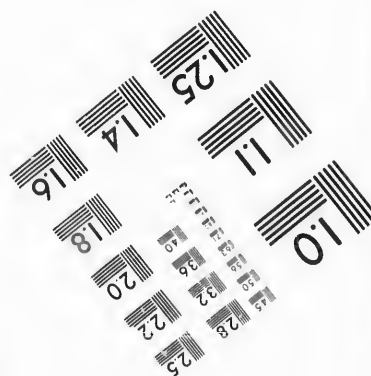
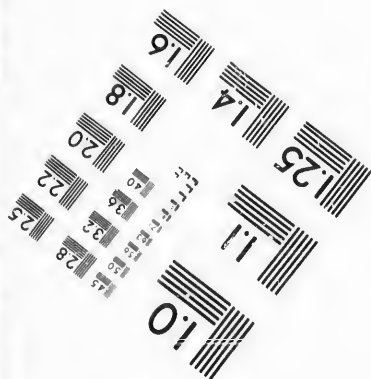
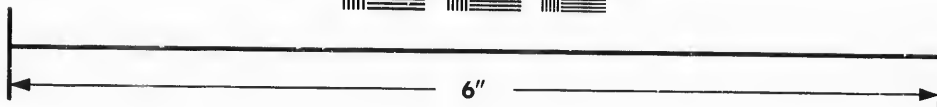
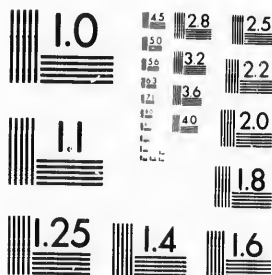


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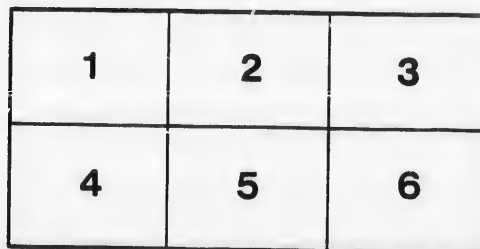
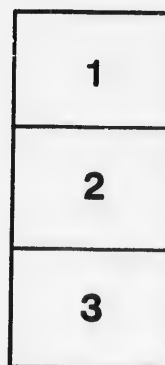
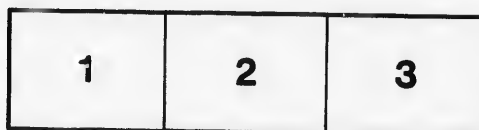
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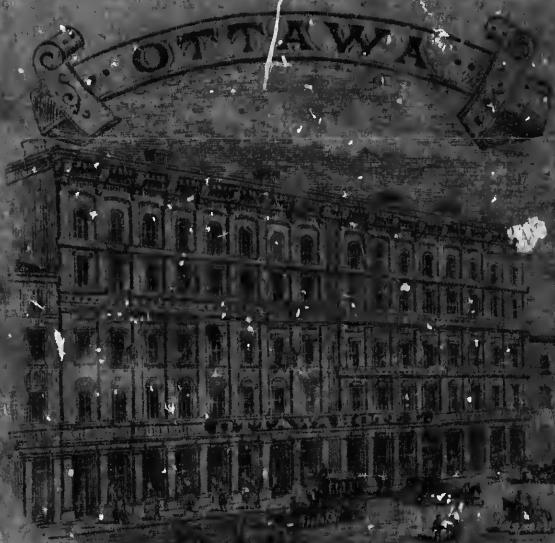
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THE

OTTAWA HOTEL

Traveller's Handbook

FOR

1881.

OTTAWA HOTEL.

MONTREAL, CANADA.

RECENTLY the owners of this Hotel closed it for the purpose of making extensive alterations in the building. They have, at the enormous expense of nearly one hundred thousand dollars, succeeded in placing the "Ottawa" on a par with the leading hotels of America. The rooms, halls, offices and parlors have been altered, enlarged and improved. The light, ventilation and sanitary qualities are now perfect, and are not excelled by any Hotel on the Continent. The house has been entirely furnished throughout with new and elegant furniture of the Queen Anne and Eastlake patterns. There has also been placed in the Hotel a magnificent passenger elevator, steam heating apparatus, heating the whole house, electric bells, elegant apartments with bathroom *en suite*, and all other modern improvements necessary to the comfort and convenience of its patrons. Especial attention has been given to the sanitary arrangements; every soil pipe is carried through the roof of the building, so that not a particle of noxious gas can escape through traps or otherwise into the Hotel. Its location, either for tourists or

business people, is acknowledged to be the best and by far the most convenient in Montreal, situated on the fashionable St. James and Notre Dame streets, with a public entrance on each, and private entrance for ladies. A saving of carriage hire is effected by being in the centre of attractions. It is surrounded by our finest buildings, next door to the office of the Consul-General of the United States, and opposite the beautiful Victoria Square. The charges for room, (board included,) are \$2.00 and \$2.50 per diem. Rooms with bath, etc., etc., extra. The *cuisine* is of unexceptional excellence, and the management will endeavor to keep it up to the standard in all respects of first-class hotels in the United States. Coaches will be found at the railway depots and steamboat landings on the arrival of all trains and steamers.

JOHN F. WARNER,

Manager.

PREFACE.

THE Proprietor of the OTTAWA HOTEL takes much pleasure in presenting the tourist his "GUIDE-BOOK" for the season of 1881 in an improved dress and enlarged form; and therefore, in order to add pleasure to the traveller, by the world-renowned trip down the St. Lawrence and its Rapids, he has added additional matter, giving a fuller description of the various places on the route, and a more particular description of each rapid. He has spared neither labor nor expense to make this a thoroughly reliable book, and it is presented by his agents "gratis" to all travellers, thereby affording them all the most interesting and reliable information respecting the several routes, whether by "Steam or Rail," of the varied and beautiful scenery which greets the eye everywhere, and which may be comfortably viewed by the tourist, and safely followed, from the far-famed Falls of Niagara in the West, with the enchanting Thousand Islands of the mighty St. Lawrence on their way, to the magnificent and awe-inspiring scenery of the dark rolling River Saguenay of the far North.

TRAVELLER'S HANDBOOK.

LEWISTON.

THIS village is situated at the head of navigation, on the Lower Niagara, and is a place of considerable importance. It is 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 350 inhabitants. It 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 has suffered from the same causes that have retarded the growth of Lewiston. The river here becomes more tranquil, the shores 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 485 feet high; on

the sub-base, which is 40 feet square and 30 feet high, are placed four lions, facing north, south, east and west; the base of the pedestal is $21\frac{1}{2}$ feet square and 10 feet high; the pedestal itself is 16 feet square and 10 feet high, surmounted by a heavy cornice, ornamented with lion's heads and wreaths 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 free-stone, 75 feet high and 10 feet in diameter, on which stands a Corinthian capital, 10 feet high, whereon is wrought, in relief, a statue of the Goddess of War. On this capital is the dome, 9 feet high, reached by 250 spiral steps from the base, on the inside. On 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 Indians, and subsequently between the English and French. The names of the heroic La Salle, the courtly De Nonville and the gallant Prideaux will long retain a place in the history of this country. The village adjacent to the Fort is called Youngstown, in honor of its founder, the late John Young, Esq.

NIAGARA.

is one of the oldest towns in Ontario, 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

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on the other. The trade of this place has been diverted to St. Catharines 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 of Ontario, is situated on an arm of Lake Ontario, thirty-six miles from the mouth of Niagara River. The 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 the Dominion. Among the principal buildings 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 in England, on condition that the seats should be free. The Elgin Association, for improving the condition of the coloured population, is amongst the most useful institutions of the place. The Grand Trunk Railway of Canada passes through Toronto. 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.

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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 at the mouth of this stream is shallow, but safe and commodious. Port Hope is a pretty town; on the western side the hills rise gradually one above the other. The highest summit, called "Fort Orton," affords a fine prospect, and overlooks the country for a great distance. The village is incorporated. Population, about 5,114.

COBOURG,

seven miles below Port Hope contains 6,000 inhabitants. It has seven churches, two banks, three grist mills, two foundries, and the largest cloth factory in the Province. It is also the seat of Victoria College and a Theological Institute. Midway between Port Hope and Cobourg is "Duck Island," on which a light-house 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 honor of the French Count of that name. This Fort was alternately in the possession of the French and 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. Contains about 15,000 inhabitants. Leaving Kingston at the head of

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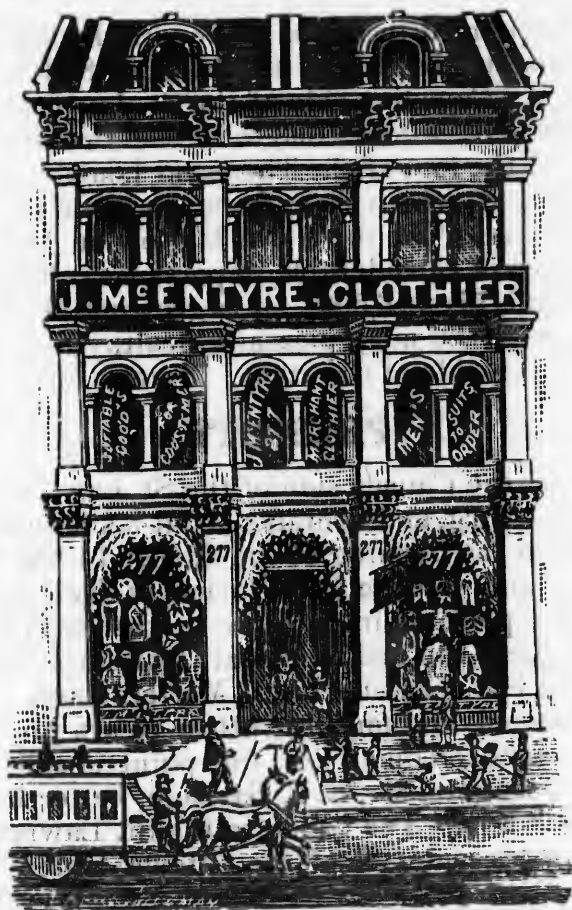
the river, the scenery of the Thousand Islands commences—which are among the wonders of the St. Lawrence. There are, in fact, no less than 1,800 of these “emerald gems in the ring of the wave,” of all sizes, from the islet a few yards square to miles in length. It is a famous spot for sporting; myriads 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 the 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.

CLAYTON.

This village is situated on the American side, opposite the “Thousand Islands,” and was formerly of considerable importance as a lumber station. Round Island, Thousand Island Park, Fisher’s Landing, Grinnell’s Point and Military Parade Grounds, with H. H. Warner’s celebrated Island, in the main channel, are passed—we arrive at

ALEXANDRIA BAY,

opposite the THOUSAND ISLAND HOUSE. A little to the left is the famous Pullman Island, where G. M. Pullman, of Palace Car fame, invited and entertained ex-President Grant for several days, in 1872. The maskinonge, the largest fish taken in the waters of the St. Lawrence, near this point, often weigh from forty to fifty pounds each. Hundreds of sportsmen come every year, during the heat of summer, and remain at the fashionable hotels in this vicinity, and one of the prominent watering

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places of this country. Here is the most picturesque portion of the Thousand Islands; twelve miles below is

BROCKVILLE

which 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 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 6,500. It is growing very rapidly, and is one of the most pleasant, healthy and thriving towns on this side of the river. Twelve miles below is

PRESCOTT,

situated on the Canada side of the St. Lawrence, opposite Ogdensburg, and contains about 3,000 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. At this point is added to the list of Passengers, Mr. E. F. Babbage, better known as the "Phat Boy," The Guide to the St. Lawrence, and healthy representative of the Ottawa Hotel, who for the past eight years has succeeded in making the trip a pleasant one for everybody, by giving all the points of interest, etc., etc., in his own inimitable manner. About a mile below the town of Prescott, at a place called "Windmill Point," are the ruins of an old

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stone windmill, in which, in 1837, the "Patriots," under Von Shultz, a Polish exile, established themselves, but from which they were driven with severe loss. 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 and the Rapid Du Platt, the second rapid we pass. On the Canada side is Morrisburg, formerly West Williamsburg. It is called the Port of Morrisburg, and contains about 1200 inhabitants. A short distance below Morrisburg, on the Canada side, is Chrysler's Farm, where, in 1837, a battle was fought between the English and Americans.

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 influ-

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once the steam is shut off until she gets her position in the rapids, then the full force is used to overcome the current; the boat must go faster than the current in order to make steerage way. 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.

ST. LAWRENCE CANALS.

	Miles.	Locks.	L. Ft.
Galops Canal	2	2	8
Point Iroquois Canal	3	1	6
Rapid Platt Canal	4	2	11.6
Farren's Point Canal	$\frac{3}{4}$	1	4
Cornwall Canal, Long Sault	11 $\frac{1}{2}$	7	48
Beauharnois Canal, Coteau			
Cedars, Split Rock, Cascade Rapids	11 $\frac{1}{4}$	9	82.6
Lachine Canal, Lachine Rapids	8 $\frac{1}{2}$	5	44.9
Fall on portions of the River between Canals, Lake Ontario to Montreal	17
From Montreal to tide water, Three Rivers	12.9
	41	27	234. $\frac{1}{2}$

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,

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Brushes of every kind.

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drawing seven feet of 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 of 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.

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 40 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.

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R. J. DEVINS, Druggist,
Next to the Court House, Notre-Dame Street, MONTREAL.
GENERAL AGENT FOR THE DOMINION.

COTEAU DU LAC

is a small village 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 name, extending about two miles.

Seven miles below this commences the Cedar Rapid, which extends about three miles; then come the Split Rock and Cascade Rapids.

These Rapids, in $11\frac{1}{4}$ miles, have a descent of $82\frac{1}{2}$ feet.

CEDARS.

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.

MELOCHEVILLE.

At the foot of the Beauharnois Canal, where all boats must pass, none being able to ascend the rapids there, is where a portion of the Ottawa empties into the St. Lawrence. Every Tourist should make the trip up the River to OTTAWA, the *Capital of the Dominion*, and

OTTAWA RIVER NAVIGATION CO.



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Ottawa and Montreal.

Passengers for OTTAWA and all intermediate ports take 7 a.m. train daily, to connect with steamer.

Run the famous **LACHINE RAPIDS** every day during summer, calling at Lachine to embark passengers. Excursionists leave Montreal by 5 p.m. train for Lachine, to **SHOOT THE RAPIDS**. Fare for Round Trip, 50 cents.

DAILY EXCURSIONS TO CARILLON,

55 miles up the Ottawa, charming scenery, the most delightful day trip in Canada, returning same day *via* Rapids. Fare for Round Trip, \$1.25; on Saturdays, \$1.00.

Tickets for **CALEDONIA SPRINGS** (the Saratoga of Canada) at reduced rates. This is the most direct of any route to the Springs.

Excursions Up by Rail and Down by Boat, to St. Anne's, Daily,

by 12.30 p.m. train, and on Saturdays by 2 p.m. train, returning by boat at 4 p.m. *via* Rapids. Fare for Round Trip, 80 cents.

The scenery of the Ottawa River is the most picturesque, and the route has always been a favorite one with Tourists.

The Steamers of this Line are in every way well appointed and most comfortable.

Tickets, Guide Books, and further information at **TICKET OFFICE**,

Windsor Hotel, St. Lawrence Hall, Grand Trunk Office,

AND

COMPANY'S OFFICE, 13 BONAVENTURE STREET.

R. W. SHEPHERD, President.

have the best opportunity of seeing the beautiful scenery of the St. Lawrence and Ottawa rivers, as they first meet. The scenery of the Ottawa River is very picturesque, and has been compared to the famous "blue" Danube; the approach to Ottawa City by the river is grand in the extreme, and unsurpassed. The steamers are modern, comfortable and well appointed.

BEAUHARNOIS.

A small village, three miles distant from the entrance into LAKE ST. LOUIS, or Lachine Lake, fifteen miles from

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, derives 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

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GOLD & SILVER JEWELLERY
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 Very choice stones always in stock and mounted to order.


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 The latest styles of both English and
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 Of every description.

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 Cricket, Lawn Tennis, and Archery.

 We make a specialty of Crystal Gasaliers, Brackets and Hall Lamps. Over one hundred new styles now on view in our Show Rooms.

 We have a larger and more varied assortment than any other house in the Dominion, of all goods in our line, and would respectfully invite an inspection of our stock by visitors to the city.

the steamer for the purpose of piloting her down the Lachine Rapids. *Baptist*, the old Indian Pilot, is as anxiously looked for by passengers on board of steamers down the Rapids as the Rapid itself; he is now an old man, being about sixty-nine 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 Richelieu and Ontario Navigation Company. The village of Laprarie is some seven miles below Caughnawaga.

The Lachine Rapids, a few miles above Montreal, 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 Maissonneuve in 1642, on the site of an Indian village named Hochelaga, and dedicated to the Virgin Mary as its patroness and its protectress, and for a long time bore the name of *Ville-Marie*. It is laid out in the form of a parallelogram, and contains some two hundred streets, with a population of over 150,000.

1818. Established, 1818.

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Watches and Chronometers.
—

SIGN OF THE ILLUMINATED CLOCK,

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 buildings 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.

In a commercial point, Montreal is the second city on the continent, New York being first. Ten magnificent steamship companies leave here weekly for Europe, foremost of which are the Allan Lines, one to Liverpool, the other to Glasgow. The docks, piers and wharfage of Montreal are the finest on the Continent.

The Ottawa Hotel Cigar and Fancy Goods Emporium, located in the rotunda, under the management of Phelan Brothers, contains everything in the line of smokers' articles, such as meerschaum goods in endless varieties, briar-root pipes, match safes, fancy and Indian goods, etc., etc.; the finest stock of Havana cigars, wholesale and retail; Dominion Telegraph Office, and News stand, where all the New York, Boston, Toronto and Montreal papers can be obtained.

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QUEEN

17 Bleury Street,

MONTREAL.

PLACES OF INTEREST.

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

The Statue of Her Majesty.—This admirable work of art, from the studio of Mr. Marshall Wood, was erected at the south end of Victoria Square, on the 21st of November, 1873, and presented to the city by H. E. the Governor General. The cost of the Statue, including that of the pedestal—the gift of the Corporation—was \$13,000.

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

The New Post Office, on St. James street, is a beautiful cut-stone building.

"THE GAZETTE" Offices, corner Craig and St. Francois Xavier streets. "The Gazette" was established in 1778, and is the oldest newspaper in Canada. As both a commercial and family newspaper it is unrivalled, and its great influence in both spheres is acknowledged. Tourists will find in its columns every information.

The Merchant's Exchange, situated on St. Sacrament street.

The Mechanics' Institute, on St. James street, a very fine building of cut-stone, three stories high, built in the Italian style.

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

The Bank of British North America, St. James street, is a handsome building of cut stone, and built in the Composite style of architecture.

CENTENNIAL



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HATTERS AND FURRIERS,

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PRICES THE LOWEST IN THE CITY.

SEAL SACQUES.

SEAL DOLMANS.

SILK AND SATIN DE LYON CIRCULARS A SPECIALTY.

ALSO, LARGE STOCK OF

**French and English Hats, Martin's Umbrellas,
Tweed & Cashmere Waterproof Coats, &c.**

Molsons Bank, St. James street, is a handsome structure built of Ohio Sandstone.

Merchants' Bank, St. James street, one of the finest buildings, in this city.

Albert Buildings, Victoria Square, a magnificent pile of grey limestone.

The New City Hall—a new and beautiful cut-stone building, on Notre Dame street, well worthy of a visit.

Young Men's Christian Association Building, Victoria Square.

Barron's Block, St. James street.

City and District Savings' Bank, St. James street.

The Bonsecours Market, on St. Paul and Water streets, is a magnificent edifice in the Grecian and Doric style, and cost about \$300,000 ; has a front of three stories on water street, and two stories on St Paul.

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 command 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 the Lachine Canal, 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.

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The remaining public buildings worthy of notice are : the Old Government House, Notre Dame street, now occupied as the Normal School ; the Custom House, Common 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.

A point of interest to visitors is Notman & Sandham's Photographic Studio, on Bleury street, within three minutes walk from the Hotel. Mr. Notman has gained a reputation for workmanship, and for the superiority of his pictures, second to none in America. The magnificent collection of Photographs shown by him at the Centennial, and for which he was awarded a Gold Medal, was pronounced by all who saw them to be perfection in photography. Messrs. Notman & Sandham will always be pleased to welcome those who desire to visit their Art Gallery and inspect the choice specimens on exhibition.

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 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 is a fountain.

After visiting all the places of interest on foot, previous to taking your drive, call upon Professor Harris, 722 Craig street, the celebrated Surgeon Chiropodist, who as a manipulator of the pedal extremities has no equal on this continent ; a sure eradicator of corns, bunions, in-growing nails, etc.

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 2 abutments. The centre span is 330 feet; there are 12 spans each side of the centre of 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 extent of the masonry is 3,000,000 cubic feet. The weight of iron in the tubes is 8,000 tons. The dimensions of the tubes through which the trains pass in the middle span, 22 feet high, 16 wide; at the extreme ends, 19 feet high and 16 wide. Total length from the river bank 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, applied most successfully to the movements of very extensive machinery over a large extent of ground. Among the works here are foundries, engine and boiler shops, ship yards and marine works, saw mills, sash, blind and door factories, flour mills, cotton mills, edge tool factories, etc., etc.

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 9 miles, commanding one of the finest views of beautiful landscape to be found in North America, and in returning to the city, a view of the St. Lawrence and of Montreal, 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 an opposite direction from the last, and down along the banks of the river.

The last new, and already very fashionable drive, is to the top of Mount Royal, to our new and beautiful Mountain Park; the

road leads from Upper Bleury street, and by a succession of easy grades, winding through beautiful groves of trees, leads to the very top of the Mountain, where one of the most magnificent views on the continent may be had, taking in, as it does, the whole city of Montreal and its environs, the Great Victoria Bridge, St. Helen's Island, and the surrounding country for many miles. The Mountain and the land adjoining was bought by the city about five years ago at very large expense; and under the able direction of Mr. Olmstead, the gentleman who gained so high a reputation by his beautiful plans for Central Park, N.Y., a large number of men were employed laying out the grounds, grading the roads and walks, &c. As now finished, it is in many respects the finest Park on the continent; its natural facilities and the grand views to be had afford great advantages over any other Park in the world.

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.

RAILWAY & STEAMBOAT OFFICES.

South-Eastern Railway and Montreal and Boston Air Line, for Lake Memphremagog, White Mountains and all points in New England States. Depot, Bonaventure street; Office, 202 St. James street.

Grand Trunk Railway, for Quebec, Portland, Toronto, &c. Depot, Bonaventure Street.

Central Vermont Railway, for Boston, New York, Philadelphia, Baltimore, Albany, Saratoga, Hartford and other points. Office, 136 St. James street.

Quebec, Montreal, Ottawa & Occidental Railway, for Quebec and Ottawa. Office, 13 Place d'Armes.


Delaware and Hudson Canal Co.'s R.R., for New York, Saratoga, Lake George and Lake Champlain. Office, 143 St. James street.

Great Western Railway of Canada, for all points West. Office, corner St. James and McGill streets.

Ontario Line of Steamers.—For Toronto, Kingston, Hamilton, &c., 133 St. James street. Steamers leave Conal Basin every morning at 9 o'clock.

Quebec Steamboat Office.—228 St. Paul street. Steamers leave Jacques Cartier Wharf every evening, Sundays excepted.

 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.

LAKE ST. PETER

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, 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, the English and Wesleyan churches. The population of Three Rivers is about 9,200.

BATISCAN

is situated on the north shore of the river, one hundred and seventeen miles below Montreal. It is the last place 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, generally made up of small buildings, the better class of which are painted white or whitewashed, with red roofs. Prominent in the distance appear the tile-covered spires of the Catholic

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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, unwieldy 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 the hardy sons of the forest and the stream join in some of their boat-songs, the wild music, borne by the breeze along the water, has a charming effect. Numbers 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 common-place 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 of its approaches, it impresses the stranger with the conviction of strength and permanency. The reader 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 con-

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Opposite St. LOUIS HOTEL, Quebec.

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Asst. Supt., Hochelaga.

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Gen. Supt., Montreal.

licts of military heroes, who bled and died in the assault and defence of its walls, are here re-read with tenfold interest. Then the lover of nature in her grandest and most rugged, as in her gentler 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 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 de Champlain, in 1608. In 1622 the population was reduced to fifty souls.

In June, 1759, the English Army under General 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 General 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

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ST. LOUIS HOTEL



ST. LOUIS STREET, QUEBEC.

THIS Hotel, which is unrivalled for **SIZE, STYLE** and **LOCALITY** in Quebec, is open throughout the year for **Pleasure and Business** Travel.

It is eligibly situated in the vicinity of the most delightful and fashionable Promenades—the Governor's Garden, the Citadel, the Esplanade, the Place d'Armes, and Durham and Dufferin Terraces—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.

The Proprietors, in returning thanks for the very liberal patronage they have hitherto enjoyed, inform the public that this Hotel has been

THOROUGHLY RENOVATED AND EMBELLISHED,

AND CAN NOW ACCOMMODATE

About Five Hundred Visitors.

N.B.—To avoid imposition by unscrupulous persons, the Hotel Company will furnish first-class carriages of every description, with competent and trusty drivers, the charges in all cases to be the same as authorized by the City Council.

THE RUSSELL HOTEL COMPANY,

WILLIS RUSSELL, President.

PROPRIETORS.

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 the celebrated city; a rock is there pointed out as the spot where General Wolfe expired. There are four martello 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; 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, properly 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 Durham, 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 it commands the lower town, the St. Lawrence as

far down as the Island of Orleans, the harbour with its ships, and Point Levi on the opposite side of the river.

Tourists will find the accommodations at the St. Louis Hotel all that could be desired.

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 interpersed 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 sunlight, 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 un-

fathomable 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 as 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 wild moods. Compared to it, the Dead Sea is blooming, and the wildest ravines 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 feet 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 circumstance 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, 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 won-

ders 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, rivalling 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.

To the foregoing descriptions, we append an extract from the letter of a writer in the *Buffalo Commercial Advertiser*, who has apparently gone over the "ground" with much satisfaction. Speaking of the GREAT PLEASURE ROUTE, he says:

"There is probably no route in the known world presenting more attractions to the Tourist than that from Buffalo to Montreal and Quebec via Lake Ontario and St. Lawrence River; presenting, first, the visit to the great Cataract, next the Lake Ontario, the River St. Lawrence, and the romantic scenery of the "Thousand Isles,"—then the sublime rapids increasing in grandeur to the great culmination of the "Lachine Rapids," and finally finishing with the beautiful scenery of and around the falls of Montmorency, at Quebec—all combine to make up more of the wild, romantic and sublime, than can be found in the same number of miles on almost any travelled route in the known world."

OTTAWA.

Although not on the direct route of St. Lawrence River tourists, many consider it desirable to visit the political capital of the Dominion. The city is, with-

out doubt, well worth seeing, and there is no trouble in reaching it. Travellers when at Montreal can select either the Grand Trunk or Q. M. O. & O. Railroads, or take the Ottawa River Navigation Company's beautiful boats, (which on return run the Lachine Rapids,) each route being extremely interesting.

Ottawa has risen very rapidly, is well laid out, and contains many exceedingly handsome buildings, so many, indeed, that we cannot particularize all of them. Its two principal lions are the Houses of Parliament and two Departmental blocks, colossal piles of masonry, standing out in bold relief against the sky, and surrounded with exquisitely beautiful scenery and well kept large grounds, and the Chaudiere Falls, second only in grandeur to Niagara itself. Any description of these two sights would entirely fail to give any adequate idea of their beauty, so we refrain from endeavouring to paint a lib. In addition, Ottawa being the headquarters of the great Canadian lumber industry, there are numbers of saw-mills, huge piling grounds and timber slides. The Parliamentary Library, magnificent Post Office, Geological Museum, Town Hall, many remarkably fine bank buildings and private residences, Suspension Bridge over the Ottawa River, Eddy's immense wooden ware and match factory, the charming Lover's Walk, several handsome churches of all denominations, and other objects of attraction. The tourist will never regret making a pilgrimage to Ottawa. Of course there is excellent Hotel accommodation.

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The House is well known to American Tourists, who patronize this Establishment throughout the year, and find their purchases advantageous in the extreme.

