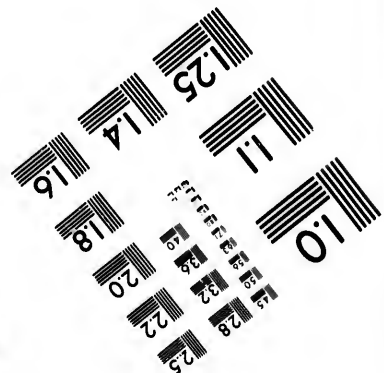
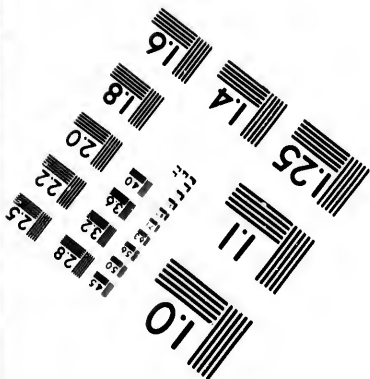
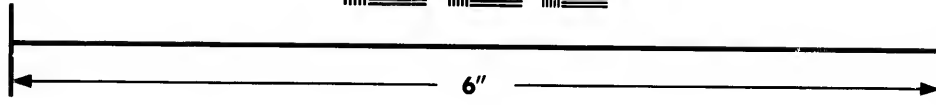
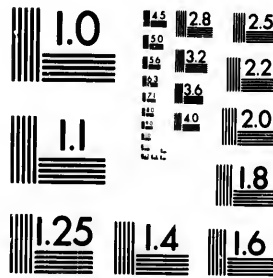


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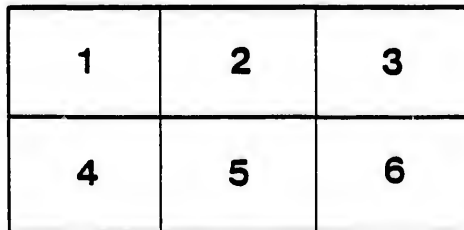
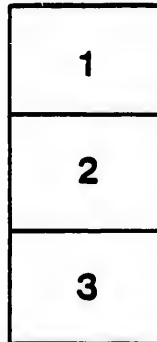
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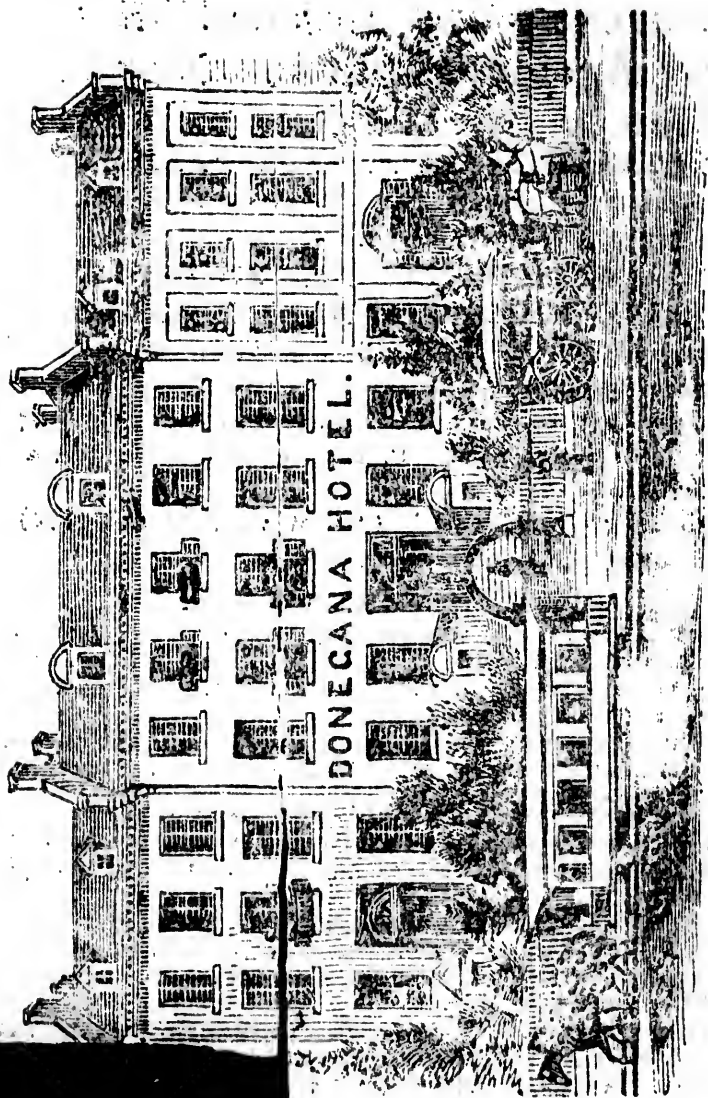
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DANIEL GALE, Manager.

**NEW YORK**

# **Accidental Insurance Co.**

**Insures against Personal Injury  
by Accidents of every descrip-  
tion.**

## **THREE DOLLARS ANNUAL PREMIUM**

Secures a Policy for \$1000, payable in case of death from Accident.

## **\$30 A POLICY FOR \$10,000**

## **FIVE DOLLARS ANNUAL PREMIUM**

Secures a Policy for \$1000 payable in case of accidental death, and also insures \$5 per week compensation in case of accident not causing death but disabling from the pursuit of usual avocations.

\$50, a Policy for \$10,000, with \$50 per week compensation. Other sums in proportion.

## **SHORT TERM POLICIES**

Are written only for the sum of \$5,000, with \$25 Weekly Compensation, for any number of days, from One to Twelve, at 25 cents per day. Premium for Twenty days, \$4.00, and Thirty days, \$5 00.

Policies will also be issued for any other amounts within the limits before stated, for periods of one to six months.

## **GENERAL ACCIDENT TICKETS**

This Company also issues Tickets, which are sold by many of its Agents, at Hotels and Ticket Offices through the country.

They make Insurance for \$5,000 and \$25.00 per week Compensation, against Accidents of every description, Travelling or otherwise; Good for one to six days, as required, at 25 cents per day.

They are not simply Travellers Insurance Tickets, but they are GENERAL ACCIDENT

SEA VOYAGE POLICIES are risks of travel to European and other

**SIMPSON & BETHUNE**

104 St. Francois Xavier

THE  
**DONEGANA HOTEL,**  
NOTRE DAME STREET,  
MONTREAL.

---

This Elegant and Fashionable Hotel is situated in the centre of the city, and is within five minutes walk of all the public places of business, and also all the Fashionable Stores on Notre Dame Street, the "Broadway" of the city. This Hotel has been thoroughly refurnished and fitted up in a style second to none on this continent, with all the latest modern improvements, including Hot and Cold Bath Rooms, Billiard Tables, &c. &c.

The central situation of this well known and popular Hotel is already familiar to the travelling tourist, both British and American.

In the hotel there are 150 rooms, which are large, airy and cheerful; and the long experience of the present Manager, who has managed several of the best Hotels in the United States, and he flatters himself that he can give entire satisfaction to his guests and patrons, hoping that this will be a sufficient guarantee that the DONEGANA will lose none of its reputation under his management.

The Street Railway Cars to all parts of the

city pass the Hotel every 10 minutes, Fare 5 cts.

American money taken at United States Hotel prices.

Trustworthy Porters and Omnibusses always in attendance at the Steamboats and Railway Stations.

---

#### HOURS FOR MEALS.

Breakfast	from	7 A.M.	to	11 A.M.
Lunch	"	1 P.M.	to	2 P.M.
Dinner	"	6 "	to	7½ "
Tea	"	7 "	to	10 "

Dinner will be provided at 2 for parties leaving by afternoon boat or trains, and Supper when ordered for those arriving at late hours.

The services of the best cooks and waiters have been obtained, and I have no doubt that such gentlemen who may favor me with their patronage will find the Donegana fully equal to a long established reputation.

DANIEL GALE, MANAGER.



**H. & H. MERRILL,**  
**274 & 276 Notre Dame Street,**

IMPORTERS OF

**French and English Fancy and Staple**  
**DRY GOODS,**

**B**EG to call special attention to strangers and others visiting the City to their extensive establishment, where will be found a choice stock of all the latest novelties.

☞ Special notice is requested to the following departments :

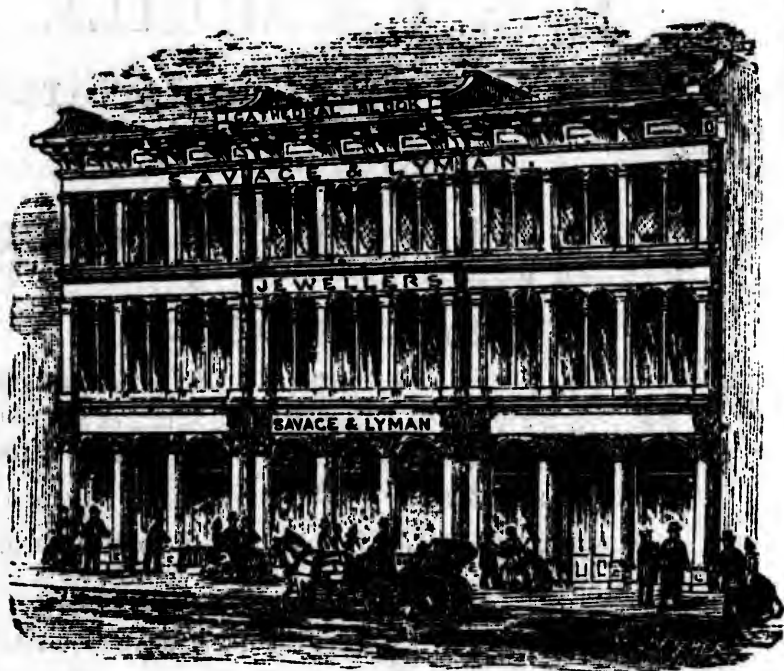
☞ *Silks, Dress Goods, Shawls, Mantles, Embroideries, Lace Shawls, Jouvin's and Alexander's Kid Gloves.*

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A NEW BUILDING is now under crection for the subscribers, who will remove to their new premises, three doors west of the one they now occupy, on the first of July next.

**H. & H. MERRILL,**

**274 & 276 Notre Dame Street, Montreal.**



**SAVAGE & LYMAN,  
CATHEDRAL BLOCK,**

Have for sale a large and select stock of Fine  
**English & Swiss Gold Watches,**

— ALSO —

**Fine Gold Jewelry of the latest European Styles.**

**MANTLE CLOCKS.**

*Silver and Electro-plated Ware, Papier Mache  
Ware, Tourist, Field and Opera Glasses, Ladies  
and Gentlemen's Dressing Cases and Bags, and  
a variety of Fancy Goods,*

To the Inspection of which they respectfully invite Tour-  
ists visiting the City.

## RAPIDS OF THE ST. LAWRENCE.

WITH DISTANCES FROM OGDENSBURG TO MONTREAL.

Chimney Island, four miles below Prescott or Ogdensburgh.

The Gallop Rapids, six miles below Prescott, are easily passed by steamboats, although they prevent the navigation of the St. Lawrence by sailing vessels.

Matilda, eight miles farther, is a steamboat landing on the Canada side of the river.

Waddington, on the American shore, eighteen miles below Ogdensburgh, lies opposite Ogden's Island, which is passed to the right. Here commences Rapid Plat, and extends about two and a half miles.

Williamsburgh, seven miles below Matilda, is a regular steamboat landing.

Chrysler's Farm, a few miles below Williamsburgh, is the place where was fought a battle in the war of 1812, between the English and Americans, in which the latter were defeated.

Louisville Landing, twenty-eight miles below Ogdensburgh, is where passengers leave for Massena Springs, six miles distant by stage—a great resort for invalids during warm weather.

The Long Sault Rapid, extending from Dickinson's Landing, forty miles below Prescott, to Cornwall on the Canada side, is one of the longest and most important rapids of the St. Lawrence.

The Cornwall Canal commences seventy-two miles above Montreal, the dividing line between the United States and Canada. It extends to Dickinson's Landing, eleven and a half miles, overcoming forty-eight feet descent in the St. Lawrence.



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**Cornwall**, one hundred and twelve miles from Kingston, and seventy miles above Montreal, situated at the head of the Cornwall or St. Lawrence Canal. This is a regular steamboat landing for American and British steamers.

**St. Regis**, four miles below, on the American side of the river. It is an Indian village; part of its inhabitants living in the United States, and part in Canada.

**Lake St. Francis** is a magnificent expansion of the St. Lawrence above Coteau du Lac, extending for a number of miles. It is studded with picturesque islands. The Indian village of St. Regis, and an island owned by the natives, lie near its upper termination.

**Lancaster**, fifteen miles below Cornwall. Here the waters pursue their course downward, before rushing down the several rapids below Coteau du Lac.

At **Coteau du Lac**, 40 miles 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 comes the **Cascade Rapid**, which terminates at the head of **Lake St. Louis**, where the dark waters of the **Ottawa**, by one of its mouths, join the **St. Lawrence**. These three rapids, in eleven miles, have a descent of eighty-two and a half ft.

**Beauharnois**, twenty-four miles above Montreal, at the foot of the **Cascade Rapids**, where commences the **Beauharnois Canal**, twelve miles in length.

**Caughnawaga**, ten miles above Montreal, is an Indian village numbering several hundred inhabitants.

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Lachine, eight miles above Montreal, situated on Lake St. Louis, where enter the black waters of the Ottawa River, the St. Lawrence presenting a greenish hue, the difference in the color of the waters being plainly visible for many miles below.

The Lachine Rapids, a few miles above Montreal, are the last rapids of importance that occur on the St. Lawrence. They are now considered the most dangerous and difficult of navigation. They are obviated by the Lachine Canal, 8½ miles in length, overcoming a descent of 44½ feet.

#### CURRENCY.

Canada £, \$4; Canada Shilling, 20 cents; Canada Sixpence, 10 cents; Sevenpence halfpenny, 12½ cents; One and Threepence, 25 cents; Two and Sixpence, 50 cents.

#### FARE PER HOUR.

COACHES, OR FOUR WHEELED CABS, or corresponding winter vehicles, drawn by two horses, for the first hour \$1. For each subsequent hour 75 cents; and pro rata for intermediate quarters 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, and for each subsequent hour 50 cents, and pro rata for intermediate quarters of an hour.

CALASHES—For one or two persons, for the first hour 37½ cents, and for each subsequent hour 30 cents. For each person over that number, 10 cents extra, and pro rata for intermediate quarters of an hour.

Usual charges for two horse carriages to go around the Mountain (distance nine miles) \$4 for one or four persons.

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

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### THE CITY OF MONTREAL.

Montreal, the metropolis of British North America, is situated on an island formed by the confluence of the Ottawa and St. Lawrence, and on the north bank of the latter. It is at the head of ocean navigation. It is accessible by vessels of over 2,000 tons burthen, and has three lines of direct steam communication with Europe. It is well lighted, and clean, and rapidly improving in size, beauty, and convenience. Population over 110,000

#### 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 feet; height 76 feet.

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

The Mechanic's Institute, a very fine building, situated on Great St. James street, of cut stone, three stories high, built in the Italian style. The lecture room is sixty by eighty feet, height eighteen feet, neatly and tastefully finished.

The Mercantile Library Association.

The Commercial Bank, is a neat cut stone building in the Grecian Doric style.

The Banque du Peuple, is a fine cut stone building.

The Bank of Montreal, Place d'Armes, 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, next to the Post office, is a handsome building of cut stone, and built in the composite style of architecture.

The Molson's Bank, corner of Great St. James and St. Peter Streets.

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 stories on Water street, and two stories on St. Paul. The upper part of the building is occupied by the various offices 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, capable of seating 4000 persons.

The St. Ann's, St. Lawrence, St. Antoine and Papineau Markets.

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 Museum of the Natural History Society of Montreal, is situated on Little St. James street, and is free to strangers.

**The New City Water Works.** These works tap the St. Lawrence at the Lachine Rapids. The two receiving reservoirs for supplying the city are about 200 feet above the level of the river, and hold twenty millions of gallons.

**The Jail.** This is a substantial stone building surrounded by a high wall, and is worthy of a visit. It has recently been erected at an expense of \$120,000.

**The General Hospital,** on Dorchester street, is a fine cut stone building, and is one of the many prominent institutions of the city.

**The St. Patrick's Hospital,** at the west end of the same street, is an elegant structure, and occupies a commanding position.

**The Protestant Orphan Asylum,** situated in Catherine street, is a well conducted charity, sustained by the benevolence of private individuals.

**The Ladies Benevolent Institution,** for the relief of widows and half orphans, is a large three story building in Berthelet street. It is managed solely by a committee of ladies.

**The Bonaventure Hall,** is situated on the south east side of Victoria Square, and being a peculiar combination of brick and cut stone, arrests the attention of persons, and commands the admiration of all connoisseurs of architectural beauty. It is surmounted by a handsome illuminated clock. Cost of building about £50,000.

**The Theatre Royal,** Cote Street, is a fine brick building, and capable of accommodating about 500 persons. Under its present management it has become quite popular with the lovers of the drama.

**Nelson's Monument,** Jacques Cartier Square, Notre Dame street, near the Donegana Hotel.



The wonderful and gigantic Victoria Bridge, 9184 feet long.

The Wharves of the city are unsurpassed by any on the American continent. They are built of solid limestone, and meeting with the locks and cut stone wharves of the Lachine Canal, they present for several miles a display of continuous masonry which has few parallels. A broad terrace, faced with grey limestone, the parapets of which are surmounted with a strong 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, Water street; the Custom House, St. Paul Street; the Odd Fellows' Hall, Great St. James Street; the Bon Pasteur Nunnery, Sherbrooke 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 summer evenings by music from the fine bands of the regiments.

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 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 movement of very extensive machinery over a large extent of ground. Among the works here are foundries, engine and boiler works, a ship-yard, and marine works, saw mills, sash, blind and door factories.

As a place of beauty and pleasure, the ride from the city to Mount Royal will attract the traveller at all times. The distance around 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 the time and expense.

Next to the drive around the mountain is that on the Lachine road, leading to the 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 Point, being in an 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.

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TO MONTREAL.

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**PLEASURE TRAVEL.**

1866

**Lake Ontario and River St. Lawrence.**

**AMERICAN EXPRESS LINE STEAMERS**

1866



1866

The splendid Steamers of this line having been refitted and refurnished, will during the season of pleasure travel commence daily trips between

**Niagara Falls, Lewiston, Toronto,  
MONTREAL & QUEBEC,**

**For RIVER SAGUENAY, TROY, ALBANY  
PORTLAND and NEW YORK,**

Via Lake Champlain, Lake George, White and Franco-  
nia Mountains and Lake Memphramagog,

TOUCHING AT

**Charlotte, Oswego, Kingston, Clayton,**

**ALEXANDRIA BAY,**

(Fishing Grounds of St. Lawrence.)

**BROCKVILLE and OGDENSBURGH,**

PASSING THE

**THOUSAND ISLANDS and RAPIDS of the St. LAW-  
RENCE and VICTORIA BRIDGE by Day-light.**

**TRAINS LEAVE NIAGARA FALLS & BUFFALO DAILY,**

and connect with Steamers, both at Lewiston  
and Charlotte.

Tickets can be purchased of M. B. Sheldon, No. 6 Cat-  
aract Block, Niagara Falls. M. Randall, 17 Exchange St.  
Buffalo, and Clifton House, Niagara Falls.

**H. N. THROOP, Gen. Sup't Oswego, N. Y.**

# GRAND TRUNK RAILWAY



Tourists can purchase

## THROUGH TICKETS

At Low Rates to

**White Mountains, Portland, Boston and  
New York, via Quebec, also to Bos-  
ton, Saratoga, Lake George,  
and New York,**

And to all other places in the East and West.

Passengers wishing to pass through the Lachine Rapids and under the Victoria Bridge, can leave the Bonaventure Street Station at 7 a. m. and connect at Lachine with the Steamer Lotbiniere, which leaves there at 8 a. m., shoots the rapids, and arrives at Montreal at 9 a. m. For round trip, 50 cents.

This is a delightful trip.

For Tickets and information, please call at the Company's office, Bonaventure street Depot, which is open at all hours.

**C. J. BRYDGES,**  
*Managing Director*

TO MONTREAL.

15



N.B.—STRANGERS who may be desirous to purchase CHOICE FURS, are invited to call and examine the extensive Stock of **Latties' & 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.



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1862



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# Views of Canadian Scenery

IN GREAT VARIETY.

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Tourists invited to call and inspect the same.

**M. GAUTHIER,**

**MERCHANT TAILOR,**

*241 Notre Dame Street,*

Has always on hand a very large assortment of

**MATERIALS FIT FOR GENT'S CLOTHING**

*In the latest pattern and best adapted for  
the season.*

Particular attention is called to our very large  
stock of

**READY-MADE CLOTHING**

Of the very best quality,

Adapted for Gentlemen travelling, and  
which we are offering at a very rea-  
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**YOUTH'S & CHILDREN'S CLOTHING FOR ALL SIZES.**

Suits made in 24 hours notice.

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TO QUEBEC.

1900

# RUSSELL'S HOTEL,

PALACE STREET,

AND

# ST. LOUIS HOTEL,

ST. LOUIS STREET, QUEBEC.

Satisfied that these hotels are not only the largest, but in every particular the best, managed and most popular hotels in Quebec, the undersigned can only say, that this season they have spared no expense to make them the most comfortable houses of public entertainment to be met with on this continent.

New and extensive Bath Rooms have been added, along with 75 large and airy rooms, which makes it the largest hotel in Canada. The Billiard Rooms are supplied with Phelan's Celebrated Tables.

The services of the best Cooks and waiters have been obtained, and they have no doubt that such gentlemen who favor them with their patronage will find their houses fully equal to a long established reputation.

American money taken at par.

**W. RUSSELL & SON.**

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## CITY OF QUEBEC.

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

In 1629, Sir David Keith, in the employ of the

British crown, sailed up the St. Lawrence and made the conquest of Quebec. The treaty of St. Germain, concluded soon after, restored to France Quebec and her other American possessions.

In June, 1759, the English army, under General WOLFE, landed upon the Island of Orleans. On the 12th of 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 5000 English troops under Gen. Murray were left to garrison the fort.

In 1760 the French made preparations to besiege Quebec, and a battle had already taken place, when a large English fleet arrived, and the French retreated to Montreal. Thus ended this eventful war.

The city is very interesting to a stranger ; it is the only walled city in Canada. and one feels on passing the gateways, and being shut in by the ponderous gates, as though he were entering some sort of prison. There are five of these gates.

Cape Diamond, upon which the citadel stands, is three hundred and forty-five feet in height, and derives its name from the quantity of crystals 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 ;

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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 Montmorenci. 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 public 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 this castle was cleared of the ruins that cover it, leveled and floored 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 harbor with its ships, and Point Levi on the opposite side of the river.

CANADIAN INLAND  
Steam Navigation Company.  
ROYAL MAIL

THROUGH  LINE.

Forming a direct and daily line between Buffalo, *Niagara Falls*, Lewiston, Hamilton, Toronto, Kingston, Prescott, Montreal, Quebec, and the *River Saguenay*.

This magnificent line, composed of the following first class Steamers,

- Spartan (iron)..... Capt. Thomas Howard.
- Grecian do ..... " Clark Hamilton.
- Passport do ..... " John R. Kelley.
- Kingston do ..... " Andrew Dunlop.
- Magnet do ..... " John B. Fairgrieve
- Champion..... " Duncan Sinclair.

Forms connection at Lewiston with the Cars from *Niagara Falls*. Running thence direct to Montreal *without transhipment*. Passing through the magnificent scenery of the *Thousand Islands*, and Rapids of the St. Lawrence by daylight.

Connecting at Montreal with the Mail Steamers for Quebec. And at Quebec with the Steamer *Magnet* for Murray Bay, River du Loup, Cacouna, Tadousac, and the *River Saguenay*.

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TO MONTREAL.

23

# BARNES HENRY & CO.

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**T**HE Undersigned, Proprietor of the above named Hotel, begs leave to acquaint his numerous friends and the travelling public that he has re-painted and newly furnished throughout this commodious establishment, in the management of which, by strict personal attention to his business and guests, he hopes to deserve encouragement and support.

The House will be ready for the reception of visitors on the 10th inst.

American Money taken at U. S. Hotel Prices.

**JAMES A. GOUIN,**

*Lately and for many years connected with Russell's  
Hotel, Palace Street, Quebec.*

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## CITY OF OTTAWA.

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The City of Ottawa is situated on the River of the same name, nearly 90 miles above the confluence with the St. Lawrence. It obtained its original name Bytown, from its founder Colonel John By, who, in 1825, was invested with great power by the Imperial Parliament, with a view to the construction of the Rideau Canal, which divides the City into the Upper and Lower Towns,

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and admits of uninterrupted internal communication between Kingston on Lake Ontario and the Ottawa River. This grand military highway was commenced in September, 1826, and opened for navigation in August, 1832, at a cost to Great Britain of £803,774 8s. 6d. sterling.

The City of Ottawa is well laid out, with wide streets. It has been selected by the Queen for the permanent seat of the Canadian Legislature. The Scenery in the vicinity is not to be surpassed by any City in America. Besides the Rideau Canal, Ottawa is connected by the Ottawa and Prescott Railroad, which taps the Grand Trunk at Prescott, and also a line of Steamers run daily up and down the river during the Summer months.

The Russell House is situated in Center Town, in direct juxtaposition with the Sapper's Bridge, the Rideau Canal, Parliament Buildings, Post Office, Custom House, City Hall and News Room. Five minutes drive takes the Tourist to the Suspension Bridge, from which and the adjoining Mills, different views may be obtained of the celebrated Chaudiere Falls, second only to those of Niagara in imposing grandeur.

The Parliament and Departmental Buildings, Government Timber Slides, Table Rock, Suspension Bridge, &c., are objects well worthy a visit.

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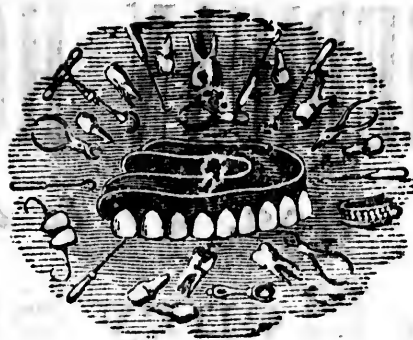
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and all points South and East.

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8.30. 2nd Train, connecting with Vermont and Canada Railroad. Arrive at Burlington 1.28 p. m., Troy 8 p. m., New York 6 a. m.,

3.30 p. m. , Night Express, connecting with Night Steamers on Lake Champlain. Arrive at Whitehall 6 a. m., Saratoga 8 a. m., Troy 9.80 a. m., New York, via H. R. R. R. 11.30 a. m. By Day Steamers 6 p. m., Boston 8.40 a. m.

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