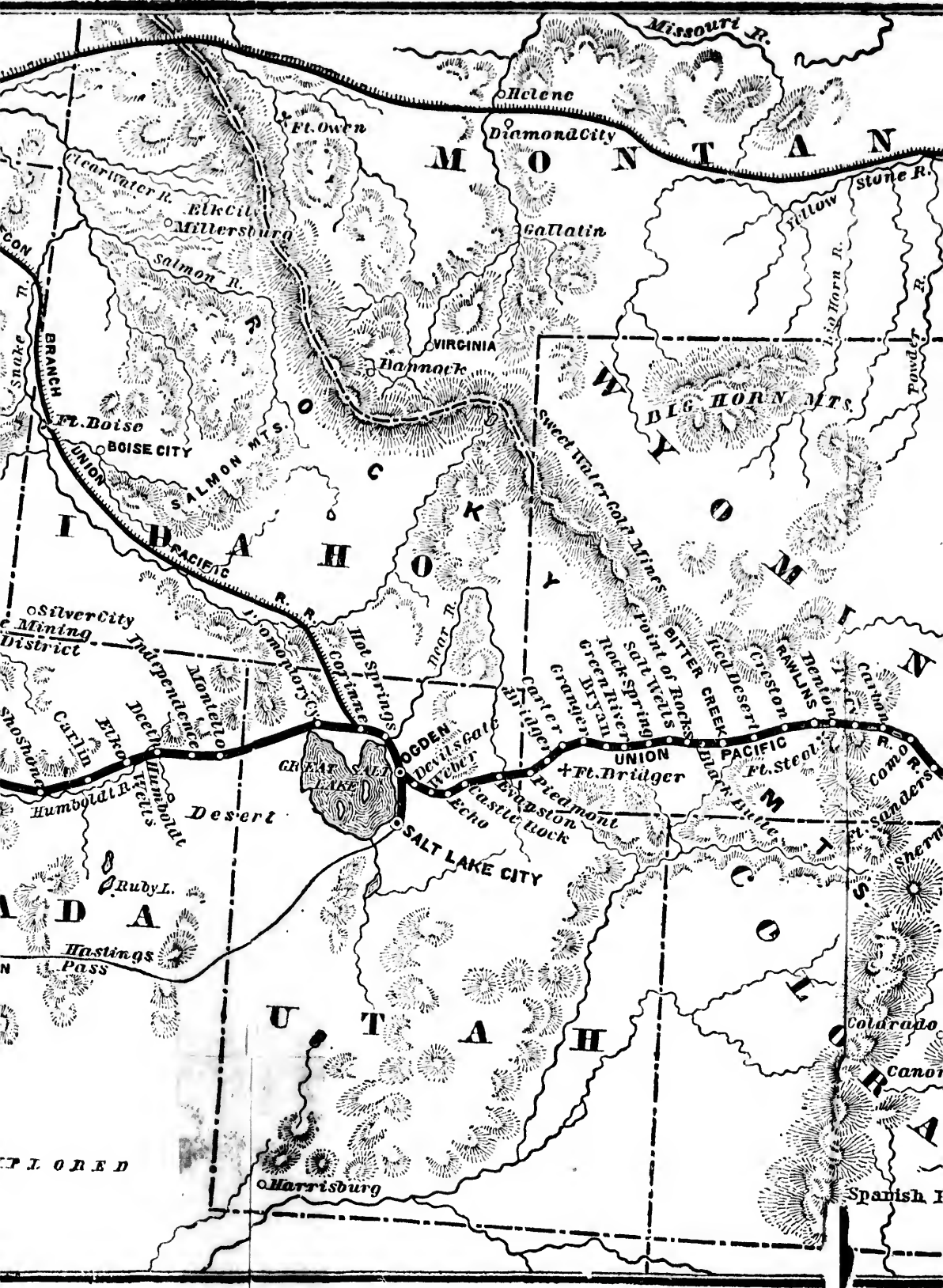
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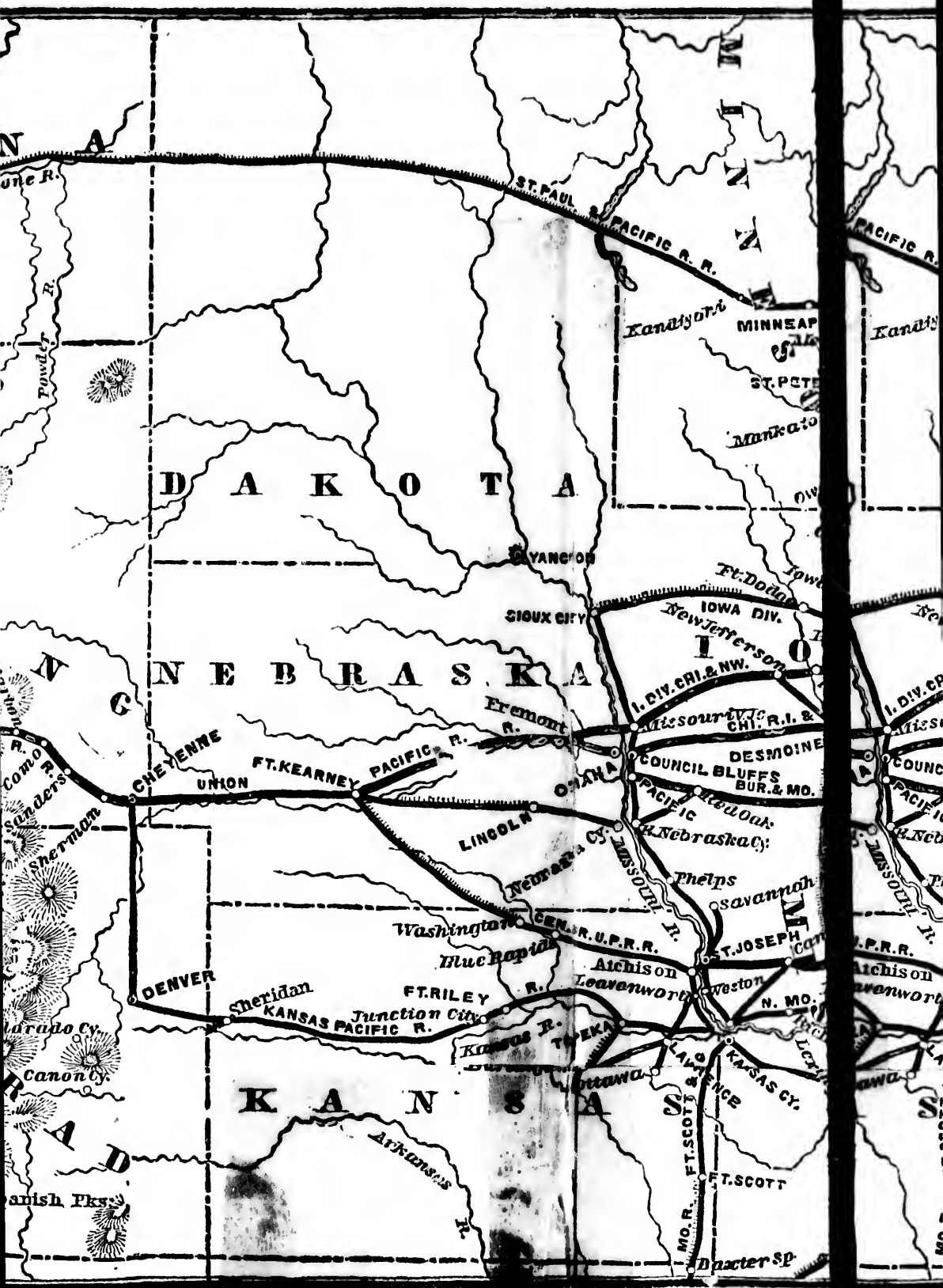
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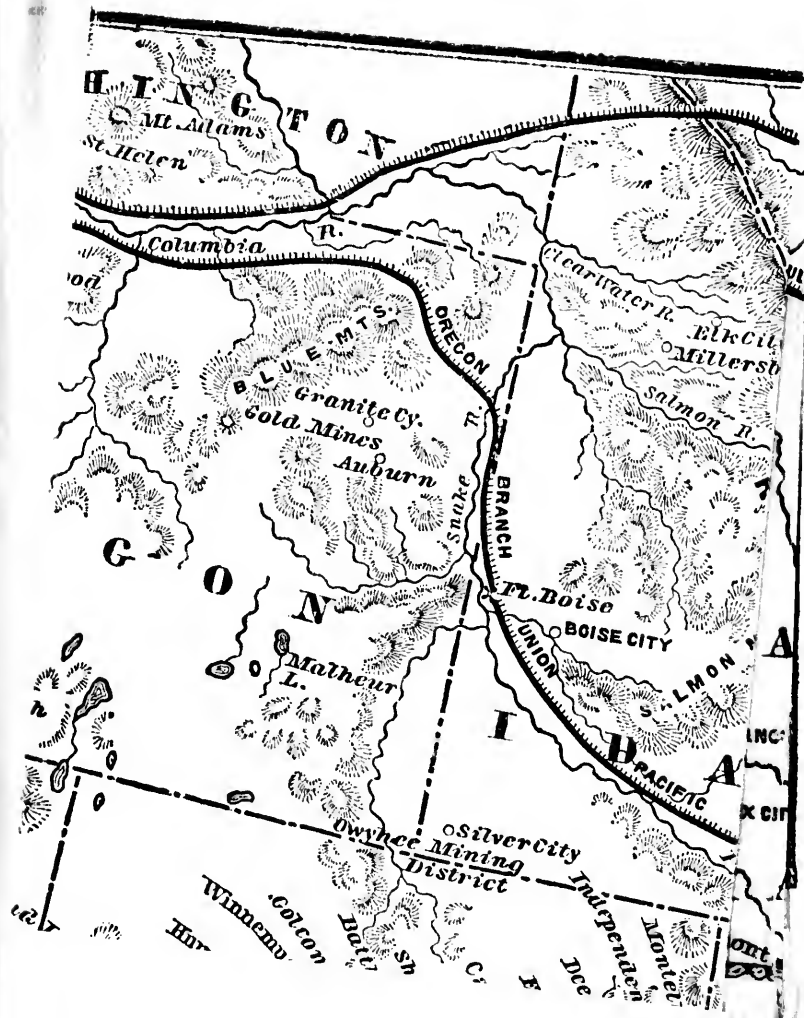
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winter vehicles, drawn by two horses, for the first hour \$1. For each subsequent hour 75 cents, and *pro rata* for intermediate quarter of an hour.

Cabs, two or four-wheeled, or corresponding winter vehicles, drawn by one horse, for one or two persons, for the first hour 50 cents, and for each subsequent hour 40 cents. For three or four persons, for the first hour 75 cents; each subsequent hour 50 cents, and *pro rata* for intermediate quarters of an hour.

Usual charges for two-horse carriages to go around the mountain, a distance of nine miles, \$4, for one or four persons.

For cab, \$1.50 for two or three persons; for four persons, \$2.

LAKE ST. PETER'S

is an expansion of the St. Lawrence, beginning about five miles below Sorel, and extending in length twenty-five miles; its greatest breadth being nine miles. There are several islands at its western extremity. Port St. Francis is a small village, situated on the south shore of Lake St. Peter's, eighty-two miles below Montreal. It is a place of but little importance.

THREE RIVERS

is situated at the confluence of the rivers St. Maurice and St. Lawrence, ninety miles below Montreal, and the same distance above Quebec. It is one of the oldest settled towns in Canada, having been founded in 1618. It is well laid out, and contains many good buildings, among which are the Court House, the gaol, the Roman Catholic Church, the Ursuline Convent, and the English and Wesleyan churches. The population of Three Rivers is about 5500.

BATISCAN

is situated on the north shore of the river, one hundred and seventeen miles below Montreal. It is the last place at which the steamers stop before reaching Quebec. It is a place of little importance.

In passing down the St. Lawrence from Montreal, the country upon its banks presents a sameness in its

general scenery, until we approach the vicinity of Quebec. The villages and hamlets are decidedly *French* in character, and are generally made up of small buildings, the better class of which are painted white or white-washed, with red roofs. Prominent in the distance appear the tile-covered spires of the Catholic churches, which are all constructed in that unique style of architecture so peculiar to that church.

The rafts of timber afford a highly interesting feature on the river as the traveller passes along. On each a shed is built for the raftsmen, some of whom rig out their huge, unweildy craft with gay streamers, which flutter from the tops of poles. Thus, when several of these rafts are grappled together, forming as it were, a floating island of timber, half a mile wide and a mile long, the sight is extremely picturesque; and when the voices of these hardy sons of the forest and the stream join in some of their Canadian boat songs, the wild music, borne by the breeze along the water, has a charming effect. Myriads of these rafts may be seen lying in the coves at Quebec, ready to be shipped to the different parts of the world.

CITY OF QUEBEC.

Quebec, by its historic fame and its unequalled scenery, is no ordinary or commonplace city, for though like other large communities it carries on trade, commerce and manufactures; cultivates arts science and literature; abounds in charities, and professes special regard to the amenities of social life, it claims particular attention as being a strikingly unique old place, the stronghold of Canada, and, in fact, the key of the Province. Viewed from any one of its approaches, it impresses the stranger with the conviction of strength and permanency. The reader

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of American history on entering its gates, or wandering over its squares, ramparts and battle fields, puts himself at once in communion with the illustrious dead. The achievements of daring mariners, the labors of self-sacrificing missionaries of the cross, and the conflicts of military heroes, who bled and died in the assault and defence of its walls, are here re-read with ten-fold interest. Then the lover of nature in her grandest and most rugged, as in her gentle and most smiling forms, will find in and around it, an affluence of sublime and beautiful objects. The man of science, too, may be equally gratified, for here the great forces of nature and her secret alchemy may be studied with advantage. Quebec can never be a tame or insipid place, and with moderate opportunities for advancement, it must become one of the greatest cities of the new world in respect of learning, arts, commerce and manufactures.

The city of Quebec was founded by Samuel Champlain, 1608. In 1622 the population was reduced to fifty souls.

In June, 1759, the English army under Gen. Wolfe landed upon the Island of Orleans. On the 12th September took place the celebrated battle of the Plains of Abraham, which resulted in the death of Wolfe, and the defeat of the French army. A force of 5,000 English troops under Gen. Murray were left to garrison the fort.

The city is very interesting to a stranger ; it is the only walled city in Canada.

Cape Diamond, upon which the citadel stands, is three hundred and forty-five feet in height, and derives its name from the quantity of crystal mixed with the granite below its surface. The fortress includes the whole space on the Cape.

Above the spot where General Montgomery was

killed, is now the inclined plane, running to the top of the bank ; it is five hundred feet long, and is used by the Government to convey stores and other articles of great weight to the fortress. Strangers are allowed to enter this fortress by procuring tickets from the proper authorities.

A ride to the Plains of Abraham is one of the most interesting visits about this celebrated city ; a rock is there pointed out as the spot where General Wolfe expired. There are four martellot towers, forty feet in height, standing upon the plain, about half a mile in advance of the other fortifications.

Seven miles below Quebec is the Fall of Montmorency. The road is very pleasant, passing through the French village of Beauport. Those who expect to see a second Niagara will be very much disappointed. The stream descends in silvery threads, over a precipice two hundred and forty feet in height, and, in connection with the surrounding scenery, is extremely picturesque and beautiful, but inspires none of the awe felt at Niagara.

The French Catholic Church is a spacious stone building, and the interior is decorated with some fine paintings. Since the destruction of the convent at Charlestown, Mass., Americans are not allowed entrance to the Ursuline Convent. It is the more to be regretted from the fact that the grave of Montcalm is in their chapel.

Castle St. Louis, probably the first building in Quebec, the corner stone of which was laid by Champlain on the 6th of May, 1624, was destroyed by fire on the 23rd of January, 1834. By the orders of Lord Dorham, the site of the castle was cleared of the ruins that covered it, levelled and covered with wood, and an iron railing placed on the edge of the precipice, making a very delightful promenade. The view from

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it commands the lower town, the St. Lawrence as far down as the Island of Orleans, the harbor with its ships, and Point Levi on the opposite side of the river.

Point Levi, on the other side of the River opposite Quebec, will interest the stranger very much; immense and stupendous fortifications being now in progress of construction.

RIVER SAGUENAY.

To the pleasure seeker, or to the man of science, there can be nothing more refreshing and delightful, nothing affording more food for reflection or scientific observation, than a trip to that most wonderful of rivers, the Saguenay.

On the way thither, the scenery of the Lower St. Lawrence is extraordinarily picturesque; a broad expanse of water interspersed with rugged solitary islets, highly cultivated islands, and islands covered with trees to the water's edge, hemmed in by lofty and precipitous mountains on the one side and by a continuous street of houses, relieved by beautifully situated villages the spires of whose tin covered churches glitter in the sunshine, affords a prospect so enchanting, that were nothing else to be seen, the tourist would be well repaid; but when in addition to all this the tourist suddenly passes from a landscape unsurpassed for beauty into a region of primitive grandeur, where art has done nothing and nature everything, when at a single bound, civilization is left behind, and nature stares him in the face, in naked majesty; when he sees Alps on Alps arise; when he floats over unfathomable depths, through a mountain gorge, the sublime entirely overwhelms the sense of sight, and fascinates imagination.

The change produced upon the thinking part of

man, in passing from the broad St. Lawrence into the seemingly narrow and awfully deep Saguenay, whose waters lave the sides of the towering mountains, which almost shut out the very light of heaven, is such a scene no pen can paint nor tongue describe.

It is a river one should see if only to know what dreadful aspects nature can assume in her wild mood compared to it, the dead sea is blooming, and the wildest ravines look cosy and smiling; it is wild and grand apparently in spite of itself.

On either side rise cliffs varying in perpendicular height from 1,200 to 1,600 feet, and this is the character of the river Saguenay from its mouth to its source.

Ha-Ha-Bay, which is 60 miles from its mouth affords the first landing and anchorage. The name of this Bay is said to arise from the circumstances of early navigators proceeding in sailing vessels up a river of this kind for 60 miles, with eternal sameness of feature, stern and high rocks on which they could not land and no bottom for their anchors, at last broke out into laughing, Ha-Ha, when they found landing and anchorage.

This wonderful river seems one huge mountain rent asunder, there can be little doubt, at some remote age by some great convulsion of nature.

The reader who goes to see it, and all ought to do so who can, for it is one of the great natural wonders of the continent, can add to the poetical filling up of the picture from his own imagination.

This beautiful trip is easy and facile of accomplishment, as new and magnificent boats rivaling in luxuriousness with any in our inland waters, run regularly to Ha-Ha Bay, on board of which the pleasure seeker will experience all that comfort and accommodation which is necessary to the full enjoyment of such a trip.

TABLE OF DISTANCES.

NIAGARA FALLS TO BOSTON.—Via Quebec by Lake Ontario and River St. Lawrence and Grand Trunk Railway.

NIAGARA FALLS TO	Interme- diate.	Total.	BOSTON TO		
			Interme- diate.	Total.	
Porto	84	84	Portland	111	111
Kingston.....	160	244	Gorham, Mt. W.....	91	202
Brockville	48	292	Quebec.....	221	423
Prescott & Ogdensburg...	12	301	Richmond.....	96	519
Montreal.....	112	416	Montreal.....	72	591
Schmoud.....	72	488	Prescott & Ogdensburg...	112	703
Quebec.....	96	584	Brockville.....	12	715
Gorham, Mt. W.....	221	805	Kingston.....	48	763
Portland.....	91	896	Toronto.....	160	923
Boston.....	111	1007	Niagara Falls.....	84	1007

NIAGARA FALLS TO MONTREAL AND QUEBEC.—Via Lake Ontario and River St. Lawrence.

NIAGARA FALLS TO	Interme- diate.	Total.	QUEBEC TO		
			Interme- diate.	Total.	
Porto	84	84	Montreal.....	180	180
Kingston.....	160	244	Pre-cott.....	140	320
Prescott.....	70	314	Kingston.....	70	390
Montreal.....	140	454	Toronto.....	160	550
Quebec.....	180	634	Niagara Falls.....	84	634

NIAGARA FALLS TO SARATOGA SPRINGS.—Via Lake Ontario and River St. Lawrence, Northern Railroads and Lake Champlain.

NIAGARA FALLS TO	Interme- diate.	Total.	SARATOGA TO		
			Interme- diate.	Total.	
Lewiston.....	6	6	Sandy Hill.....	10	10
Ogdensburg	298	304	Whitehall	15	25
Rouse's Point.....	118	422	Ticonderaga	23	48
Watkinsburg	20	442	Burlington	40	88
Arlington n.....	18	460	Plattsbu rg	18	106
Ticonderaga.....	40	500	Rouse's Point	20	126
Whitehall	23	523	Ogdensburg	118	244
Sandy Hill.....	15	538	Lewiston	298	542
Saratoga Springs.....	10	548	Niagara Falls	6	548

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CANADIAN NAVIGATION COMPANY

AND

GRAND TRUNK RAILWAY.

TOURISTS' TICKETS.—SEASON 1871.

RATES OF FARE FROM NIAGARA FALLS.

DESTINATION.	ROUTE.	Through Fare from Niagara Falls.
ALPINE HOUSE, GORHAM	Via Montreal, Quebec and G.T.R.	...22.00
Do	" Montreal and G.T.R. direct.	...19.00
BOSTON	" Montreal, Quebec, Gorham Portland	...25.00
Do	" Montreal, St. Johns, Vermont Central, and Rutland & Burlington R.R.	...22.00
Do	" Montreal, Gorham and Port- land	...22.00
Do	" Montreal, St. Johns, and Vermont Central	...22.00
Do	" Ogdensburg, St. Albans, and Vermont Central	...18.00
Do	" Montreal, Rouse's Point, Lake Champlain to White- hall, Saratoga, Rutland, Bellows Falls, and Fitch- burg	...26.00
Do	" Montreal, Rouse's Point, Lake Champlain, Lake George, Saratoga, People's Line of Steamers to New York, and Sound Steamers to Boston	...32.00
Do	" Montreal, St. Johns, White River Junction, Wells River, Littleton, Stages to and from Profile House and Crawford House, and Rail via Concord, Nashua and Lowell to Boston	...38.50
Do	" Montreal, Rouse's Point, Lake Champlain, Burling- ton, Bellows' Falls, and Fitchburg	...22.00

RATES OF FARES FROM NIAGARA FALLS—Continued.

No. of Form.	DESTINATION.	ROUTE.	Through	RA
39	BOSTON	Via Ogdensburg, Rouse's Point, Lake Champlain, Burlington, Bellows' Falls, and Fitchburg.....	7	NEW
49	CRAWFORD HOUSE.....	" Montreal, St. Johns, White River Junction, Wells River and Littleton.....	1	
50	Do	" Ogdensburg, St. Albans, White River Junction, Wells River and Littleton..	2	Do
2	KINGSTON.....	" Rail or Steamer..	0	Do
6	MONTREAL.....	" Rail or Steamer.....	1	
19	NEW YORK	" Montreal, Rouse's Point, Lake Champlain, Lake George, Saratoga, and Hudson River R.R.....	4	Do
20	Do	" Montreal, Rouse's Point, Lake Champlain, Lake George, Saratoga, and People's Line of Steamers..	5	Do
21	Do	" Montreal, Rouse's Point, Lake Champlain, Whitehall, Saratoga, and Hudson River R.R.....	6	Do
22	Do	" Montreal, Rouse's Point, Lake Champlain, Whitehall, Saratoga, and People's Line of Steamers.....	1	Do
24	Do	" Montreal, Gorham, Portland, and Boston.....	3	OGDE PERSO PORT
25	Do	" Montreal, Quebec, Gorham, Portland, and Boston.....	0	Do. an
26	Do	" Montreal, Rouse's Point, Lake Champlain, Lake George, Saratoga, and Day Steamers.....	7	PROF
27	Do	" Montreal, Rouse's Point, Lake Champlain, Whitehall, Saratoga and Day Steamers	3	D
36	Do	" Montreal, Quebec, Gorham, over the White Mountains to Littleton, then <i>via</i> Concord, Nashua, and Boston..	1	QUEB Do & I

Through Fare from Niagara Falls.	DESTINATION.	ROUTE.	Through Fare from Niagara Falls.
7	NEW YORK	Via Montreal, Quebec, Sherbrooke, Lake Magog to Newport, Littleton, Stages to and from Profile House and Crawford House, then via Concord, Nashua, and Boston	48.00
2	Do	" Montreal, St. Johns, Burlington, Lake Champlain, Whitehall, Saratoga, and Day Line Steamers	24.50
	Do	" Montreal, St. Johns, Burlington, Lake Champlain, Lake George, Saratoga, and Day Line Steamers	27.40
4	Do	" Ogdensburg, St. Albans, Burlington, Lake Champlain, Whitehall, Saratoga, and Day Line Steamers	20.50
5	Do	" Ogdensburg, St. Albans, Burlington, Lake Champlain, Lake George, Saratoga, and Day Line Steamers	23.40
6	Do	" Montreal, St. Johns, Burlington, Bellows' Falls, and Springfield	23.00
1	Do	" Ogdensburg, St. Albans, White River Junction, and Springfield	19.00
	OGDENSBURG	" Rail or Steamer	10.00
	PERSCOTT	" Rail or Steamer	10.00
	PORTLAND	" Montreal, Quebec, & Gorham	23.00
	Do	" Montreal and Gorham direct	20.00
	Do. and Back to N. FALLS..	" Montreal and Gorham, and return by G. T. R.	29.00
7	PROFILE HOUSE	" Montreal, St. Johns, White River Junction, Wells River, and Stage from Littleton	23.00
3	Do	" Ogdensburg, St. Albans, White River Junction, Wells River, and Stage from Littleton	19.00
	QUEBEC	" Rail or Steamer	15.50
	Do & Back to MONTREAL..	" Rail or Steamer	18.00

RATES OF FARES FROM NIAGARA FALLS—Continued.

No. of Form.	DESTINATION.	ROUTE.	Through Fares.
18	SARATOGA.....	Via Montreal, Rouse's Point, Lake Champlain, & Lake George.....	0
23	Do	" Montreal, Rouse's Point, Lake Champlain, and Whitehall.....	22
28	Do	" Montreal, Gorham, Stages from Alpine House to Glen House, Crawford House, Profile House, and Littleton, then Rail to White River Junction & Burlington, and via Lake Champlain and Moreau Station to Saratoga.....	47
52	Do	" Montreal, St. Johns, Burlington, Lake Champlain, and Whitehall.....	103
33	Do	" Montreal, St. Johns, Burlington, Lake Champlain, and Lake George.....	122
54	Do	" Ogdensburg, St. Albans, Burlington, Lake Champlain, and Whitehall.....	134
55	Do	" Ogdensburg, St. Albans, Burlington, Lake Champlain, and Lake George.....	149
41	MONTREAL to QUEBEC and Back.....	" Rail or Steamer.....	166
56	RICHMOND to QUEBEC and Back.....	" G. T. R.....	175

For Through Tickets from New York via Niagara Falls, \$9.45 must be added to the foregoing rates.

The Coupons between Niagara Falls and Toronto, Toronto and Kingston, Kingston and Prescott, Prescott and Montreal, and Montreal and Quebec are valid either by Boat or Rail, and they are likewise good either by the South Shore Express Line of Steamers from Charlotte or by the Royal Mail Line from Toronto.

The Tickets include Meals and State-Rooms on Lake Ontario and the River St. Lawrence, as far as Montreal, but between Montreal and Quebec they are for passage only.

HENRY SHACKELI, General Passenger Agent G.T.R.

ALEX. MILLOY, Sec. & Genl. Agent, Canadian Navigation

MONTREAL, May, 1871.

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GRAND TRUNK RAILWAY of CANADA.

Through
Fare from

Portland and Quebec to Montreal. Montreal to Quebec and Portland.

	Mls.	STATIONS.		Exps	Exps	Mls.	STATIONS.		Exps	Exps
		LEAVE	ARRIVE	A.M.	P.M.		LEAVE	P.M.	P.M.	
	0	Portland		7 30	1 10	0	Montreal	2 00	10 30	
	5	Falmouth.....		7 44	1 27	7	St. Lambert.....	2 25	10 33	
	12	Yarmouth Junction		8 00	1 46	21	Beleil.....	3 00	.....
	22	New Gloucester.....		8 30	2 12	22	St. Hilaire.....	3 05	11 40	
	27	Danville Junction...		8 45	2 30	35	St. Hyacinthe.....	3 40	12 20	
	36	Mechanic Falls.....		9 10	2 50	42	Britannia Mills.....	4 00	.....
	41	Oxford.....		9 20	3 00	54	Acton.....	4 35	1 20	
	47	South Paris		9 40	3 20	66	New Durham.....	5 05	1 50	
	62	Bryant's Pond.....		10 25	3 35	76	Richmond.....ar'v	5 30	2 10	
	70	Bethel.....		10 45	4 15	76	Richmond.....l'v	.....	2 45	
	80	Gilead.....		11 15	4 45	88	Danville.....	.....	3 20	
	86	Shelburne.....		11 28	5 00	108	Arthabaska.....	.....	4 20	
	91	Gorham		11 45	5 20	143	Methot's Mills.....	.....	6 05	
	98	Berlin Falls.....		12 00	5 43	152	Black River.....	.....	6 30	
	103	Milan.....		12 10	5 55	157	Craig's Road.....	.....	6 45	
	109	West Milan.....		12 25	6 12	163	Chaudiere Curve.....	.....	7 10	
	122	Northumberland.....		12 55	6 50	171	Quebec (PtLevi) ar	.....	7 30	
	134	North Stratford.....		1 30	7 35	76	Richmond.....l'v	5 45	2 30	
	149	Island P'nd } ar'v		2 00	8 15	86	Windsor.....	6 10	3 00	
				2 15	9 15	94	Brompton Falls.....	6 30	.....
	166	Norton Mills.....		2 50	10 00	101	Sherbrooke.....	6 55	3 55	
	175	Coaticook.....		3 20	10 30	104	Lennoxville	7 10	4 05	
	183	Compton.....		3 40	10 55	114	Compton.....	7 40	.....
	193	Lennoxville		4 05	11 25	122	Coaticook.....	8 05	5 10	
	196	Sherbrooke.....		4 12	11 35	131	Norton Mills.....	8 30	5 40	
	203	Brompton Falls.....		.....	11 55	148	Island P'nd } ar	9 00	6 15	
	211	Windsor.....		4 45	12 25	163		9 45	8 00	
	221	Richmond.....ar'v		5 15	12 55	175	North Stratford.....	10 15	8 40	
	0	Pt. Levi ^{op.} Quebec l'v		1 1/2 PM	7 1/2 PM	188	Northumberland.....	10 50	9 12	
	8	Chaudiere Curve ^{Quebec Branch}		1 50	7 50	194	West Milan.....	11 20	9 50	
	15	Craig's Road.....		.....	8 15	200	Milan.....	11 35	10 10	
	20	Black River.....		2 20	8 30	206	Berlin Falls.....	11 47	10 22	
	28	Methot's Mills.....		.....	9 15	212	Gorham	(See *)	10 45	
	64	Arthabaska.....		4 05	10 55	217	Shelburne.....	3 45	11 00	
	84	Danville.....		4 50	11 55	227	Gilead.....	4 00	11 15	
	96	Richmond.....ar'v		5 15	12 30	236	Bethel.....	4 35	11 40	
	231	Richmond.....l'v		5 45	1 20	249	Bryant's Pond....	5 00	12 00	
	231	New Durham.....		6 15	1 50	256	South Paris	6 00	12 45	
	243	Acton.....		6 50	2 30	261	Oxford.....	6 15	1 00	
	255	Britannia Mills.....		7 30	3 10	270	Mechanic Falls..	6 30	1 10	
	262	St. Hyacinthe.....		7 55	3 35	275	Danville June'n..	6 55	1 40	
	275	St. Hilaire.....		8 40	4 15	285	New Gloucester....	7 10	1 50	
	276	Beleil.....		8 45	4 20	292	Yarmouth Junction	7 40	2 18	
	290	St. Lambert.....		9 20	5 05	297	Falmouth.....	7 58	2 35	
	297	Montreal		9 45	5 30		Portland	8 15	2 50	
		ARRIVE		P.M.	A.M.		ARRIVE	P.M.	P.M.	

* This Train arrives at Gorham at 11:30 P.M. and leaves at 3:30 P.M.

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GRAND TRUNK RAILWAY of CANADA.

Montreal to Kingston and Toronto.				Toronto to Kingston and Montreal.			
Mls.	STATIONS.	Day	Night	Mls.	STATIONS.	Day	Night
		Exps	Exps			Exps	Exps
	LEAVE	A.M.	P.M.		LEAVE	A.M.	P.M.
0	Montreal	9 00	9 00	0	Toronto	6 00	6 00
14	Point Claire.....			2	Don.....		
21	St. Anne's.....			17	Port Union.....		
24	Vaudreuil.....			23	Duffin's Creek.....		
37	Coteau Landing.....			30	Whitby.....		
54	Lancaster.....			34	Oshawa.....		
67	Cornwall ... { ar'v	11 35	11 25	43	Bowmanville.....		
	{ l've	11 50	11 35	47	Newcastle.....		
77	Dickinson's Land'g.....			54	Newtonville.....		
83	Aultsville.....			63	Port Hope.....	8 25	
92	Morrisburg.....			69	Cobourg ... { ar'v	8 40	9 00
99	Matilda.....				{ l've	8 55	9 00
104	Edwardsburg.....			77	Grafton.....		
112	Prescott Junction.....	1 35	1 27	84	Colborne.....		
125	Brockville .. { ar'v		2 00	92	Brighton.....		
	{ l've	2 00		101	Trenton.....		
138	Mallorytown.....			113	Belleville .. { ar'v		
146	Lansdowne.....				{ l've	10 25	11 00
155	Gananoque.....			120	Shannonville.....		
172	Kingston .. { ar'v	3 40	3 55	135	Napanee.....	11 10	12 00
	{ l've	4 00	4 00	161	Kingston ... { ar'v	12 10	1 00
198	Napanee.....	5 00	5 10		{ l've	12 30	1 00
213	Shannonville.....			178	Gananoque.....		
220	Belleville .. { ar'v			187	Lansdowne.....		
	{ l've	5 50	6 05	195	Mallorytown.....		
232	Trenton.....			208	Brockville .. { ar'v		
241	Brighton.....				{ l've	2 15	3 00
249	Colborne.....			213	Maitland.....		
256	Grafton.....			221	Prescott Junction..	2 45	3 00
264	Cobourg ... { ar'v	7 25	7 50	229	Edwardsburg.....		
	{ l've	7 40	8 10	241	Morrisburg.....		
270	Port Hope.....	8 00	8 25	250	Aultsville.....		
279	Newtonville.....			256	Dickinson's Land'g		
286	Newcastle.....			266	Cornwall ... { ar'v	4 25	5 00
290	Bowmanville.....				{ l've	4 35	5 00
299	Oshawa.....		9 35	279	Lancaster.....		
303	Whitby.....		9 45	296	Coteau Landing.....		
310	Duffin's Creek.....			309	Vaudreuil.....	6 05	
316	Port Union.....			312	St. Anne's.....		
331	Don.....			319	Pointe Claire.....		
333	Toronto	10 15	11 00	333	Montreal	7 00	8 00
	ARRIVE	P.M.	A.M.		ARRIVE	P.M.	A.M.

NOTE.—The NIGHT EXPRESS TRAINS on *Saturdays* run through *Sunday* mornings.

ANADA.

VERMONT CENTRAL and CONNECTIONS.

on and Montre			STATIONS.		Exps	Mls.	STATIONS.		Exps
S.	Day	No	LEAVE	LEAVE	P.M.		(Via Fitchburg) LEAVE	P.M.	
LEAVE	A.M.	Pa.	6 00	6 00	6 00		Boston.....	5 30	
			142 St. Albans	{ arrive	7 30	0	Bellows Falls.....	10 20	
			167 Essex Junction.....	{ leave	8 45	5	Rockingham.....	10 33	
			272 Winooski.....		9 00	9	Bartonsville.....	10 46	
			175 Burlington.....		9 10	13	Chester.....	10 57	
			182 Shelburne.....		9 15	18	Gassetts.....	11 10	
			187 Charlotte.....		9 35	22	Cavendish.....	11 23	
			191 North Ferrisburg.....		9 50	24	Proctorsville.....	11 27	
			195 Ferrisburg.....		10 04	27	Ludlow.....	11 36	
			197 Vergennes.....		10 14	32	Healdville.....	11 50	
	8 25		202 New Haven.....		10 20	34	Summit.....	11 55	
{ ar'v	8 40	9	206 Brooksville.....		10 36	37	Mount Holly.....	12 03	
{ l've	8 55	9	210 Middlebury.....		10 50	39	East Wallingford.....	12 10	
			216 Salisbury.....		11 01	43	Cuttingsville.....	12 18	
			221 Whiting.....		11 21	46	Clarendon.....	12 26	
			223 Brandon.....		11 35	50	North Clarendon.....	12 34	
			225 Pittsford.....		11 52	52	Rutland..... { arrive	12 40	
{ ar'v			227 Sutherland Falls.....		12 10	54	Center Rutland..... { leave	1 30	
{ l've	10 25	11	241 Center Rutland.....		12 20	54	Sutherland Falls.....	1 35	
			243 Rutland..... { arrive		12 32	58	Pittsford.....	1 45	
			245 North Clarendon.....		12 35	62	Brandon.....	1 54	
{ ar'v	11 10	12	249 Clarendon.....		12 50	69	Whiting.....	2 10	
{ l've	12 10	1	252 Cuttingsville.....		1 00	74	Salisbury.....	2 21	
			256 East Wallingford.....		1 09	79	Middlebury.....	2 33	
			258 Mount Holly.....		1 20	85	Brooksville.....	2 44	
			261 Summit.....		1 30	89	New Haven.....	3 05	
			263 Healdville.....		1 38	93	Vergennes.....	3 18	
			268 Ludlow.....		1 45	98	Ferrisburg.....	3 22	
			271 Proctorsville.....		1 50	100	North Ferrisburg.....	3 30	
			273 Cavendish.....		2 05	104	Charlotte.....	3 40	
			277 Gassetts.....		2 15	108	Shelburne.....	3 50	
			282 Chester.....		2 20	113	Burlington..... { arrive	4 05	
			286 Bartonsville.....		2 32	120	Burlington..... { leave	4 15	
{ ar'v	4 25	3	290 Rockingham.....		2 45	123	Winooski.....	4 23	
{ l've	4 35	3	295 Bellows Falls.....		2 58	128	Essex Junction.....	4 42	
			409 Boston.....	ARRIVE	3 10	128	St. Albans.....	5 42	
					3 25	153			
				ARRIVE	8 35	223	Montreal.....	9 25	
			(Via Fitchburg) ARRIVE	A.M.				A.M.	

run through



N. B.—TOURISTS who may be desirous to purchase CHOICE FURS, are invited to call and examine the extensive Stock of

Ladies' and Gentlemen's Manufactured Furs.

A. B. was awarded four first-class Medals at the Provincial Industrial Exhibition at the City of Montreal, in 1860, during the visit of H. R. H. the Prince of Wales.

MONTREAL ADVERTISEMENTS.

RICHMOND SPENCER,
Dispensing & Family Chemist

Corner of McGill & Notre Dame Streets,

MONTREAL.

Gosnell's

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Brushes,

Tooth

Brushes,

COMBS

Sponges,

TOILET

SOAPS,

&c.



LUBINS'

Perfumes

ATKIN-
SON'S

WHITE
ROSES

and
other

Extracts

for the
Handker-
chief.

Genuine

Eau de
COLOGNE

IMPORTER OF

DRUGS AND MEDICINES

Choice English & French Perfumery,

TOILET ARTICLES, ELEGANT FANCY GOODS

&c., &c., &c.

Prescriptions prepared from the purest Chemicals with
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Homeopathic Medicines always on hand.

Notre Dame & St. Lambert Streets,
SIGN OF THE LION,
MONTREAL.

to purchase
examine the

red Furs.

the Provin-
al, in 1860.

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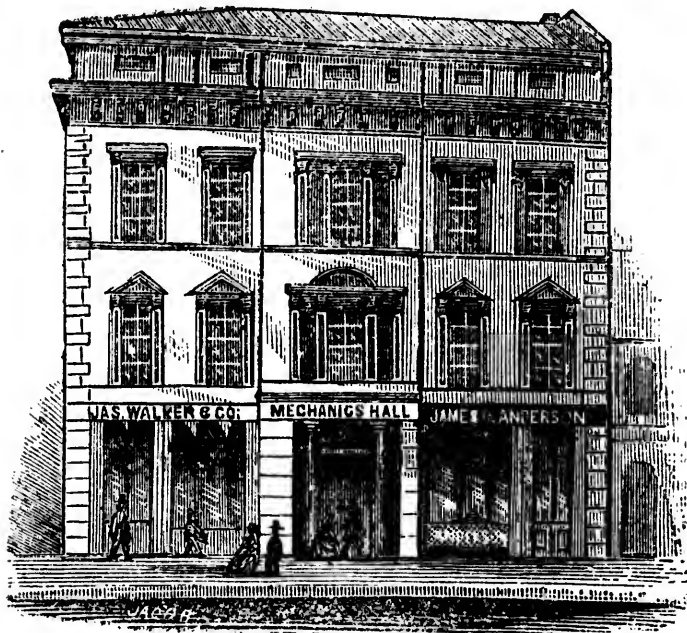
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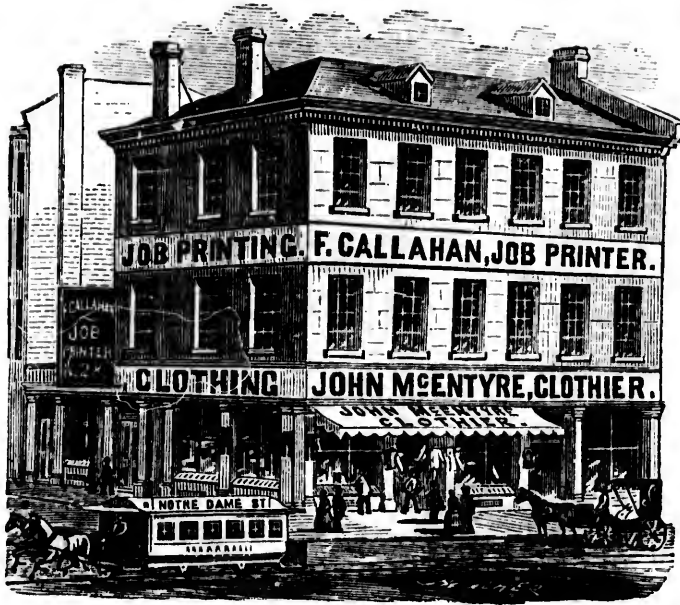
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Hacks, Large Double Carriages, Family
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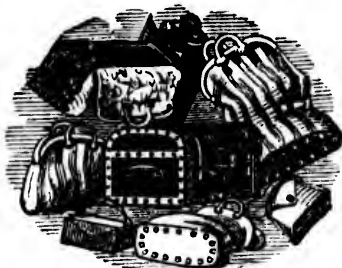
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DRUGS, CHEMICALS,
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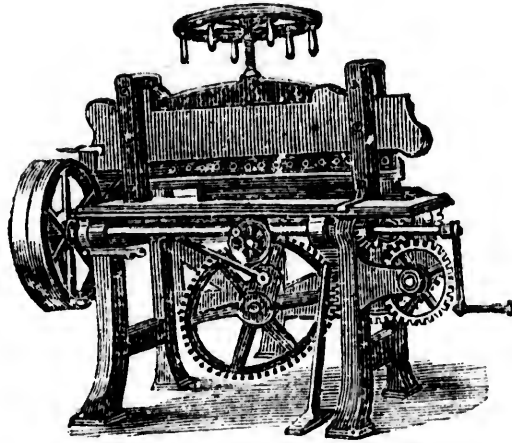
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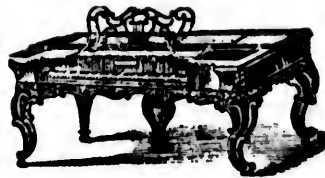
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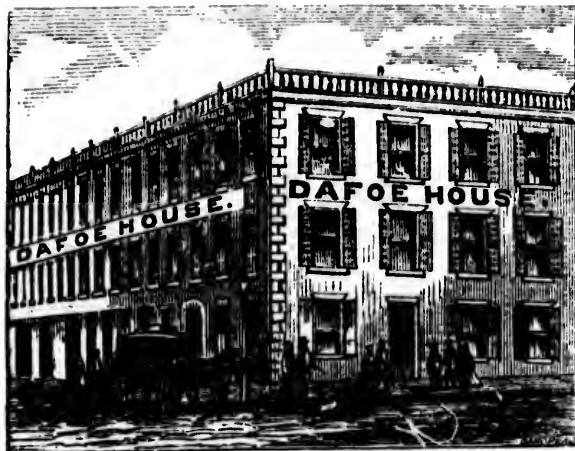
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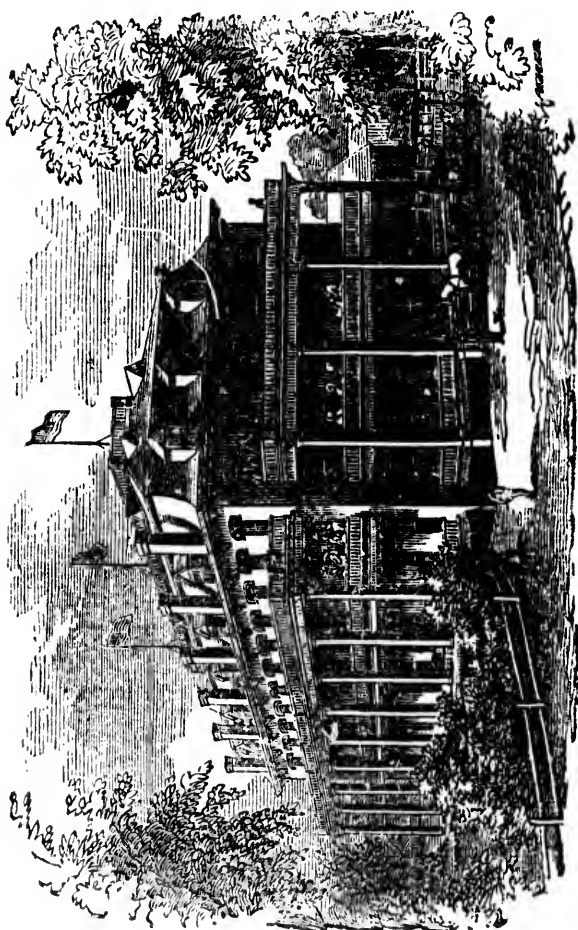
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include the Lake, the Islands, the Green Mountains on the East, the Adirondacks on the South, presenting every variety of scenery—the wild, the picturesque, the grand. This Hotel is retired; it has beautiful gardens and flower grounds, purest of spring water, spacious and well ventilated rooms, which, together with the pleasant drives in the vicinity, offer attractions to the seeker after health and pleasure that cannot be surpassad.

To see Lake Champlain and Lake George by Daylight,

Leave Montreal by the afternoon train and arrive at FOUQUET'S HOTEL to supper; take day boat the following day for Whitehall, or Lake George, arrive at Saratoga *via* Whitehall, to supper.

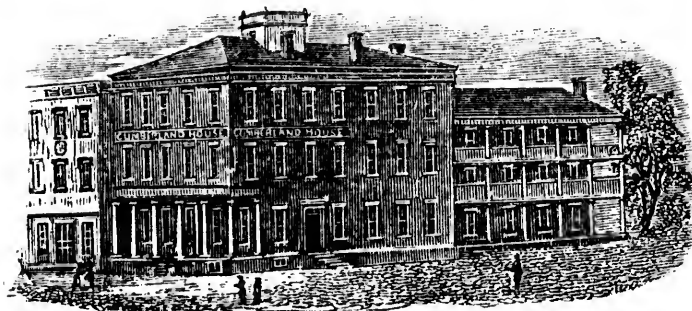
For Lake George,

Leave the steamer at Ticonderoga, thence by Stage four miles around the rapids to Lake George, thence by Steamer *Minne-ha-ha* to Caldwell at the upper end of the Lake, at which place are the ruins of Fort William Henry, of Revolutionary fame.

By this arrangement the Tourist has the advantage of passing by day-light through the entire length of two of the most noted sheets of water in America, seeing all the varied beauty and portions connected with them, both historical and romantic.

CUMBERLAND HOUSE,

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If intending to stop at Plattsburgh, no better hotel can be found in the village than the CUMBERLAND HOUSE.

An Omnibus runs to and from the Hotel to the Railroad depot and Steamboat landing for the conveyance of guests.

This Hotel is situated near the Court House and other public buildings, and in the very centre of the business portion of the Village of Plattsburgh, making it the most convenient point for guests having business to transact in the village, as well as pleasure seekers.

To see Lake Champlain and Lake George by Daylight.

Leave Montreal by the afternoon train and arrive at CUMBERLAND HOUSE to supper; take day boat the following day for Whitehall, or Lake George, arrive at Saratoga *via* Whitehall, to supper.

For Lake George,

Leave the Steamer at Ticonderoga, thence by Stage four miles around the rapids to Lake George, thence by Steamer *Minne-ha-ha* to Caldwell at the upper end of the Lake, at which place are the ruins of Fort William Henry, of Revolutionary fame.

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New Route to the Adirondacks.

The Whitehall and Plattsburgh Railroad is now completed and being operated from Plattsburgh to Ansable River Station, a distance of twenty miles, connecting with a four-horse line of Stages, running daily to the principal summer resorts of the Great Wilderness. Tickets for this route can be procured at the principal Ticket Offices, on the Lake Champlain Steamers, and at this Hotel.

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Ticket Offices,

MAGOG HOUSE,

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H. S. HEPBURN, ----- Proprietor.

This Hotel has been recently purchased by the present proprietor, and thoroughly repaired and in perfect order. It is now open for the travelling public as a

FIRST-CLASS HOUSE,

And being located at a point where the pleasure-seekers to the White Mountains *via* Lake Memphremagog are obliged to spend the night, particular attention shall be given to their wants and comfort.

Omnibuses at the Station on arrival of every train.

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Do.	Toronto do. do.	1862
Do.	Montreal do. do.	1863
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Do.	Hamilton do. do.	1864
Do.	London do. do. (extra prize)	1865
Do.	Toronto do. do. (" ")	1866
Do.	Kingston do. do. (not exhibited)	1867
Do.	Hamilton do. do. (4 first prizes)	1868
Do.	London do. do. (not exhibited)	1869
Do.	Montreal do. do. (2 first prizes)	1870
Do.	do do. do. (Diploma for best collection)	1870
Do.	Western Fair, London ... 1 First and 1 Second Prize also a Diploma.....	1870

EUROPEAN EXHIBITIONS.

At Vienna, Capital of Austria, Royal Diploma, 1864.

At Dresden, Capital of Saxony, Royal Diploma, 1864.

At Leipsic, Germany, First Prize Medal, 1865.

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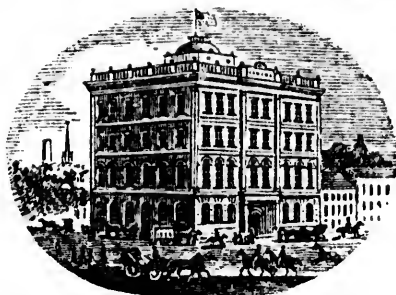
At Inverness, Aberdeen, Dundee and Glasgow, Scotland, First Prizes, 1867.

At Manchester and Cheltenham, England, two First Prize Medals, 1868.

We shall leave the general public to draw their own inferences as to our success, from the above List of Prizes.

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**E. MILSAP, & CO., - - - Proprietors,
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THE Proprietors of this well-known and commodious Hotel having leased the fine stone building formerly the Custom House, directly opposite the *Anglo-American*, can now offer all the conveniences of a First-class Hotel. It has been newly furnished and undergone thorough repairs; is situated on the corner of Ontario and Johnson Streets; commands a magnificent view of the River St. Lawrence, and is in close proximity to the Royal Mail Steamboat Landings, Custom House, Post Office, Telegraph and Exchange Offices, and all the principal business streets of the city. Being very centrally located with regard to all places of interest about town, it cannot fail to commend itself to parties travelling either on business or pleasure.

In making the alterations, the Proprietors have taken pains to provide every comfort for their guests, and have fitted the House up with all the modern improvements and requirements of a First-class Hotel, and they feel that they can offer accommodation that cannot fail to give satisfaction.

The *Anglo-American* takes its position as a First-class Hotel, and is really first-class in every respect except the charges—which suit the ideas and requirements of travellers better than the many so-called *first-class houses*, which deserve the name merely from the amount of their charges. An exception, also, to the general rule in Hotels, is, that the bed rooms are all well ventilated and lighted—there not being a dark room in the Hotel—and otherwise its appointments are second to none in Kingston.

TERMS - - - - - \$1.50 PER DAY.

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THERON. H. KELLY, Proprietor.

This Hotel has been recently purchased by the present proprietor and thoroughly repaired, and in perfect order. It is now open for the travelling public as a

FIRST-CLASS HOUSE,

And being located at a most convenient point for pleasure seekers to the White Mountains *via* Lake Memphremagog are obliged to spend the night, particular attention shall be given to their wants and comfort.

Pleasure Travellers will find Lennoxville a most convenient centre, being the junction between Boston, New York, Montreal, &c., &c., and the most desirable point of departure for excursion parties.

Vidal & Lafort, Watchmakers and

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This house is pleasantly situated, and has been entirely re-fitted, and is now one of the most comfortable stopping places in Lachine.

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Is always supplied with the CHOICEST LIQUORS and CIGARS, and no pains are spared to minister to the comforts of callers.

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IMPORTERS OF

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BLACK AND COLORED SILKS,

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ROMAN SASHES,

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BALBRIGGAN HOISERY,

PARASOLS,

PARACHUTES AND UMBRELLAS,

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The largest stock in the Dominion of French Kid Gloves—
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IN ALL ITS BRANCHES.



Suits made to order in the shortest notice.



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UPPER TOWN, QUEBEC.

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*Salmon and Trout Flies, approved by the best anglers ;
a large assortment of Salmon and Trout Rods,
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Gaffs, Double and Single Casting Lines,
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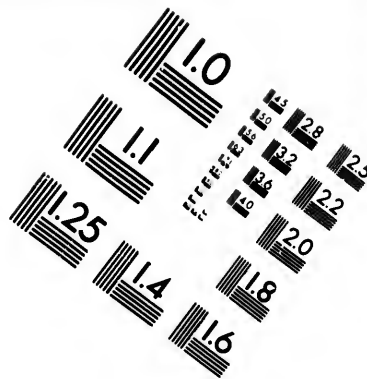
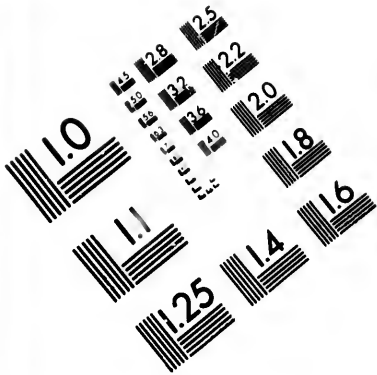
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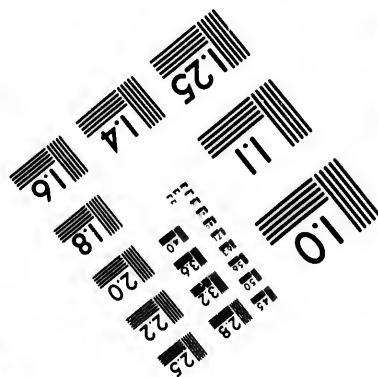
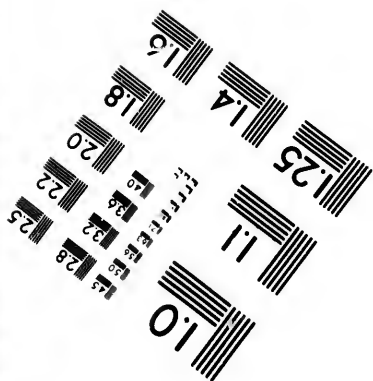
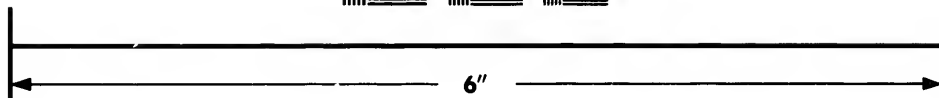
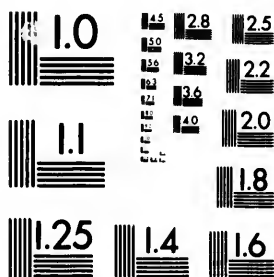
*** Reference as to quality and selection of Fishing Tackle, to
Col. Rhodes, President of Fish and Game Protection Club.

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BLACK CLOTH AND TWEED COATINGS,

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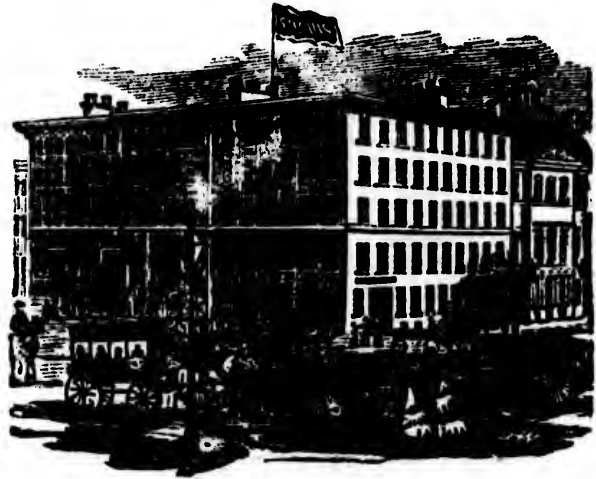
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It is eligibly situated near to, and surrounded by, the most delightful and fashionable promenades,—the Governor's Garden, the Citadel, the Esplanade, the Place d'Armes, and Durham Terrace—which furnish the Splendid Views and Magnificent Scenery for which Quebec is so justly celebrated and which is unsurpassed in any part of the world.

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ELL & SON,
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TRAVELLERS GUIDE.

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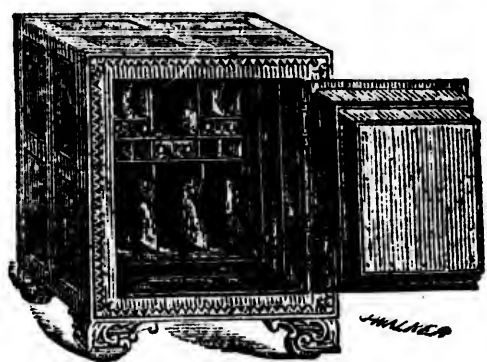
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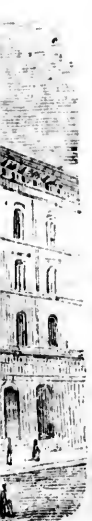
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