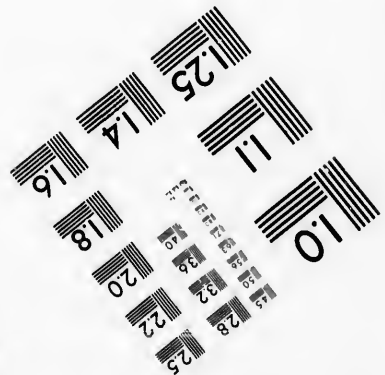
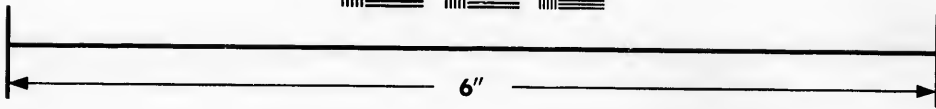
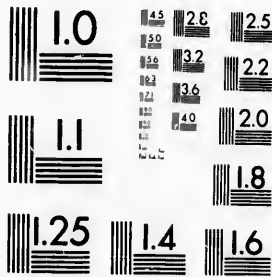


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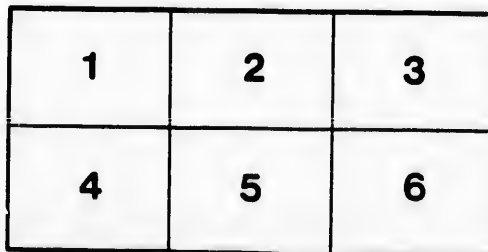
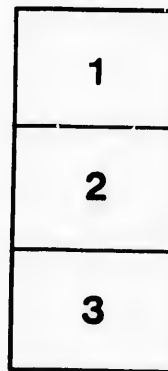
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ALL-ROUND ROUTE  
AND  
PANORAMIC GUIDE  
OF THE  
**ST. LAWRENCE,**

EMBRACING

Buffalo, Niagara Falls, Toronto, Thousand Islands and  
River St. Lawrence, Ottawa, Montreal, Quebec,  
the Lower St. Lawrence,

AND

Saguenay River,  
The White Mountains,  
Adirondacks and Saratoga.

~~~~~

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Publishers and General Railway News Agents.

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# CONTENTS.

|                                                                                                                                                                                                                                                                                                                                  | PAGE    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| Classified Index to Advertisers.....                                                                                                                                                                                                                                                                                             | 3       |
| Index to Maps.....                                                                                                                                                                                                                                                                                                               |         |
| Index to Places.....                                                                                                                                                                                                                                                                                                             |         |
| Introduction.....                                                                                                                                                                                                                                                                                                                | 3       |
| VARIOUS ROUTES BY RAIL AND WATER DESCRIBED.                                                                                                                                                                                                                                                                                      |         |
| Buffalo, N.Y.....                                                                                                                                                                                                                                                                                                                | 4-7     |
| Niagara Falls.....                                                                                                                                                                                                                                                                                                               | 12-50   |
| Suspension Bridge to Toronto, by Niagara Falls Park and River Line and Niagara Navigation Co., from Queenston and Niagara.....                                                                                                                                                                                                   | 51-57   |
| Suspension Bridge to Toronto via G. W. Division of G. T. Railway to St. Catharines and Port Dalhousie, and Steamer Empress of India.....                                                                                                                                                                                         | 57-58   |
| Toronto.....                                                                                                                                                                                                                                                                                                                     | 59-64   |
| Toronto to Lakes Simcoe and Couchiching via Grand Trunk Ry., Barrie and Orillia.....                                                                                                                                                                                                                                             | 65-66   |
| Toronto to Montreal, via C.P.R. or Grand Trunk R.R. to Kingston, and Richelien & Ontario Navigation Steamers, or by R. & O. Steamers, Cobourg, Belleville, Kingston, Thousand Islands, Brockville, Rapids of the St. Lawrence.....                                                                                               | 67-103  |
| Montreal to Ottawa via C.P.R. or Ottawa River Navigation Co's Steamers, St. Anne's Lake of Two Mountains, Carillon, L'Orignal, Caledonia Springs.....                                                                                                                                                                            | 104-107 |
| Ottawa.....                                                                                                                                                                                                                                                                                                                      | 108-111 |
| Montreal.....                                                                                                                                                                                                                                                                                                                    | 112-147 |
| Montreal to Quebec, via Richelien & Ontario Navigation Co., Sorel and Three Rivers.....                                                                                                                                                                                                                                          | 148-152 |
| Quebec.....                                                                                                                                                                                                                                                                                                                      | 153-167 |
| Quebec to Lower St. Lawrence and Saguenay River, via R. & O. Navigation Co., Murray Bay, Tadousac and Hal Hal Bay..                                                                                                                                                                                                              | .....   |
| Quebec to White Mountains, via Quebec Central & Grand Trunk R.R., Sherbrooke, Island Pond, Gorham and Portland; or by Quebec Central Ry., to Sherbrooke, and Boston & Maine, to Newport, Vt., thence by Boston & Maine Ry.....                                                                                                   | 108-195 |
| White Mountains.....                                                                                                                                                                                                                                                                                                             | 195-202 |
| Portland and Orchard Beach.....                                                                                                                                                                                                                                                                                                  | 203-206 |
| Montreal and New York, via Central Vermont Ry., St. Albans and Burlington, and Champlain Transportation Co.....                                                                                                                                                                                                                  | 207-209 |
| Montreal to New York, via the Delaware & Hudson Canal R.R., Rouse's Point, Plattsburg, the Adirondacks, Port Kent, Ausable Chasm, Lake George, and Albany; or by rail, to Rouse's Point and Plattsburg, and the Champlain Transportation Co. to Burlington and Ticonderoga, thence by R.R. as before to Albany and New York..... | 210-216 |
| Saratoga.....                                                                                                                                                                                                                                                                                                                    | 217-234 |



# INDEX

TO

## CITIES, TOWNS AND PLACES OF INTEREST.

|                                   | PAGE    |
|-----------------------------------|---------|
| Adirondacks.....                  | 211-213 |
| Alexandria Bay, N.Y.....          | 82      |
| Ansable Chasm, N.Y.....           | 213-216 |
| Barrie, Ont.....                  | 65      |
| Basin, N.H.....                   | 200     |
| Batiscan, Que.....                | 152     |
| Beauce Junction, Que.....         | 191     |
| Beauharnois, Que.....             | 93      |
| Belleville, Ont.....              | 72      |
| Black Lake, Que.....              | 191     |
| Bowmanville, Ont.....             | 68      |
| Brock's Monument, Ont.....        | 55      |
| Brockville, Ont.....              | 85      |
| Burlington, Vt.....               | 208     |
| Cucouna, Que.....                 | 176     |
| Caledonia Springs, Ont.....       | 107     |
| Cannon Mountain, N.H.....         | 195     |
| Cape Eternity, Que.....           | 184     |
| Cape Trinity, Que.....            | 183     |
| Cape Vincent.....                 | 74      |
| Carillon, Que.....                | 107     |
| Canghnawaga, Que.....             | 96      |
| Cedars, Que.....                  | 94      |
| Chateaugay Lnke, Adirondacks..... | 215     |
| Chaudière River, Que.....         | 171     |
| Chaudière Falls, Que.....         | 171     |
| Chicoutimi, Que.....              | 187     |
| Clayton, N.Y.....                 | 79      |
| Chrysler's Farm, Ont.....         | 88      |
| Cobourg, Ont.....                 | 69      |
| Cornwall, Ont.....                | 92      |
| Coteau du Lac, Que.....           | 93      |
| Devil's Hole, Niagara Falls.....  | 41      |
| Dickinson's Landing, Ont.....     | 92      |
| East Angus, Que.....              | 193     |
| Eagle Cliff, N.H.....             | 196     |

ST.

| PAGE |                                  | PAGE    |
|------|----------------------------------|---------|
|      | Echo Lake, N.H. ....             | 196     |
|      | Fabyans, N.H. ....               | 202     |
|      | Flume, The, N.H. ....            | 200     |
|      | Fort Niagara, N.Y. ....          | 57      |
|      | Franconia Notch, N.H. ....       | 196     |
|      | Gananoque ....                   | 79      |
|      | Garthby, Que. ....               | 192     |
|      | Grosse Isle, Que. ....           | 174     |
|      | Gorham, Que. ....                | 195     |
|      | Hal Hal Bay, Que. ....           | 185     |
|      | Harlaka Junction, Que. ....      | 190     |
|      | Howard Falls, N.H. ....          | 201     |
|      | Island of Orleans, Que. ....     | 173     |
|      | Kingston, Ont. ....              | 73      |
|      | Lachine Rapids, Que. ....        | 98-99   |
|      | Lake Champlain ....              | 208     |
|      | Lake Couchiching, Ont. ....      | 66      |
|      | Lakefield, Ont. ....             | 70      |
|      | Lake St. Charles, Que. ....      | 168     |
|      | Lake St. Francis, Que. ....      | 93      |
|      | Lake St. Peter, Que. ....        | 150     |
|      | Lake St. John, Que. ....         | 172     |
|      | Lake Weedon, Que. ....           | 192     |
|      | Lonesome Lake, N.H. ....         | 200     |
|      | Lennoxville, Que. ....           | 193     |
|      | Lewiston, N.Y. ....              | 52      |
|      | Long Sault Rapids, Ont. ....     | 90      |
|      | Luna Island, Ont. ....           | 23      |
|      | Lyon Mountain, Adirondacks. .... | 212     |
|      | L'Orignal, Que. ....             | 107     |
|      | Marbleton, Que. ....             | 192     |
|      | Mount Washington, N.H. ....      | 195     |
|      | Massena Springs, N.Y. ....       | 88      |
|      | Montreal, Que. ....              | 112-145 |
|      | Montmorenci Falls, Que. ....     | 169     |
|      | Mount Lafayette, N.H. ....       | 201     |
|      | Mount McGregor. ....             | 234     |
|      | Murray Bay, Que. ....            | 174     |
|      | Niagara, Ont. ....               | 56      |
|      | Niagara Falls, Ont. ....         | 12-50   |
|      | Ogdensburg, N.Y. ....            | 86      |
|      | Oka, Que. ....                   | 106     |
|      | Old Orchard Beach, Me. ....      | 204-206 |
|      | Orillia, Ont. ....               | 66      |
|      | Ottawa, Ont. ....                | 108 111 |
|      | Peterborough, Ont. ....          | 71      |
|      | Plattsburg, N.Y. ....            | 211     |
|      | Port Kent, N.Y. ....             | 214     |
|      | Port Hope, Ont. ....             | 69      |

|                                      | PAGE    |
|--------------------------------------|---------|
| Pool, N.H.....                       | 201     |
| Portland, Me.....                    | 203     |
| Prescott, Ont.....                   | 87      |
| Profile Lake, N.H.....               | 198     |
| Profile Rock, N.H.....               | 198     |
| Prospect Park, Niagara Falls.....    | 18      |
| Quebec.....                          | 153     |
| Quebec Central Railway.....          | 190-193 |
| Queenston, Ont.....                  | 54      |
| Rideau Lakes.....                    | 67      |
| Rivière du Loup, Que.....            | 175     |
| Rouse's Point, N.Y.....              | 210     |
| St. Anne's, Que.....                 | 105     |
| Sagenay River, Que.....              | 177-189 |
| Saranac Lake, Adirondacks.....       | 212     |
| Saratoga Springs, N.Y.....           | 217-234 |
| Sherbrooke, Que.....                 | 194     |
| Silver Cascade, N.H.....             | 201     |
| Smith's Falls, Ont.....              | 67      |
| Sorel, Que.....                      | 150     |
| St. Albans, Vt.....                  | 207     |
| St. Anne's Falls, Que.....           | 174     |
| St. Helen's Island, Que.....         | 150     |
| St. Regis, Que.....                  | 93      |
| St. Catharines, Ont.....             | 57      |
| Talonsuc, Que.....                   | 178     |
| Thetford Mines, Que.....             | 191     |
| Thousand Islands.....                | 75-78   |
| Three Sisters, Niagara Falls.....    | 33      |
| Three Rivers, Que.....               | 152     |
| Ticonderoga, N.Y.....                | 217     |
| Toronto, Ont.....                    | 59-64   |
| Trenton, Ont.....                    | 70      |
| Two Mountains, Que.....              | 105     |
| Victoria Bridge, Que.....            | 146     |
| Whirlpool Rapids, Niagara Falls..... | 50      |
| Winmill Point, Ont.....              | 87      |
| Waddington, N.Y.....                 | 88      |
| White Mountains, N.H.....            | 195-202 |
| Walker's Falls, N.H.....             | 200     |

# INDEX.

## INDEX TO MAPS.

|                                                                     |              |     |
|---------------------------------------------------------------------|--------------|-----|
| Panorama of Niagara Falls and St. Lawrence River, facing pages..... | 16, 61, 108, | 128 |
| Grand Trunk Railway,                                                | " "          | 122 |
| Canadian Pacific Railway,                                           | " "          | 80  |
| Niagara Falls Park & River Railway,                                 | " "          | 48  |

*misspelled*

## CLASSIFIED INDEX TO ADVERTISERS.

### BOOTS and SHOES.

|                                   |               |     |
|-----------------------------------|---------------|-----|
| Braybon L. B., Toronto, Ont.....  | Map facing p. | 49  |
| Stewart W. H., Montreal, Que..... | Map facing p. | 109 |

### CHEWING GUM.

|                                  |    |
|----------------------------------|----|
| Cohn Bros. & Klee, New York..... | xv |
|----------------------------------|----|

### CONFECTIONERY.

|                                    |     |
|------------------------------------|-----|
| Tester J. W., & Co., Montreal..... | 237 |
|------------------------------------|-----|

### CIGARS.

|                                   |               |    |
|-----------------------------------|---------------|----|
| Davis Sam., & Sons, Montreal..... | Map facing p. | 65 |
| Villeueuve, ".....                | viii          |    |

### HATTERS and FURRIERS.

|                                    |                                         |
|------------------------------------|-----------------------------------------|
| Henderson J., & Co., Montreal..... | 1                                       |
| Laliberté J. B., Quebec.....       | Opposite page 128, end of Panoramic map |

### HOTELS.

|                                                            |               |     |
|------------------------------------------------------------|---------------|-----|
| Avenue House, Montreal, Que., E. S. Reynolds.....          | ii            |     |
| Hotel Champlain, Bluff Point, N.Y., O. S. Seavey.....      | xvi           |     |
| Hotel Florence, Quebec, B. Trudel.....                     | iii           |     |
| Hotel Victoria, do do.....                                 | iii           |     |
| Jacques Cartier Hotel, Montreal, Que., T. Shallow.....     | Map facing p. | 123 |
| Queen's Hotel, Toronto, Ont., McGaw & Winnett.....         | 60            |     |
| Queen's Royal, Niagara-on-the-Lake, Ont.....               |               |     |
| United States, Saratoga, N.Y., Tompkins, Gage & Perry..... | 220           |     |
| Walker House, Toronto, Ont., John Wright.....              | Front cover   |     |

### HOUSE FURNISHINGS, Etc.

|                                       |               |     |
|---------------------------------------|---------------|-----|
| Lecomte Omer, Quebec.....             | v             |     |
| Surveyer L. J. A., Montreal, Quo..... | Map facing p. | 109 |

### LIVERY STABLES.

|                                             |     |
|---------------------------------------------|-----|
| Adams & Hodgson, Saratoga Springs, N.Y..... | 221 |
| Hough George, Quebec.....                   | vi  |

### MILLINERY and DRESSMAKING.

|                            |    |
|----------------------------|----|
| Drake Helen, Montreal..... | vi |
| Vallee Mme., Quebec.....   | v  |

## PAGE

|       |         |
|-------|---------|
| ..... | 201     |
| ..... | 203     |
| ..... | 87      |
| ..... | 198     |
| ..... | 198     |
| ..... | 18      |
| ..... | 153     |
| ..... | 190-193 |
| ..... | 54      |
| ..... | 67      |
| ..... | 175     |
| ..... | 210     |
| ..... | 105     |
| ..... | 177-189 |
| ..... | 212     |
| ..... | 217-234 |
| ..... | 194     |
| ..... | 201     |
| ..... | 67      |
| ..... | 150     |
| ..... | 207     |
| ..... | 174     |
| ..... | 150     |
| ..... | 93      |
| ..... | 57      |
| ..... | 178     |
| ..... | 191     |
| ..... | 75-78   |
| ..... | 33      |
| ..... | 152     |
| ..... | 217     |
| ..... | 59-64   |
| ..... | 70      |
| ..... | 105     |
| ..... | 146     |
| ..... | 50      |
| ..... | 87      |
| ..... | 83      |
| ..... | 195-202 |
| ..... | 200     |

**MINERAL WATERS.**

|                                                |             |
|------------------------------------------------|-------------|
| Radnor .....                                   | xi          |
| Rod, Saratoga, N.Y. .... Back of map facing p. | 123         |
| Royal .....                                    | xvii, xviii |

**MUSEUMS of ART.**

|                                       |     |
|---------------------------------------|-----|
| Society of Arts, Montreal, Que. ....  | ix  |
| Thos. Tugby, Niagara Falls, N.Y. .... | xii |

**PHOTOGRAPHS, Etc.**

|                               |     |
|-------------------------------|-----|
| Livernols J. E., Quebec. .... | vii |
| Vallee L. P., Quebec .....    | v   |

**OLD CURIOSITY SHOPS.**

|                          |   |
|--------------------------|---|
| Gale H. J., Quebec. .... | v |
|--------------------------|---|

**PIANOS and ORGANS.**

|                                                    |     |
|----------------------------------------------------|-----|
| Dondalon Organ & Piano Co., Bowmanville, Ont. .... | 230 |
| Foisy Freres, Montreal .....                       | vii |

**RAILWAYS.**

|                                      |                                 |         |
|--------------------------------------|---------------------------------|---------|
| Canadian Pacific Railway .....       | Map facing p.                   | 80      |
| Delaware & Hudson Railway .....      | xiii, xiv                       | 190-193 |
| Quebec Central Railway .....         | Map facing p.                   | 64      |
| Quebec & Lake St. John Railway ..... | Back of Cover and map facing p. | 122     |
| Grand Trunk Ry .....                 | Map facing p.                   | 48      |
| Niagara Falls Park & River Ry. ....  |                                 |         |

**RESTAURANT.**

|                                             |    |
|---------------------------------------------|----|
| Crystal Palace, Quebec, Jos, Tremblay. .... | ii |
|---------------------------------------------|----|

**STEAMSHIP and STEAMBOAT LINES.**

|                                                                |     |
|----------------------------------------------------------------|-----|
| Champlain Transportation Co., Geo. Rushlow, Gen. Manager ..... | 238 |
| Niagara Navigation Co. ....                                    | xii |
| Ottawa River Navigation Co. .... Map facing p.                 | 108 |
| Richelleu & Ontario Navigation Co. .... Map facing p.          | 17  |

**SEWING MACHINES, Etc.**

|                              |     |
|------------------------------|-----|
| Foisy Freres, Montreal ..... | vii |
|------------------------------|-----|

**SPORTING GOODS.**

|                                                        |     |
|--------------------------------------------------------|-----|
| V. & B. Sporting Goods Co., Quebec. .... Map facing p. | 128 |
|--------------------------------------------------------|-----|

**SOUVENIR GOODS.**

|                                                                   |     |
|-------------------------------------------------------------------|-----|
| Coehenthaler M., & Co., Montreal, Que. .... Inside back cover and | 240 |
| Hemsley R., Montreal, Que. .... Inside front cover and            | 129 |
| Seifert G., Quebec. ....                                          | iv  |



## PREFACE.

---

THE ALL-ROUND ROUTE AND PANORAMIC GUIDE OF THE ST. LAWRENCE has far exceeded in success the most sanguine anticipations, of the proprietors, and they feel that their desire to publish such a book as would meet the requirements of the traveller, in making the popular tours described therein, have been fully appreciated.

They feel certain the present edition will prove still more useful and attractive than all previous ones, advantage having been taken of suggestions made in regard to alterations, additions and improvements.

Every attention has been given to securing accuracy of detail, so as to make this work a most reliable and valuable Guide to tourists ; and the Publishers, therefore, hope to secure a continuance of support and patronage. They still solicit suggestions which may tend to benefit the work in future editions, and all favors will be duly acknowledged and, whenever practicable, made use of.

xi  
123  
vii, xviii  
  
ix  
xii  
  
vii  
v  
  
v  
  
239  
vii  
  
80  
iii, xiv  
190-193  
64  
122  
48  
  
ii  
  
238  
xii  
108  
17  
  
vii  
  
128  
  
240  
129  
iv

ALL-ROUND ROUTE  
AND  
PANORAMIC GUIDE  
OF THE  
RIVER ST. LAWRENCE.

---

BUFFALO.

This important and beautiful city is situated at the eastern end of Lake Erie, where the Niagara River leaves the Lake on its way over the Falls of Niagara to Lake Ontario, and is a fitting starting point to our itinerary. It is one of the great railway centres of the United States, being the terminus of the great Trunk Lines, both East and West, as well as the great roads that reach the vast lumber, coal and oil fields of Pennsylvania. Its shipping interests are most extensive, as it is the principal emporium for the cereal products and flour of the Great West in course of transmission and distribution to Eastern points. Being the western terminus of the Erie Canal, the great agricultural and a full share of the mineral wealth of the West here stops to pay toll in course of transshipment, thereby enriching the prosperity of Buffalo. In manufactures it has a foremost place, and bids fair ere long to outstrip all other points

E in the Union, when the magnificent and stupendous scheme of tapping the enormous water power of Niagara by a tunnel, and bringing it to Buffalo, is accomplished—a scheme which the energy and enterprise of some of its most prominent men is actually pushing to completion. Factories will then spring up like magic, and thousands of wage-earners will be added to the respectable army of that class of citizens which the city now owns. Like all great commercial centres—the result of the application of brains and energy to natural advantages, its advancement in culture and education has kept pace with its material development, and Buffalo provides for its citizens unsurpassed facilities for general instruction, and in some specialties it takes the lead, and invites the whole continent to participation. Particularly is this the case with respect to a practical business training.

Among the notable institutions of Buffalo is the well-known Bryant & Stratton Business College, located in the new college building, 99 W. Genesee st., corner Niagara Square.

This college was established in 1854, and has a high reputation for giving a most thorough, practical and complete business education. Its patronage extends to every State and territory and all the Canadian provinces. Graduates of this time-honored institution are uniformly successful, and may be found occupying important positions throughout the country, from the Atlantic to the Pacific. References and commendations are given of the high character of the school from all sections of the country.



The Bryant & Stratton Buffalo Business College is one of the pioneer business schools in America. "*It stands at the head*" and is one of the few institutions that has a building of its own constructed specially for its purpose. This is a great advantage, as it affords unequalled facilities and has every modern improvement, adding to each student's comfort and enabling him to accomplish much more than would otherwise be possible. For ten years this school has made a specialty of giving a *thorough course by mail* for those who desire a business education but cannot leave home. It is commended in the highest terms. Visitors to Buffalo are always welcome, or a handsome catalogue will be mailed free upon request.

Caton's National Business College, 460 Main st., also offers the best advantages for a thorough business education. It has achieved great success, and a diploma from it may be regarded as a passport to advancement in all clerical pursuits and business generally.

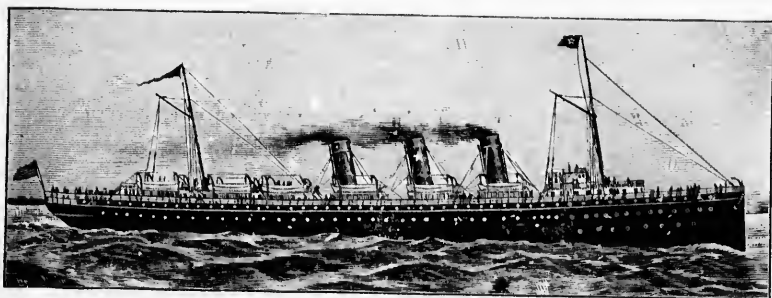
Main street is the principal thoroughfare of the city, and divides it into East and West sides. Delaware avenue, North Street, and other adjoining streets include the fashionable district for residences. A ride through this to the Front and the Park over the smooth asphalt pavement is very enjoyable. The Front Germania Park and the Parade, so popular with east-side folk, are also pleasant places of resort. The unrivalled summer climate of Buffalo, its fine hotels and its proximity to Niagara Falls makes it an unusually attractive

city to tourists. There are several fine trips which have Buffalo as their starting point, but the most desirable and fashionable is that "up the Lakes," which no tourist should fail to take.



The average American traveller, accustomed as he is to the many luxuries of modern transportation, nevertheless, is always on the alert for any innovation that caters to his creature comforts, whether it be in the shape of elegance of surroundings, ease and comfort of sleeping accommodations, speed of his transporting medium or mere gastric novelties. In the early history of the great lakes the passenger steamboats that plied between Buffalo and Upper Lake ports were supposed to be the acme of transportation facilities, but with the advent of the exclusively passenger steamships, each accommodating 450 passengers, of the *Northern Steamship Company*, that will ply between Buffalo and Duluth, in connection with the *Great Northern Railway*, commencing with the first Tuesday in June, 1894, the march of improvement has eclipsed the old style of steamboat not only in elegance of appointment, novelty of arrangement, elaborateness of detail, and superiority of cuisine, but in speed as well.

The vessels have been built under special survey in order to obtain the highest classification in the United States Standard Rules. The construction throughout has been planned and carried out with the view of making these vessels not only the most modern and luxurious, but also the strongest and safest conveyances on the lakes.



#### THE INTERIOR.

Crossing the gangway we enter the vestibule, and the ticket office, steward's office and men's café to the right; to the left the parcel room and main stairway to the saloon above.

On the spar deck is the grand saloon, with its long sweeping lines of beauty, lofty roof, the mellow light from the amber-tinted glass, the highly polished and carved mahogany, the panels tinted in warm russet-green tones, the relief work picked out with gold, the luxuriously upholstered furniture and sumptuous carpets.

A special feature, and one that adds much to the appearance of the grand saloon, is the finely designed balcony front. This, like all other brass work on the boat, has an "antique brass" finish that harmonizes and contrasts with the mahogany finish in a very pleasing manner.

The staterooms are arranged in a double line along the sides of the vessel, and are all handsomely finished and fitted out, well lighted and ventilated. Many of the rooms are provided with sliding doors, so that two staterooms, if desired, may be used as one. Several large and more sumptuously finished staterooms with private bath and lavatory connected have also been provided for. On the port side of this deck are located toilet and bath rooms for ladies, while on the starboard side are the bath rooms and lavatories for gentlemen. The barber shop is also on this deck, next forward of the gentlemen's lavatory.

At the fore end of the hurricane or promenade deck a large deckhouse has been fitted with exceptionally large and handsome staterooms—the entire house is beautifully finished in panelled white mahogany, and every conceivable convenience for the comfort of the passengers has been provided. The house may be entered from the hurricane deck or from the spar deck by means of a handsomely finished staircase. A large, airy and beautifully finished smoking room has been arranged at the fore end of this house, commanding an unobstructed view in front and on both sides of the vessel.



It has been the purpose of the management to build the finest boats on the lakes—that shall be remarkable for their thorough construction—their safety—speed and beauty—to the critical admirer of marine architecture, there is nothing to be desired—the decorations and furnishings appeal to cultivated taste and are of a character to please and attract the general public.

The following is the proposed schedule for the exclusively passenger steel steamships “North-West” and “North Land” of this Line.

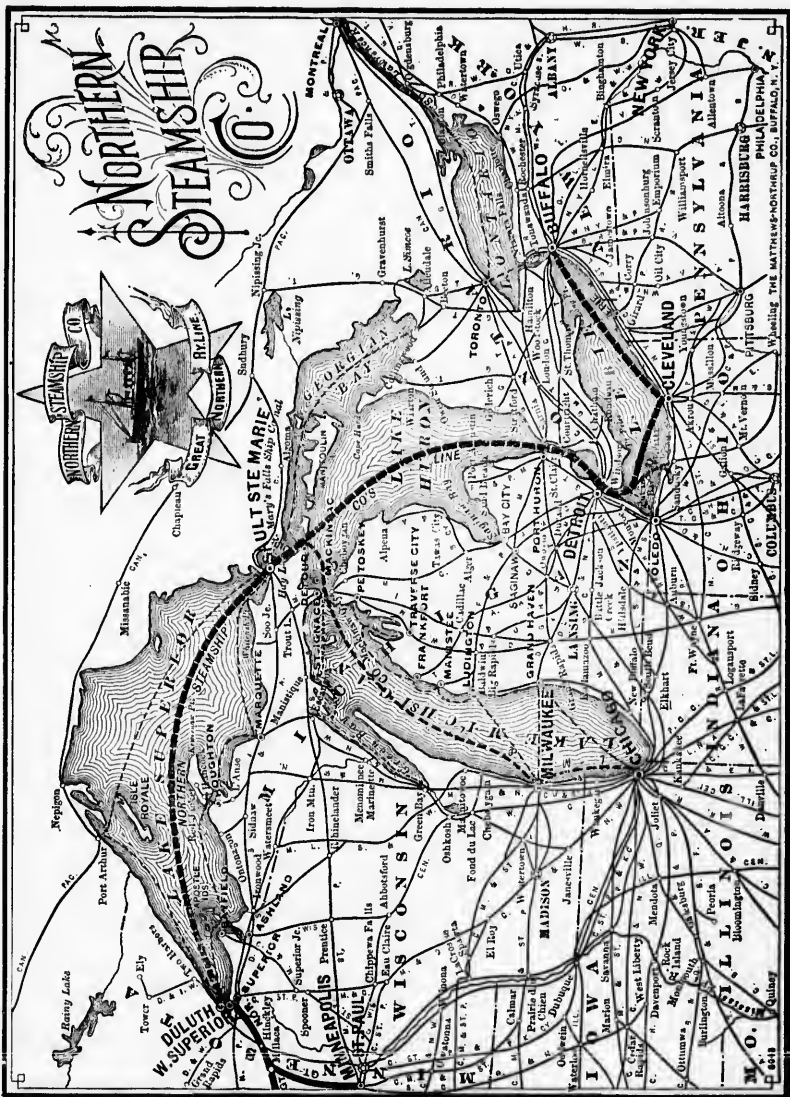
From Buffalo, Tuesday, June 5th, until October 9th.  
From Duluth, June 8th, until October 12th, all inclusive.

|                   |           |            |         |
|-------------------|-----------|------------|---------|
| Leave Buffalo,    | . . . . . | Tuesday,   | 9 P. M. |
| Arrive Cleveland, | . . . . . | Wednesday, | 5 A. M. |
| Leave Cleveland,  | . . . . . | “          | 8 A. M. |
| Arrive Detroit,   | . . . . . | “          | 2 P. M. |
| Leave Detroit,    | . . . . . | “          | 3 P. M. |
| Leave Sault,      | . . . . . | Thursday,  | 12 M.   |
| Arrive Duluth,    | . . . . . | Friday,    | 8 A. M. |

RETURNING.

|                   |           |           |          |
|-------------------|-----------|-----------|----------|
| Leave Duluth,     | . . . . . | Friday,   | 4 P. M.  |
| Leave Sault,      | . . . . . | Saturday, | 12 M.    |
| Arrive Detroit,   | . . . . . | Sunday,   | 10 A. M. |
| Leave Detroit,    | . . . . . | “         | 11 A. M. |
| Arrive Cleveland, | . . . . . | “         | 5 P. M.  |
| Leave Cleveland,  | . . . . . | “         | 8 P. M.  |
| Arrive Buffalo,   | . . . . . | Monday,   | 6 A. M.  |





ROUTE OF NORTHERN STEAMSHIP CO.—EXCLUSIVELY PASSENGER.

Niagara Falls, the great Mecca of all tourists, may be reached from Buffalo by either of two routes. By rail, in the luxurious cars of the N.Y. Central Railway, or by water via the palace steamer Columbia, of the Richelieu & Ontario Navigation Company to the picturesque old town of Chippawa, and thence by the Niagara Falls River and Park Railway, the new electric line recently constructed, which has revolutionised the old style of seeing Niagara.

NIAGARA FALLS.



F all the specimens of Nature's handiwork on this continent, the Falls of Niagara are the grandest. At all seasons and under all circumstances, under all the varying effects of sunlight, or moon-

light, or the dazzling glare of electric illumination, the scene is always sublime. The whirling floods, the ceaseless monotone of the thunderous roar, the vast clouds of spray and mist that catch in their depths the dancing sunbeams, and transform them into hues of a thousand rainbows, seem striving to outvie each other in the tribute of homage to the mighty "Thunderer of the Waters."

The Niagara River, extending from Lake Erie to Lake Ontario, a distance of thirty miles, has a total fall of 334 feet; the greater part of the descent is confined to a distance of seven or eight miles, within which space are the grandest Rapids and Falls in the world. The rapids are so strong two miles above the Falls as to entirely prevent navigation.

The Falls of Niagara may justly be classed among the wonders of the world. They are the pride of America, and their grandeur, magnitude and magnificence are well known to all the civilized world. Ever since the discovery of this wonderful cataract, thousands have flocked thither from all countries, to gaze with feelings of the deepest solemnity on the tumultuous fall of water, and to adore the power and majesty of the Almighty as there exhibited and realized amid the sublime scenery of this stupendous water-fall.

Over this great cataract has been pouring ceaselessly through the centuries of the past, with the deafening roar of a thousand thunders, a torrent of water over three-fourths of a mile wide and 200 feet in depth, or an aggregate, it is calculated, of a hundred million tons per hour. No wonder that to this grandest of natural shrines our untutored aborigines were wont to come yearly and worship their Great Spirit, and propitiate him by the sacrifice of an Indian maiden, sent down on the current in a flower-laden canoe to her death in the terrible vortex; no wonder that they led thither the first missionaries who penetrated these wilds, and pointed in speechless awe to the mighty cataract; and no wonder that in



these latter days thousands of tourists from every part of this continent and Europe annually make this spot their destination, and stand gazing in mute surprise, as did the savage and the priest before them; at this wonder of the world.

In the following pages we shall attempt to guide the traveller to the various points whence the finest views of the Falls and the scenery surrounding them may be obtained, and thereafter conduct him to the spots of peculiar interest in the neighborhood.

Father Hennepin, a French Jesuit missionary, was the first white to see the Falls of Niagara, when on an expedition of discovery in the year 1678, over two hundred years ago, and the first description of them was published by him in 1683.

They are shown upon Sanson's map of Canada (spelled "Ongiara") published at Paris in 1657, and on Champlain's of 1632.

The points of interest to be visited, besides the great Fall itself, and the National Park surrounding in on both sides of the Line, are : The Rapids above the Falls, and the old town of Chippewa ; the ground where the memorable battle of Lundy's Lane was fought ; the Whirlpool below the Falls, and the Rapids on both sides of the River ; the Suspension bridges ; the Gorge to Lewiston, 7 miles in length ; and the Lower Niagara River, from Lewiston to Lake Ontario, 14 miles distant —on the American side ; the Gorge to Queenston

and to Queenston Heights ; General Brock's Monument ; and the Lower River to Lake Ontario—on the Canadian side.

General opinion is much divided as to which side of the Falls affords the most attractions, many travellers asserting that the American side has superior charms, as the Rapids and Goat Island are to be reached from that side only ; whilst others take the broader view of the question—that the minor attractions ought to give place to the Falls, and that the only place to obtain an uninterrupted view of the two mighty cataracts is from the Canadian side.

The Village of the Falls, on the American side, lies on the east side of the river, in the immediate vicinity of the grand cataract, 22 miles by rail from the city of Buffalo on Lake Erie, and 300 by rail from Albany. This is a fashionable place of resort during summer and autumn, and a most pleasant resting-place for those who intend to sojourn for a time within sound of the Falls.

To those who intend visiting "the Falls," we would recommend the long-established and complete "Cataract House," at this point, which is situated on the bank of the river, overlooking the rapids above the American Falls, and within a stone's throw of the torrent.

From its windows and piazzas, the rapids, the beautiful islands and the American Falls are in plain view. In the spaciousness and cleanliness of its rooms, the elegance of its appointment, the completeness of its service, and the taste, daintiness and richness of its table, it will bear comparison with the best anywhere.

Before leaving the Falls most people wish to obtain some memento of their visit. We may mention that their taste in this respect may be amply gratified at Tugby's Muscum where photographs, curiosities and souvenirs of endless variety may be procured. Tugby makes a specialty of articles made from the rock of the Falls.

It is scarcely necessary to say that days of sojourn at the Falls are desirable to see them in all their varying aspects, and become fully acquainted with their beauty and grandeur, underrated by those who only make a flying visit. But a short time since, Niagara Falls had gained an unenviable notoriety for the tax—if not indeed to be termed extortion—which was levied upon every visitor for the privilege of obtaining access to any point from which the Falls could be viewed.

Particularly was this the case on the American side; but now all that has been changed, and "Free Niagara" invites all the world to come and view its beauties as the greatest wonder of Nature on this Continent.

To see the Falls thoroughly formerly cost for admissions over \$5; but now the whole is thrown open *free*, excepting, of course, such extras as passing under the Falls, crossing the ferry, taking the Inclined Railway, or going over the Suspension Bridge. A visitor can conveniently reach the whole on foot, or take a carriage for the purpose, without any additional expense, further than a charge of 10 cts. for crossing the bridge to the Islands on the Canadian side on foot, and from 25 cts. to 50 cts. in a carriage.

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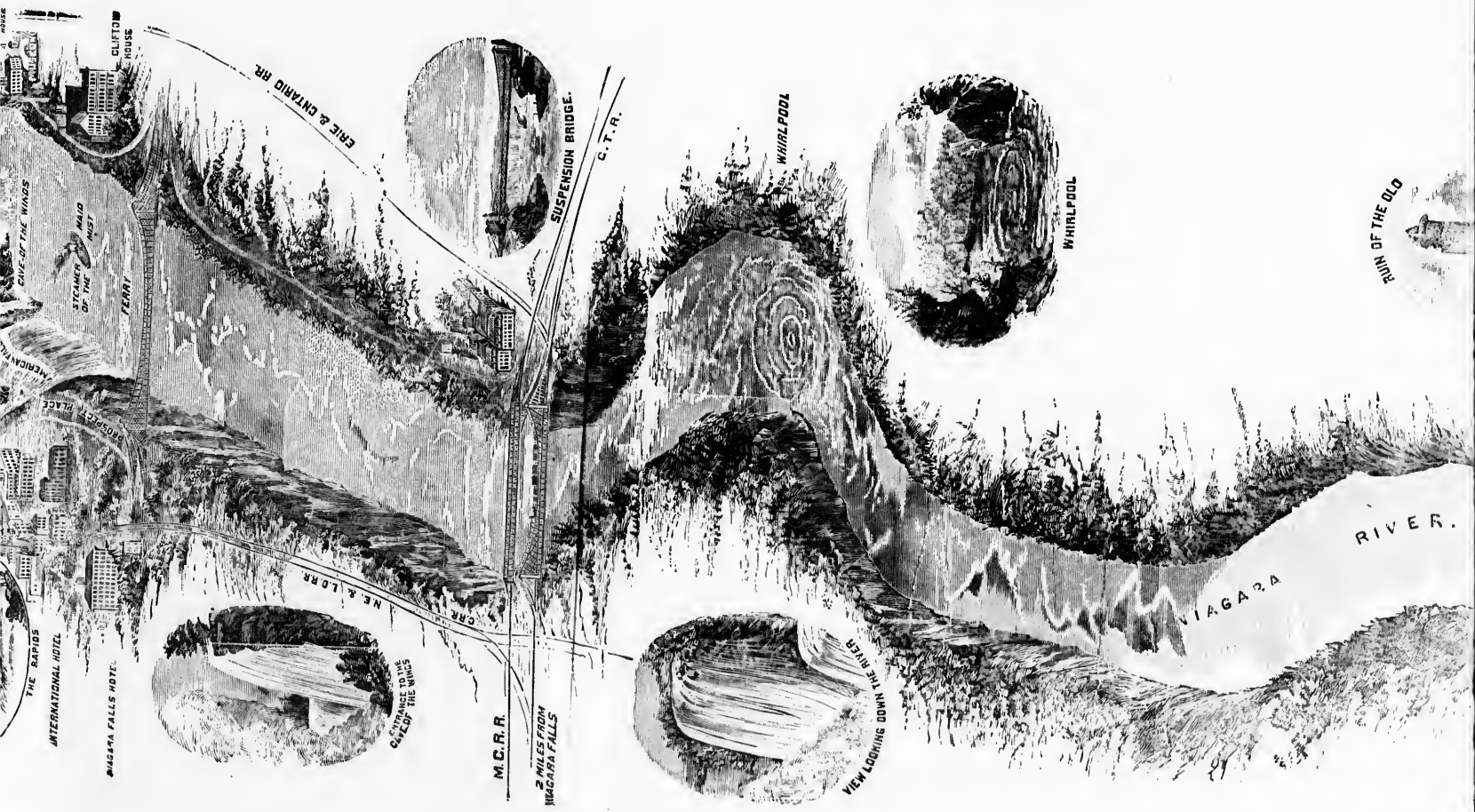


**LAKE ONTARIO.**

180 MILES IN LENGTH AND  
40 IN AVERAGE WIDTH

MEAN DEPTH 500 FEET. HEIGHT ABOVE THE SEA  
232 FEET. AREA 6,300 SQUARE MILES





INTERNATIONAL HOTEL

NIAGARA FALLS HOTEL

AMERICAN PLACE

ST. CECILIA'S CHURCH

CLIFTON HOUSE

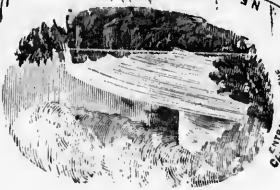
WINDMILL

THE RAPIDS

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VIEW FROM THE CAULDRON OF THE WINDS

ERIC & ONTARIO RR.

N.E. & L.O.R.R.

C.P.R.

M.C.R.R.

2 MILES FROM NIAGARA FALLS



SUSPENSION BRIDGE.

C.T.R.



VIEW LOOKING DOWN THE RIVER

WHIRLPOOL



WHIRLPOOL

NIAGARA RIVER.

RUIN OF THE OLD



RIVER.

ISLAND OF THE OLD

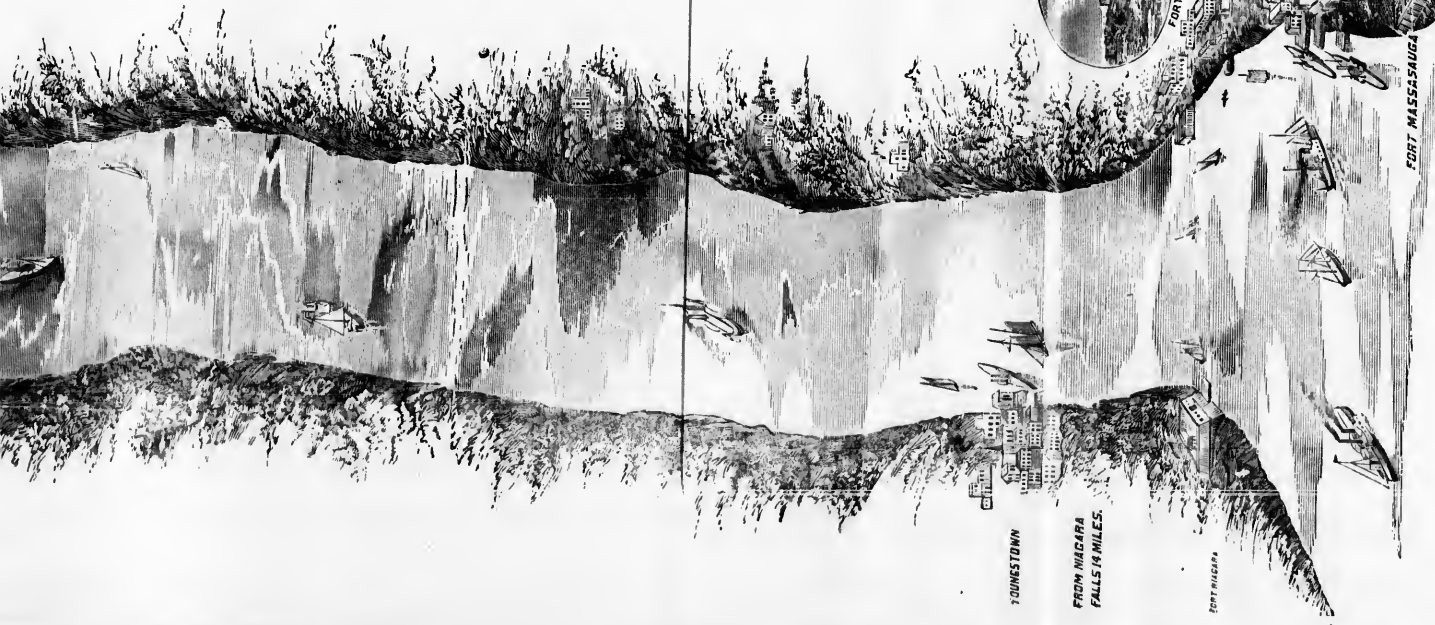
ROCK MONUMENT  
QUEENSTOWN HEIGHTS

7 MILES FROM NIAGARA FALLS

HEAD OF NAVIGATION

QUEENSTON

LEWISTON



YOUNGSTOWN

FROM NIAGARA  
FALLS 14 MILES.

FORT NIAGARA

VIEW OF



FORT MASSASAUGA

NIAGARA TOWN

FORT MASSASAUGA

### LAKE ONTARIO.

180 MILES IN LENGTH AND  
40 IN AVERAGE WIDTH

MEAN DEPTH 500 FEET. HEIGHT ABOVE THE SEA  
232 FEET. AREA 6,300 SQUARE MILES



ADVERTISEMENTS.

AMERICA'S SCENIC LINE

The **Richelieu & Ontario**  
Navigation Co.

Owning and operating the  
greatest Line of Steamers  
on inland waters . . . .



800 Miles of Lakes, Rivers and Rapids

FROM  
**TORONTO**

TO

**Montreal, Quebec and the  
Far-famed Saguenay**

Passing through the charm-  
ing scenery of the . . . .

**THOUSAND ISLANDS** and the  
world-renowned **RAPIDS** of the  
**ST. LAWRENCE RIVER.**

**Toronto-Montreal line** The fine iron steamers "Spartan," "Cor-  
sican," "Paasport," and "Algerian,"  
leaving Toronto daily except Sundays at 2 p.m., arriving at Montreal 6.30 p.m. the  
following day, calling at Bowmanville, Port Hope, Coburg, Kingston, Clayton, Round  
Island, Thousand Island Park, Alexandria Bay, Brockville, Prescott and Cornwall,  
and connecting at Montreal with steamers for Quebec and the Saguenay.

**Montreal-Quebec line** The palatial iron steamers "Quebec" and  
"Montreal," leaving Montreal daily  
(Sundays excepted) 7.00 p.m. and 3.00 p.m. on Sundays, for Quebec, and calling at in-  
termediate ports, reaching Quebec the following morning.

**Quebec-Saguenay line** composed of the magnificent iron steamers  
"Carolina," "Canada," and "Sague-  
nay," one of which leaves Quebec daily, except Sundays at 7.30 a.m., for Chicoutimi,  
calling at intermediate ports.

**Tickets** and information may be obtained from the principal Railway and  
Ticket Offices throughout the United States and Canada. State-  
Rooms can be secured on application to

**J. F. DOLAN**, No. 2 King Street East, TORONTO, Ont.

**H. FOSTER CHAFFEE**, Dist. Pass. Agent, 428 St. James St., MONTREAL, Que.

**L. H. MYRAND**, QUEBEC, Que.

**C. F. Gildersleeve**,

General Manager.

**L. G. Forget**,

President.

**Alex. Milloy**,

Traffic Manager.

**GENERAL OFFICES: 228 St. Paul Street, MONTREAL.**

The movement for the preservation of the scenery of the Falls of Niagara originated with the State of New York in the year 1869. On the 30th of April, 1883, the State Legislature passed an Act entitled: "An Act to authorize the selection, location and appropriation of certain lands in the Village of Niagara Falls for a State Reservation, and to preserve the scenery of Niagara Falls." On April 30th, 1885, the establishment of the Reservation was provided for by the passage of an Act, entitled: "An Act to provide for the payment of the awards for the lands selected and located by the Commissioners of the State Reservation at Niagara."

The sum of \$1,433,000 was devoted to the purchase of lands, etc., and a tract of 107 acres was made a Reservation, which was declared formally open to the public on the 15th of July, 1885.

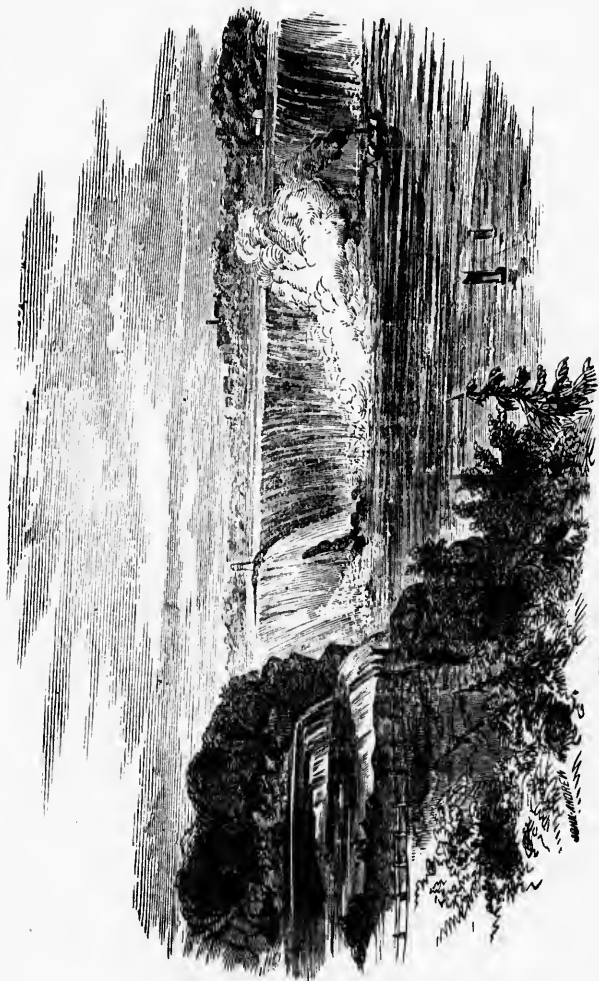
The area expropriated by the American Government includes Goat Island and adjacent smaller islands, with what is known as Prospect Park and a strip of land on the mainland. By this noble act, which received official imprimatur at the hands of Grover Cleveland, the Governor of the State of New York, afterwards President of the Union, the freedom of the Falls in the United States Territory was effected by the removal of all charges, while the simplicity and grace of the many lovely spots surrounding the great cataract was restored by the removal of many of the unsightly buildings and eyesores which overspread them. In viewing the scenery of the Falls of Niagara from the American side, the visitor

should take in what is called the Grove, on the mainland, then the Islands—followed by the points of view on the River Road, and the places of interest not included in the Reservation. The Grove comprises the grounds of the old Prospect Park Company, including what are familiarly known as the "Ferry Grove" and "Point View," purchased by the Prospect Park Company in 1872. Within the "Ferry Grove" are the Ferry Pavilion, Groves and Fountains; rarely, indeed, do Nature and Art so perfectly combine to spread before the delighted gaze so much that is wonderful, beautiful and sublime. Passing through the umbrageous grove, along the beautiful winding carriage drives, we emerge upon the Point where thousands of visitors have been photographed, the grand adjacent scenery being utilized to fill in the pictures.

A solid wall of masonry guards this spot, and continues along the banks of the River to the Suspension Bridge. Standing at the angle, directly over the American Falls, so close that one might almost thrust out his hand into the roaring mass of water as it rolls seething by, we have spread before us a magnificent view of Goat Island, the Horseshoe Falls, the Suspension Bridge, the American Falls, with frowning rocks below, and the Ferry to the Canada side. Cool, shady walks run in all directions through the Grove, and rustic seats at intervals invite the visitor so linger here and gaze at the magnificent scenery. In the beautiful Pavilion, visitors can "trip the light fantastic toe" within sound of the roar of the great cataract. A fine restaurant is also on

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HORSE SHOE FALL—FROM AMERICAN SIDE.

the grounds, where they can regale the inner man when tired of sight-seeing. Then we may enter the Ferry House and descend the Inclined Railway through a cut in the bank to the water's edge, a distance of 360 feet, to the steamboat landing at the base of the American Falls. The spiral stairs constructed here in 1825 having become shaky with age, the present novel but commodious contrivance was inaugurated. The flight of steps leading along the railway consist of 290 steps. The car is drawn up the inclined plane by water power, an over-shot wheel being turned by a stream diverted from the river for that purpose. Around a wheel eight feet in diameter, which turns in a horizontal position at the head of the railway, runs a cable two and a half inches in diameter and 300 feet in length, attached to a car at either end, and supported by pulleys placed at convenient intervals down the grade. At the foot of the stairs, turning to the left, from the base of the descending torrent, one of the most magnificent views of the Falls may be obtained, looked at through those wonderful clouds of rising spray, refracting the sun's rays in all colors of the rainbow, and sparkling and shimmering in the light, like clouds of diamond dust. The Ferry to the Canadian side is close at hand, and from this point, called "Hennepin View," the best general view of the Falls from the Grove may be had. Seating ourselves in the ferry boat we are soon dancing over the agitated waters. From the river the Falls are seen to great advantage. Formerly the shades of night brought the pleasures of the day to a close, but science and enterprise have lengthened the hours of enjoyment for us. Eighteen electric lights

pour their brilliant rays upon the scene, infusing the spray clouds with gorgeous rainbow tints, and illuminating the rolling waters with a brilliancy beyond description. The Canadian side stands out clear and distinct, and the whole scene is wonderfully beautiful, weird and sublime.

There is fascination about this mighty cataract which seems to chain us to this spot; and when we seek to leave it, draws us irresistibly back again. Even in describing it, however inadequately the task may be accomplished, we are loth to lay down the pen and tear ourselves away. The Almighty has invested Niagara with a power that none can resist; and they who gaze upon it for the first time have a new era in their existence opened up, new thoughts and impressions stamped indelibly upon their hearts, which haunt them in after years, and linger in their memories till time is swallowed in eternity.

We should explain that the larger cataract stretching from shore to shore is the Canadian or Horseshoe Fall, whilst the smaller one is the American. The dimensions of the two Falls must necessarily be a matter of computation, and they are estimated as follows:—

The American Fall, 1000 feet across, with a drop of 164 feet.

The Canadian Fall, 2600 feet, following the contour, with a drop of 158 feet; and it is stated by Professor Lyell that fifteen millions of cubic feet of water pass over this fall every minute!

The traveller in his first visit to the Falls is impressed with a sense of inexpressible amazement. His emotions are not unlike those of the votary of necromancy, who, when once within the magic circle, trembles under the influence of the enchanter, even before he confronts the wizard himself.

#### HORSESHOE FALL.

Who can forget his first view of this grand and stupendous spectacle? The roaring is so tremendous that it would seem that, if all the lions that have ever lived since the days of Daniel could join their voices in one "Hallelujah" chorus, they would produce but a whisper in comparison to the deep diapason of this most majestic of all Nature's pipes or organs.

The bridge which connects the mainland with Goat Island is eagerly passed, and we explore the whole of this curious crag, which is rightly named, for it is found fantastic enough to suggest that goats only could find a comfortable footing. The sublimity of the scene increases at every step; but when we come upon the mighty Cataract, we gaze in speechless wonder, and words cannot describe the grandeur of this scene nor the emotion which it excites; neither can the pencil, any more than the pen, do it justice. The silent and still picture wants the motion and the sound of that stupendous rush of waters. It is impossible to paint the ever-rising column of spray that spires upward from the foaming gulf below, or the prismatic glory that crowns

it; for there indeed has God forever "set His bow" in the cloud, and cold must be the heart that in such a scene remembers not His covenant.

## THE ISLANDS.

### BATH ISLAND,

Between the mainland and Goat Island, affords a view of the Rapids, the smaller Islands and the brink of the American Fall.

### GOAT ISLAND,

Separating the American and the Horseshoe Falls, is the largest Island in the group, and is covered by original forest. It comprises the greatest part of the territory of the Reservation, and on account of its surpassing interest ample time should be taken in visiting it. From the Road as you pass to the Island, and to the right, a carriage-way and footpath lead to *Stedman's Bluff*, a point overlooking the American Fall and the River Gorge; a stairway and bridge connect *Stedman's Bluff* and *Luna Island* at the brink of the American Fall.

Luna Island is beautifully placed just in the very curve of the American Falls. This island, as it appears in its summer as well as its winter dress, is graphically described in "Picturesque America," from which we quote as follows: "It is pleasant enough in summer, for it has evergreens, trees and bushes, grasses and wild flowers in abundance, the atmosphere of spray by which it is



surrounded being apparently favorable to vegetation. At night time, when there is a moon, a fine lunar bow is visible from the bridge that connects it with Goat Island, and hence its name. But the great glory of Luna Island is in the winter, when all the vegetation is encrusted with frozen spray. The grasses are no longer massed in tufts, but each particular blade is sheathed in a scabbard of diamonds, and flashes radiance at every motion of the wind. Every tree, according to its foliage, receives the frozen masses differently; in some, especially evergreens, with pinnatifid leaves, each separate needle is covered with a fine coating of dazzling white. In others, where the boughs and branches are bare, the spray lodges upon the twigs and gives to the eye cubes of ice that greatly resemble the uncouth joints of the cactus. In some evergreens the spray being rejected by the oleaginous particles forms in apple-like balls at the extremities of the twigs and the nooks of the branches. Those close to the verge of the fall are loaded so completely with dazzling heaps of collected frozen spray that the branches often give way, and the whole glittering heap comes flashing down in crumbling ruin. On the ground the spray falls in granulated circular drops of opaque white; but, wherever there is a stone or boulder, ice is massed about in a thousand varying shapes. Let us peep down from the verge, and, regardless of the smoke of the waterfall, give our attention solely to the ice. It stretches in great columns from the top to the bottom of the falls, and a colonnade is formed, such as one reads of in the fantastic stories of the East, where alabaster and marble, jade and porphyry are

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carried to the skies in the tremendous palaces of pre-Adamite kings. The frozen spray descending upon these covers them with a delicate tracery of flowers and ferns, and even of resemblance to human heads, which is a beautiful and strange sight.

“In winter time we may not descend on the American side; but if we might, surely we should discern the most wondrous ice configurations along the verge of the pathway. The descent can be made at this time under the Table Rock; and the visitor passes from the stairway into a defile of the kind that Danté dreamed of in his frozen *Bolgia*. Along the side of the rock walls are rows of stalactites, about the size of the human body, to which all of them bear a quaint resemblance. Upon the other side, massed along the verge of the bank, are ice heaps that mount up fifty feet into the troubled air, some of them partially columnar in shape, but the majority looking like coils of enormous serpents that have been changed by the rod of the enchanter into sullen ice.

“It must be remembered that if winter gives much, it also takes away much. If it covers the trees and the grass with diamonds, and heaps up ice serpents, and builds colonnades and spires and obelisks, it takes away a great part of the volume of the water, for the thousand rills that feed the great lakes have been rent from the hills by the fierce hand of the frost giant, and clank around his waist as a girdle. Those who love color and light and majesty of sound will do well to come in the summer; those who like the strange, the fantastic, and the fearful must come in the winter. But the true lover

of the picturesque in nature will come at both times. Each has its special charms ; each has something which the other lacks, but in both are pictures of transcendent beauty."

#### THE CAVE OF THE WINDS

Is under the Central Fall, between Goat Island and Luna Island. It is reached by descending the Biddle Stairs, on the face of the Cliff, between the American and the Horseshoe Falls. A suitable building has been erected for the accommodation of those who wish to perform the feat of passing under the Falls. Oilskin dresses, clean and dry, are supplied, and for a small fee an experienced guide will accompany parties under the great sheet of water, and describe fully the locality, not forgetting the incidents connected with it. The scene within the Cave is one of inconceivable grandeur. Conversation is impossible, the mighty cavern asserting its right to be alone heard, as its thunders reverberate in every direction.

Visitors to the Cave pass behind the Central Fall, and returning upon the bridge in front obtain the nearest view of the American Fall.

On the bank above, the path follows the edge of the Cliff to Porter's Bluff, overlooking the Horseshoe Fall, the Canadian Rapids and the Gorge below the Falls. From the Bluff a stairway and bridge lead to Terrapin Rock, a point upon the brink of the Horseshoe Falls, affording the best general view of the Falls from the Islands.

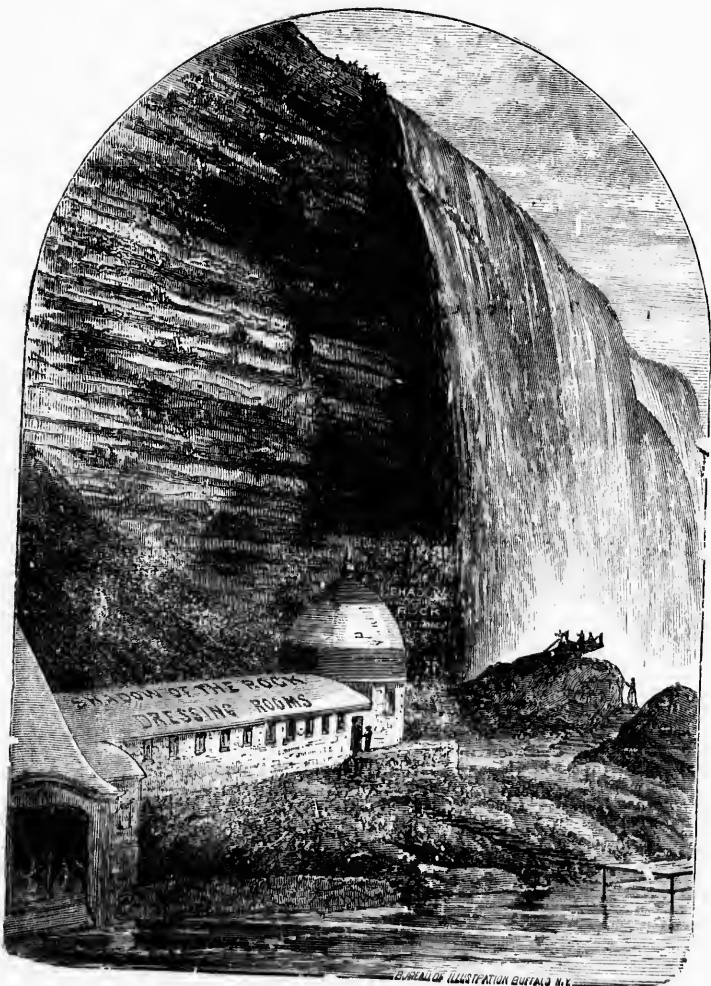
From Porter's Bluff the carriage road and walk overlooking the Canadian Rapids lead to

#### THE THREE SISTER ISLANDS.

Three small islands lying side by side near the head of Goat Island, connected with Goat Island and with one another by bridges spanning small cascades.

These Islands afford the best views of the Canadian Rapids. The cascade extends from the head of the third and the most remote of them to the Canadian shore. This latter is the Island from which Mr. Joel R. Robinson rescued a Mr. Allen in the summer of 1841. Mr. Allen, having started just before sun-down for Chippawa (a village three miles up the river on the Canada side), had the misfortune to break one of his oars in the midst of the river. The current caught his boat and bore it rapidly towards the Falls. As his only hope of safety, he steered with the remaining oar for the head of Goat Island, but failing to strike that he was bearing swiftly past this little Island, when, knowing that the alternative was certain doom, he sprang for the land, and reached it with but little injury. Having matches in his pocket, he struck a signal light at the head of this island, but it was not seen until morning. Mr. Robinson rescued him by means of a boat and cable.

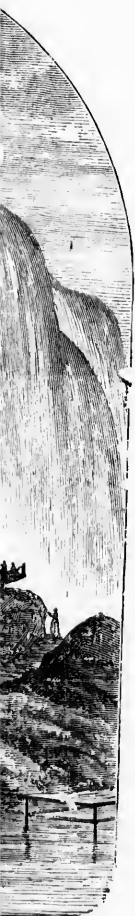
The first of the sisterhood, or the island nearest you, is called Moss Island. That feathery show of a cataract between yourself and Moss Island is called the Hermit's Cascade, from its having been the usual bathing place of Francis Abbot, the Hermit of Niagara.



GOING UNDER THE CAVE OF THE WINDS.

## THE HERMIT OF THE FALLS.

As we think it will be interesting, we shall relate the story of this strange person. Many years ago, in the glow of early summer, a young stranger of pleasing countenance and person made his appearance at Niagara. It was at first conjectured that he was an artist, a large portfolio, with books and musical instruments, being among his baggage. He was deeply impressed with the majesty and sublimity of the Cataract and the surrounding scenery, and expressed an intention to remain a week, that he might survey them at his leisure. But the fascination which all minds of sensibility feel when in the presence of that glorious work of the Creator grew strongly upon him, and he was heard to say that six weeks were insufficient to become acquainted with its beauties. At the end of that period he was still unable to tear himself away, and desired to "build there a tabernacle," that he might indulge in his love of solitary musing, and admire at leisure the sublimity of Nature. He applied for a spot on the Three Sister Islands, on which to erect a cottage after a model of his own, one of the peculiarities of which was a drawbridge to ensure isolation. Circumstances forbidding compliance with this request, he took up residence in an old house on Iris Island, which he rendered as comfortable as the state of the case would admit. Here he remained about eighteen months, when the intrusion of a family interrupted his habits of seclusion and meditation. He then quietly withdrew, and reared for himself a less commodious habitation near Prospect Point. When



winter came, a cheerful fire of wood blazed upon the hearth, and he beguiled the long hours of evening with reading and music. It was strange to hear in such solitude the long-drawn, thrilling notes of the violin or the softer melody of the flute, gushing forth from that low-browed hut ; or the guitar breathing out so lightly amid the rush and thunder of the never-slumbering torrent. Though the world of letters was familiar to his mind, and the living world to his observation—for he had travelled widely both in his native Europe and the East—he sought not association with mankind to unfold or to increase his store of knowledge. Those who had occasionally conversed with him spoke with equal surprise and admiration of his colloquial powers, his command of language, and his fervid eloquence ; but he seldom and sparingly admitted this intercourse, studiously avoiding society, though there seemed in his nature nothing of misanthropy or moroseness ; on the contrary, he showed kindness to even the humblest animal. Birds instinctively learned this amiable trait in his character, and freely entered his dwelling, to receive from his hands crumbs or seeds.

But the absorbing delight of his solitary residence was communion with Niagara. Here he might be seen at every hour of the day or night, a fervent worshipper. At the gray dawn he went to visit it in the veil of mist ; at noon, he banqueted in the full splendor of its glory ; beneath the soft tinting of the lunar bow he lingered, looking for the angel whose pencil had painted it ; and at solemn midnight he knelt at the same shrine. Nei-

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ther the storms of autumn nor the piercing cold of winter prevented his visit to the temple of his adoration. There was at this time an extension of the Terrapin Bridge, by a single beam of timber carried out ten feet over the fathomless abyss, where it hung tremulously, guarded only by a rude parapet. Along this beam he often passed and re-passed in the darkness of night. He even took pleasure in grasping it with his hands, and thus suspending himself over the awful gulf, so much had his morbid enthusiasm taught him to revel amid the terribly sublime. Among his favorite gratifications was that of bathing, in which he indulged daily.

On a bright but rather chilly day in the month of June, a man employed about the ferry saw him go into the water, and for a long time after observed his clothes to be still lying upon the bank. The poor hermit had taken his last bath. It was supposed that cramps might have been induced by the chill of the atmosphere or the water. Still, the body was not found, the depth and current below being exceedingly great. In the course of their search they passed on to the Whirlpool. There, amid those boiling eddies, was the body, making fearful and rapid gyrations upon the face of the black waters. At some point of suction it suddenly plunged and disappeared. Again emerging, it was fearful to see it leap half its length above the flood, then float motionless exhausted, and anon spring upwards, and seem to struggle like a maniac battling with a mortal foe. For days and nights this terrible scene was prolonged. It was not until the 21st of June that after many efforts they were



able to recover the body and bear it to his desolate cottage. There they found his faithful dog guarding the door. Heavily had the long period worn away while he watched for his only friend, and wondered why he delayed his coming. He scrutinized the approaching group suspiciously, and would not willingly have given them admittance. A stifed wail at length showed his intuitive knowledge of his master, whom the work of death had effectually disguised from the eyes of man. On the pillow was his pet kitten, and in different parts of the room were his guitar, flute, violin, portfolio and books scattered, the books open as if recently used. It was a touching sight: the hermit mourned by his humble retainers, the poor animals that loved him, and the body ready to be laid by strange hands in a foreign grave.

The motives that led this singular and accomplished being, learned in the languages, in the arts and science, improved by extensive travel, and gifted with personal beauty and a feeling heart, to seclude himself in the flower of youth from human society are still enveloped in mystery. All that is known is that his name was Francis Abbott, that he was a native of England, where his father was a clergyman, and that he received from thence ample remittance for his comfort. These facts had been previously ascertained, but no written papers were found in his cell to throw additional light upon the obscurity in which he has so effectually wrapped the history of his pilgrimage.

## THE THREE SISTER BRIDGES.

These costly and substantial structures are built over the three channels which separate the Three Sisters from each other and from Goat Island, presenting new grand views of the Rapids and Falls, unequalled from any other point. These three bridges combine strength and beauty. They are alike, being slightly convex, that is, higher in the middle than at either end, thus adding to their strength.

Their ends are fastened into the solid rock. Two rods two inches in diameter pass under each bridge, and are also fastened into the rocks at either end. The peculiar construction of the railing adds much to their strength and beauty. A fourth island, or sister, was discovered while the bridges were being built; to it a bridge has also been thrown. From the head of the third sister may be seen one continuous Cascade or Fall, extending as far as the eye can reach, from Goat Island across to the Canadian shore, varying from ten to twenty feet in height. From this miniature Niagara rises a spray similar to that of the great Falls. The Rapids here descend fifty-five feet in three-quarters of a mile, and they are one of the prominent features of Niagara.

Viewed from the Bridge they look like "a battle-charge of tempestuous waves, animated and infuriated, against the sky."

For ages before Hennepin's visit opened up this sublime manifestation of nature to civilized man, and for

more than two centuries since, the mighty river has continued to flow in "floods so grand and inexhaustible" as to be utterly unconscious of the loss of the hundred millions of tons which they pour every hour over the stupendous precipice.

"Still do these waters roll, and leap, and roar, and tumble all day long; still are the rainbows spanning them a hundred feet below. Still, when the sun is on them, do they shine and glow like molten gold. Still, when the day is gloomy, do they fall like snow, or seem to crumble away like the front of a great chalk cliff, or roll down the rock like dense, white smoke. But always does the mighty stream appear to die as it comes down, and always from the unfathomable grave arises that tremendous ghost of spray and mist which is never laid, which has haunted this place with the same dread solemnity since darkness brooded on the deep, and that first flood before the deluge—Light—came rushing on creation at the Word of God."

From the Three Sister Islands, the carriage road and walk continue to the head of Goat Island, where the water divides, one portion going over the American Fall, and the other over the Horseshoe Falls.

From this parting of the waters a view of the upper Niagara River is obtained, including both banks of the stream and the islands around.

From the head of Goat Island, the road and walk follow the margin, completing the circuit of the Island at the point of entrance, from which there is a midway

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road to the Canadian Rapids, and a footpath through the woods to the Horseshoe Fall, and another foot-path to the Three Sister Islands.

## POINTS OF VIEW ON THE RIVER ROAD.

ON THE MAINLAND, the River Road, commanding views of the Rapids, the Island, and the Canadian shore, extends up the stream along the river bank to the Old French Landing, at the eastern boundary of the Reservation.

From this road many historical points on the Niagara frontier are visible. At the mouth of the Cayuga Creek, five miles above the Falls on the American side, Rober Cavalier de La Salle, in 1679, built and launched the "Griffon," the first vessel that sailed the upper lakes. Further down at the Old French Landing, within the Reservation, La Salle and the Missionary, Louis Hennepin, embarked after the portage of their canoe from Lewiston, a point on the river seven miles below the Falls. The landing place was used by the early French and British traders, and before their coming by the Indians of the Neutral Nation and their successors, the Senecas. The wooded shores of Navy and Buckhorn Islands are visible, noted for occurrences in the French and British wars. About a mile above the Falls is the site of the French Fort du Portage, destroyed by Joncaire before his retreat in 1759. The chimney of the barracks, built in 1750, is yet standing, and the outlines of Fort Schlosser, built by the British in 1761, are visible. December 29th, 1837, during the "Patriot

Rebellion," the steamer "Caroline" was seized at Schlosser Landing, about two miles above the Falls, towed out into the river, set on fire, and allowed to drift with the current over the Falls. Further down upon the river bank, within the Reservation, where the bluff terminates near Mill Street, is the site of the saw mill erected by De Peyster, a British officer, in 1767, and used in preparing timber for stockades along the river. Immediately below are the sites of the Stedman and Porter mills, the first structures of the kind erected on the western frontier.



THE NEW SUSPENSION BRIDGE,

One-eighth of a mile below the American Fall, was erected in 1869. The towers on the Canadian side are 120 feet high, and on the American side 106 feet high. The span is 1,230 feet from tower to tower. The height from the water to the floor of the bridge is 256 feet. There is a single track for carriages, and space at one side for foot passengers. The bridge has at each side a strong railing five feet high. The estimated strength of structure is over 150 tons, and as 10 or 15 tons is all that could well be placed on the bridge at one time by

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its ordinary traffic, its stability was for a time considered problematical. It has, however, passed through twenty-five winters with its load of ice and frozen spray so that long since full confidence has been established.

It stands a great, lasting monument to J. T. Bush, who conceived the project, and carried it to a successful termination. The view from the center of it is exceedingly fine; suspended in mid-air and full view of both the American and Horseshoe Falls, with the river above and below, and its beautiful banks from 150 to 250 feet perpendicular, a scene of unsurpassed beauty and grandeur is spread before the beholder.

#### THE RAILWAY SUSPENSION BRIDGE

Spans the river two miles below the Falls, and is admitted by all to be a wonderful triumph of engineering skill. Mr. Roebling, of Trenton, New Jersey, was the engineer of this bridge, which, as the name implies, is constructed on the suspension system. The two towers supporting the entire structure, which is in one span of 825 ft., are about 70 feet high, and built on and into the solid rock, the height from rail to water being 258 ft; the bridge is supported by four cables, each composed of 8,000 wires, and measuring  $9\frac{1}{2}$  inches in diameter, aggregate length of wire employed being more than 4,000 miles, whilst the entire weight of the bridge is 12,400 tons. Its cost was half a million dollars. It is constructed for the joint purposes of road and pedestrian traffic, and for the Great Western Railway of Canada, now part of the Grand Trunk Railway system. A stone's throw from the Suspension Bridge is the

## CANTILEVER BRIDGE

owned by the Michigan Central Railway. It is interesting from an engineering standpoint, as being one of the first bridges of this description ever erected. Work was commenced on it April 15th, 1883, and the whole structure was completed the December following. The total length of the bridge is nine hundred and ten feet, and height of rail above water two hundred and forty-five feet. A short drive on the American side brings us to the

## WHIRLPOOL RAPIDS,

which leap along exultingly until they are arrested about one hundred rods below the Railway Suspension Bridge by the Whirlpool, one of the finest and most interesting spots about Niagara Falls. This delightful spot is visited by many thousands of people annually. It is a magnificent sight. The river here turns abruptly to the right, forming an elbow; in its rage it seems to have thrown itself against the lofty rocks which form the gorge, as if determined to find a new outlet, and round and round in that awful maelstrom the current has beaten for centuries, until there is a vast indentation of the bank; and as the waters rush against the opposite banks, a whirlpool is formed, on which logs, and often doxies, have been known to float many days.

There is no perpendicular fall, or external outlet at the whirlpool. The distance across it is one thousand feet; perpendicular height of the bank 3, 350 feet. Here

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bursts upon the view one of the most beautiful and sublime sights in the world. Through a narrow gorge, rush, in their tumultuous and maddening course, all the waters of the Great Upper Lakes. The immense under-current forces the water in the centre thirty or forty feet higher than at the edges.

The ever-varying changes the waters constantly undergo are indescribably beautiful and fascinating. One is never tired of gazing at this wondrous scene. The rocky banks of the river plainly showing the different strata exhibit the wonderful processes of nature. From this point the finest view of the Railway Suspension Bridge can be obtained. To look at this beautiful structure from the water's edge, at this point, one could almost believe the fairies built it. It was near this spot that Blondin crossed the gorge on a rope, with a man on his back.

#### "MAID OF THE MIST."

No visit to "The Falls" is complete that does not include a trip on "The Maid of the Mist." She is quite an "institution," and there have been several of the name engaged successively in conveying tourists up to the spray of the cataract. The trip is perfectly safe, and no accident has ever occurred to steamer or passenger. The starting point was until recently from the Canadian side, but now two vessels, bearing that name, perform the trip from both sides of the river, and can be reached by the Incline Ry. A view of both falls of unequalled grandeur is obtained in this way, and the visitor who



has been disappointed in the height of the Falls from the banks will realize their magnitude perfectly. The fare for the round trip is only 50c.

It is now a matter of history how this tiny steamer, which conveyed tourists under the spray of the Great Horseshoe Fall, successfully escaped the hands of the sheriff, by passing through the whirlpool.

She left her moorings about a quarter of a mile above the old Suspension Bridge, June 15, 1861, and sprang boldly out into the river, to try one of the most perilous voyages ever made. She shot forward like an arrow of light, bowed gracefully to the multitude on the Bridge, and with the velocity of lightning passed on her course. Many beheld this hazardous adventure, expecting every instant she would be dashed to pieces, and disappear forever. Amazement thrilled every heart, and it appeared as if no power could save her. "There! there!" was the suppressed exclamation that escaped the lips of all. "She careens over; she is *lost!* she is *lost!*" But, guided by an eye that dimmed not and a hand that never trembled, she was piloted through those maddened waters by the intrepid Robinson, in perfect safety, and subsequently performed less hazardous voyages on the St. Lawrence.

On this trip there were but three men on board,—the pilot, engineer and fireman.

She is the only craft, so far as is known, that ever made this fearful trip, and lived. Though the pilot had per-

formed many hazardous exploits in saving the lives of persons who had fallen into the river, yet this last act in taking the "Maid of the Mist" through the whirlpool is the climax of all his adventures.

#### THE DEVIL'S HOLE

Is a large triangular chasm in the bank of the river, on American side, three and a half miles below the Falls. The Bloody Run, a ravine so called from a sanguinary engagement between two hostile Indian tribes, falls into this chasm.

#### THE CANADIAN SIDE OF THE FALLS.

A few years ago the Canadian shore of the Niagara River, along the greater part of that grand natural curve that affords the grandest view of the grandest scene on earth, had been almost robbed of its natural beauty by the settlers in the vicinity. Here was to be seen a grist mill, there a saw mill, here a most unpicturesque-looking second class hotel, here again a cheap restaurant, and every here and there an ugly wooden residence all more or less out of repair from constant exposure to Niagara's summer spray and winter icicles. We have changed all that now. The mills are gone, the restaurant is abolished, the hotel is wiped out, and in place thereof we have a long two-mile-and-a-half stretch of green turf and gravelled walks and drives, bordered on the west by the turbulent waters of the Niagara, and on the east by the towering cliff which forms a fitting background to the majestic scenes it overtops. This long stretch of

turf and drives and walks, beginning within a hundred yards of the Clifton House, and running around the bend of the river till it seems to be within almost a stone's throw of the pretty Village of Chippewa, is the Provincial Park, which was laid out during the year 1887-88, and on May 24th, 1888, was opened to the public under the somewhat ponderous but very expressive title of

“QUEEN VICTORIA NIAGARA FALLS PARK,”

or, as it is now called for the sake of brevity and euphony, “Niagara Falls Park.”

The chief entrance to the Park is at the northern extremity, through what is aptly named “the Mowat Gateway,” in honor of the statesman who has reclaimed this beautiful district for the public benefit. The gateway is a pretty piece of rustic architecture, and of no inconsiderable dimensions. It is built entirely of cedar, the sidewalls being each inlaid with the Provincial coat-of-arms, in cedar also. At this entrance, as at the other, there are placed registering turnstiles.

Once through the gateway, the visitor finds himself upon a substantially built roadway, eighteen feet in width, which winds easily and gracefully through the park at a distance of forty or fifty feet from the river bank, till it comes to a junction with the old road in front of the old museum garden. Here it is joined also by a road which leads from the western entrance of the park, known as the “Murray street” entrance, distant from the main entrance—“the Mowat Gateway”—rather over half a mile.

On either side of the carriage-way, separated from it by a narrow margin of sod, runs a finely-gravelled pathway, four feet wide, for pedestrians. Here and there during the course of the winding avenue, and always opposite the points of chief interest, run side-paths or turn-outs which lead to the edge of the cliff, and enable visitors to approach without risk—for a strong rustic cedar fence has been erected all along the brink of the shore—to within a few feet of Niagara's waters, and so drink in at their ease, free from the annoyances of dusty roadways and importunate cabmen, the unparalleled beauty of the scenes that surround them. At the point in front of Table Rock house, where many thousands of the fair and the brave annually encase themselves in ugly oilskins, that they may experience the sensations produced by a trip beneath the famous "sheet of water," and where hitherto to do so they have had to make the toilsome descent and ascent of the circular wooden stairway used for that purpose, a very great improvement has been made. The old method was a most uncomfortable and inconvenient means of securing the desired sensation; and to avoid it, a powerful hydraulic vertical lift has been erected a little distance north of Table Rock house, and at a point where the cliff is nearly vertical instead of overhanging. The lift is sufficiently large to accommodate ten or twelve persons, and makes its drop of ninety feet in about 45 seconds. The car runs in an open iron tower of great strength and stability. The water required to work the lift is brought in large pipes from the river above the Falls, a distance of some four hundred feet. These pipes are laid in a channel blasted out of

the compact limestone rock, and formed a very tedious and expensive portion of the work accomplished in the making of the park. Beautiful as was the spectacle hitherto enjoyed by those who made this novel trip, its interest is greatly intensified, and the scene becomes an exquisite and almost kaleidoscopic panorama to the visitor, who glides silently and gently down into the open cage to the pathway under the overhanging cliffs, by which he is conducted behind the falling waters. This reference to Table Rock house reminds us that that building and the large stone structure which used to be Mr. Carl Davis' museum are almost the only ones of the old buildings that are left inside the park. Parts of the Table Rock house are used as dressing rooms by those who make the elevator trip, and part of the ex-museum utilized as a refreshment room; but as a matter of fact both buildings are too large for these purposes, and it may perhaps be considered advisable to remove one or both of them before long. It will be remembered that under the old régime it cost a dollar a head to go under the sheet of water; now, with an infinitely pleasanter means of making the trip, the charge is only fifty cents. This charge, moreover, it should be particularly pointed out, is the only charge of any kind that is made to visitors for the first mile or so of the park, which includes nearly the whole of the Falls and river scenery.

The other division of the park which includes Cedar Islands, the group of Dufferin Islands, and another strip of mainland, is not actually free, though the charge for the admission of pedestrians into it is but nominal—

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HORSESHOE FALLS—FROM CANADIAN SIDE.

only ten cents each, while a carriage full of people passes the gate for fifty cents, and rolls into a perfect paradise of beauty. Entering this division of the park from that which we have already traversed, and crossing a substantial iron bridge, we come upon Cedar Island—so named from the abundance of trees of that order found upon it. The island has been neatly laid out with walks, and well planted with a variety of trees and shrubs. Cedar predominates, that being native to the soil, but the beautiful catalpa, the odorous magnolia, and other specimens of less familiar trees have been introduced and are added to the natural beauty of the spot. Leaving Cedar Island by another bridge, we have reached the beautiful Dufferin Islands. But the visitor cannot cross this bridge without having his attention arrested and his admiration excited by the view to his right. A hundred yards or thereabouts farther down, the river is again crossed by a pretty foot suspension bridge. One end rests upon the Dufferin Islands and the other makes a junction with a beautiful valley that runs around the base of Clark-hill, which could hardly be excelled in fairyland itself. A rustic cedar rail protects the outer side, and through the whole of its length it is overhung by cedars and willows, hanging low as though to kiss the turbid waters that wash their roots as they course swiftly by.

Coming back again to the main bridge—on which we have lingered so long—we cross to the islands. Here we have a succession of exquisite sylvan scenes, of which we can mention but one or two. Chief among them

stands "The Lover's Walk," a beautiful promenade which extends for a considerable distance around the great band of the Dufferin Islands, and which rests upon cribwork designed as a protection against the erosive action of the swift current. The cribwork has been fully packed with large stones, and a firm fenced walk erected over them. The town has been left far behind in the rear,—it might be many miles for anything seen or heard of it. In the midst of the thick woods of the islands the only sound that breaks the stillness are the roar of the distant cataract, the swift coursing of the river hard by, and the trickling everywhere of water over the cribwork.

"And the winds and the waters,  
In perpetual measure,  
Go winding around us,  
With roll upon roll;  
Till the soul lies within  
In a circle of pleasure  
Which hideth the soul."

A little way from the main group of these islands lies a pretty islet which has been named "The Lovers' Retreat," which has an excellent walk with an arbor at the end of it. There are numerous other points of beauty in and about the islands, which will present themselves to visitors. Driving rapidly through the remainder of the park we come to the southern or Dufferin gateway, being what was in former days the Burning Spring establishment. A Chippewa farmer, several years ago, in digging a well a mile from the spot, tapped the source of supply of the Burning Spring, and so inadvertently



provided the Park with an excellent gateway. The Park contains in all 154 acres, and upwards of \$400,000 have been expended in the expropriation and laying out of it.

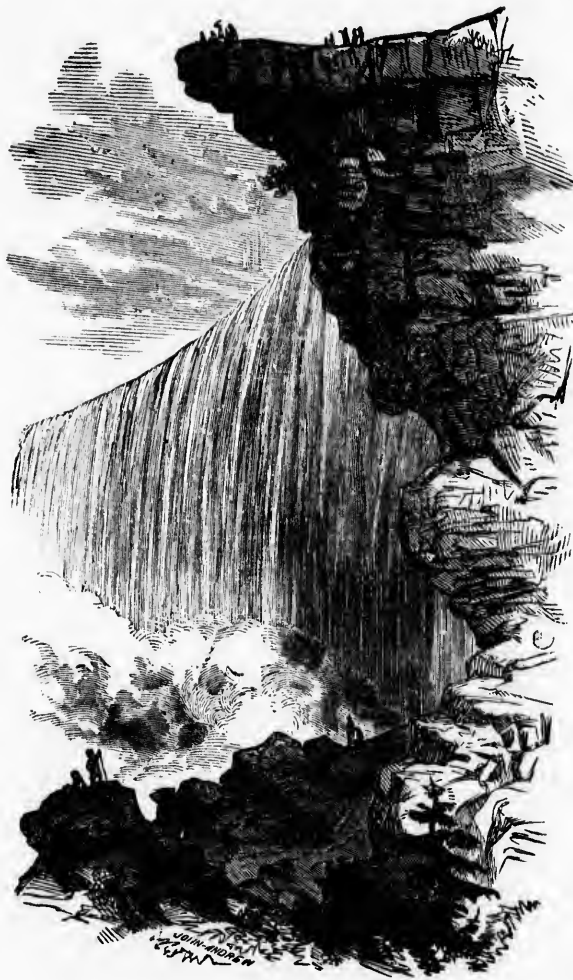
No description of the Falls would be complete without reference to the old

#### TABLE ROCK

From which such a grand view of all the Falls was formerly obtained. It now exists only in name and in the interest which attaches to its site. It was a truly magnificent crag, overhanging the fearful abyss, and it constituted one of the wonders of the place. It was situated at the angle formed by the Horseshoe Falls and River Bank. Many accidents are recorded, from the temerity of tourists who ventured too near its margin. It, however, fell in 1862, and had this accident occurred an hour or two earlier in the day, the Victoria Bridge, the Grand Trunk Railway and many other Canadian undertakings might not have been accomplished, for a very short time previous to the disappearance of the slippery granite, there was standing upon it, viewing the Falls, the distinguished engineer of those great works, with several of his colleagues.

#### WHIRLPOOL RAPIDS PARK—(CANADIAN SIDE).

This attractive resort (always in the shade after noon) is situated on the Canadian side of the Niagara River Rapids, one minute's walk north of the Railroad Suspension Bridge, and is reached by a double hydraulic gra-



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vitating elevator running down to the water's edge. From thence, picturesque, shady and level walks wind along the edge of the mighty rapids, passing a superb fountain throwing up spray to the height of one hundred feet, across a rustic bridge, beneath which rushes a beautiful cascade, making three distinct leaps from the cliffs over two hundred feet above the river. At the grandest point of the rapids a rustic platform has been constructed, projecting forty feet over the wildest part of the river, affording the most sublime view of these wonderful rapids. Beneath this platform is the Boiling Well, which bubbles up with mighty impetuosity, bidding defiance to the raging rapids.

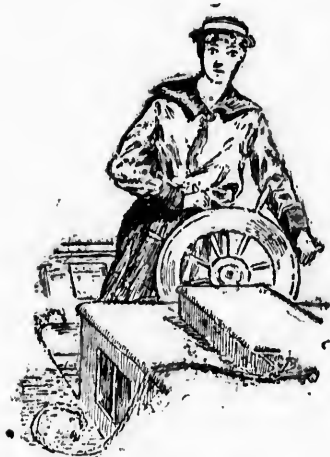
Landing at the edge of the Grand Rapids below, the visitor finds himself in the midst of a scene of wild grandeur which is almost indescribable. For nearly 250 feet, cliffs rise in a nearly perpendicular line. Above them and across the gorge stretches the mighty Suspension Bridge, the passing trains looking like playthings in the distance. Beyond and through the framework of dark green formed by the overhanging trees, Niagara rushes ceaselessly, obscured at times by the clouds of white mist that ascend to the sky, and for the very obscurity all the more grandly beautiful. Dashing, roaring, whirling on through the narrow passes, beating its way against the rocks that for ages have borne up against the shock, comes the accumulation of waters. Rising higher and higher as they flow onward, crying out almost in agony for more room to move, they are still hemmed in by the silent, awful cliffs. Dashing onward, driven for-

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ward by the never-ending flowing from behind, they reach the most contracted part of the channel. Here for a moment it seems almost as if the mighty volume paused, unable to struggle further, and then with renewed effort, impelled by some all-powerful but invisible force, it dashes up in one great volume of 20 to 30 feet, into the air, and with a noise of thunder bursts through the iron rocks that seek to confine it, and boiling, swirling, bubbling into crystal foam, at last it finds its way into the calm green channel beyond the gorge. When it is remembered that the river at this point is only 300 feet wide, that the Falls of Niagara present a front of one and a quarter miles, and that the flow of water over them averages four feet deep, it will be seen that the channel of the Whirlpool Rapids sinks to a depth of at least 200 feet. At no point near the Falls can the visitor obtain so good an idea of the great volume of water that forces its way through Niagara River, and consequently the Whirlpool Rapids Park is one of the principal points of interest. It should be visited by everyone who goes to Niagara Falls.

Having done justice to the beauties of "the Falls," we shall decide upon the route to be taken for Toronto. There are several means of getting there: one on the American side of the river, by the New York Central R.R., to Lewiston; another, on the Canadian side by the electric railway, which closely parallels the gorge to Queenston; and by the Michigan Central R.R. to Niagara-on-the-Lake. The Niagara Navigation Company makes close connection at all these places, and on a



sunny, calm day nothing can be more pleasant than the water excursion, by the magnificent side-wheel palace steamers "Chicora and Chipewa," or the luxurious "Cibola," which daily make trips each way across Lake Ontario, between Toronto and Lewiston. From Niagara Falls to Lewiston the railway follows the course of the river, running along the high ridge overlooking the rapid stream, until we arrive at Lewiston Station. The fourth route is by the Grand Trunk Railway of Canada. If your tickets read by this line, take the cars at Suspension Bridge, and enjoy a pleasant ride through a lovely country to St. Catharines and Port Dalhousie, making connection at the latter place with the magnificent steamer "Empress of India," which makes two trips daily between Toronto and Port Dalhousie in close connection with G. T. R. trains.

#### LEWISTON.

This village is situated at the head of navigation, on the lower Niagara, where it is met by the Rome, Watertown & Ogdensburg Railway, as well as the N.Y. Central, and is a place of considerable importance. It lies

three miles below the Devil's Hole and seven miles below the Falls.

It is an exceedingly pleasant and very well built town, but its commercial prospects have been very much injured by the construction of the Erie and Welland canals. It contains, besides a proportionate number of stores and hotels, churches of all the various denominations and an academy of considerable size. In 1812, it was the headquarters of General Van Rensselaer, of the New York Militia.

The Michigan Central Rail way on the Canadian side, leaves Clifton or Suspension Bridge, where are the Suspension and Cantilever bridges and the junction with the Erie R.R. Soon the track, after running alongside the Grand Trunk R.R. for a few miles, dips suddenly under, and, emerging, begins to wind slowly down the mountain side. Far below lie, laid out before the eye, the fertile and well tilled farms of fruit and grain, orchards and sheep-dotted pasture of the "Garden District of Canada;" above, upon the summit ridge, boldly stands out against the sky Brock's Monument. Having reached the lower level, the train runs through a succession of vineyards and peach groves, and gains the river at Niagara-on-the-Lake.

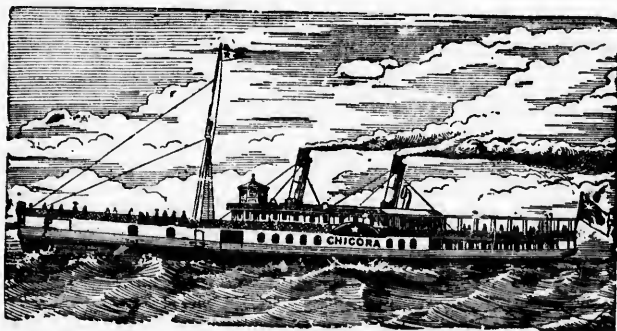
The Niagara Falls Park and River Electric railway, running from Chippewa, three miles above the Falls (where connection is made by steamer with Buffalo) closely follows the course of the river to Queenston. The route is so laid out as to take in all the best views of this interesting trip. From the cars of the company unobstructed views are had of the mighty cataract, the

turbulent rapids, Suspension Bridges, Brock's Monument on historical Queenston heights, the foaming and raging whirlpool and the great stretch of quiet waters beyond.

### QUEENSTON

Is the terminus of the Niagara Falls Park and River Ry., about six miles from the mouth of the river, and about the same distance from the Falls. It is at the head of navigation, and is well adapted to be the terminal point of the splendid steamers which leave Toronto. It is a small town situated nearly opposite Lewiston. It was the Canadian termination of the first Suspension 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. The monument which we have referred to stands on the Heights of Queenston, whence the village derived its name. The present structure occupies the site of the former one, which was blown up by a miscreant named Lett, on the 17th April, 1840. The whole edifice is one hundred and ninety feet high, and is overtopped by not more than two or three monuments anywhere. 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, ten feet high, surmounted with 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 freestone, seventy-five feet high and ten feet in diameter, whereon stands a Corinthian capital, ten feet high, on which 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 General Brock. Standing on the gallery supporting this, there is unrolled to view a matchless panorama of battlefield and vineyard, of cataract and quiet stream, of dark wood and steepled villages, and breadth of peach orchards, and far away across the blue waters of Ontario the smoke of the great city to which our feet are set. Here we embark on one of the palatial steamers of the Niagara Navigation Co.'y, the "Chippewa," "Cibola," or "Chicora," which make six trips a day and close connection with all railway and steamer lines.





## NIAGARA—ON THE LAKE.

This is one of the oldest towns in Ontario, and was formerly the capital of the Province. It is 16 miles from the Falls, and 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 largely 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. Its surroundings are full of varied and historical interest, and from its healthful and beautiful situation and attractions in the way of boating, fishing and shooting, it has become a popular summer resort and boasts of an excellent hotel in the "Queen's Royal Hotel," which is one of the most delightful summer houses on the continent.

Almost immediately after leaving Niagara we pass between the two Forts Niagara and Massasauga: the former garrisoned by American troops, and the latter, in by-gone days, by the soldiers of Her Majesty Queen Victoria. These two forts are so close together, that it is said, on a calm night, the watchwords, as given by the troops on changing guard, could be heard distinctly from one side to the other across the water.

## FORT NIAGARA.

This fort stands at the mouth of the Niagara river on the American side. There are many interesting associations connected with this spot. During the earlier

part of the past century it was the scene of many severe contests 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 long retain a place in the history of the country. The village adjacent to the Fort is called Youngstown, in honor of its founder, the late John Young.

Of late, important repairs have been made around the Fort, and the entire wall has been constructed anew. Here was fought the battle of the 24th July, 1757, in which Prideaux, the English General, fell, and after which the French garrison surrendered to Sir William Johnson, who succeeded to the command of the English.

TORONTO VIA G. W. DIVISION OF GRAND TRUNK  
RAILWAY AND STEAMER "EMPRESS OF INDIA."

One of the most popular ways of reaching Toronto is by taking the special G. T. R. steamboat express from Suspension Bridge (twice daily), which passes through the Garden of Ontario, and gives us a splendid view of the Welland Canal with its wonderful locks and shipping. Passing under it we shortly arrive at the busy city of St. Catharines, with a population of over 10,000, which, besides being the principal point in the Niagara District for business, and having quite a fame for a number of factories of various kinds, enjoys the widest celebrity for its medicinal springs, which are much resorted to from both sides of the line, and, with the excellent hotel accommodation to be had, combine to make St.

Catharines a place of much resort. The tourist on continuing his journey will take the express of the Grand Trunk Railway, and after a few minutes' run will arrive at Port Dalhousie, at the mouth of the Welland Canal, where the train runs directly along-side of the fine lake steamer "EMPRESS OF INDIA," and after an enjoyable two and a half hours' sail across the blue waters of Lake Ontario he arrives at the City of Toronto, landing in the very centre of the city, near all the railways and hotels, and alongside of the river steamers for Montreal. The view of Toronto from the water is very fine indeed, and its public buildings and wharves indicate it to be a city of importance and prosperity.

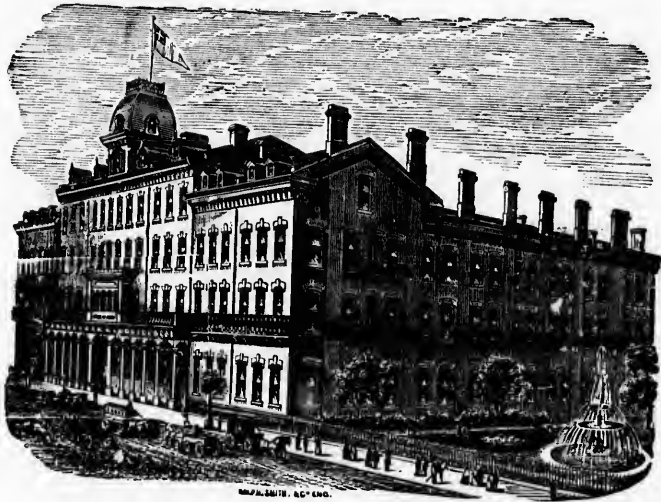
### TORONTO

Is not only the Capital of the Province of Ontario and one of the most flourishing cities in Canada, but it is one of the most progressive cities in Her Majesty's Dominions. It is situated on a beautiful bay separated from the Lake by a peninsula known as Gibraltar Point, which serves to form a safe and well-sheltered harbor. TORONTO boasts of several fine hotels, the chief amongst which is

### THE QUEEN'S.

It is situated on Front St., between York and Bay Sts., and is a short distance from the railway stations and steamboat landings.

This Hotel, under the veteran management of Messrs. McGaw & Winnett, is the most comfortable hotel in the Dominion. While possessing every modern conven-



nience, and the latest and most scientific improvements, the Queen's has always been famous for the solid, cosy, home-like comfort which is characteristic of the best English hotels. Elegance and comfort is combined in the happiest manner. The Queen's is one of the largest houses in Canada, and is the temporary home of nine out of every ten of the English tourists who come to the city.

The best proof of an hotel's excellence is found in the standing of the people who patronize it. On the occasion of visits of members of the English Royal Family to Toronto, this hotel has always been their stopping place. The Governor-Generals and Prime

Ministers of the Dominion also make the Queen's their headquarters when in Toronto.

Its register has included most of the members of the nobility and distinguished personages who have visited Toronto.

The hotel is remarkable for its coolness in the hottest days of summer, on account of its pleasant situation two hundred yards from the lake. It is surrounded by beautiful grounds and stately shade trees, although it is only two minutes walk from the business centre of the city.

The hotel possesses every scientific appliance for ventilating, heating, lighting and plumbing. Its system of fire protection makes it absolutely secure. Rooms en suite with bath rooms and dressing rooms are found on every floor.

The service is unexcelled. The cuisine is marked by the best English and French cookery.

The WALKER HOUSE, at the corner of York and Front Sts., is another first class, and very popular and comfortable hotel. It is complete in every respect, and has long enjoyed a most extensive tourist patronage. Mr. D. Walker is proprietor.

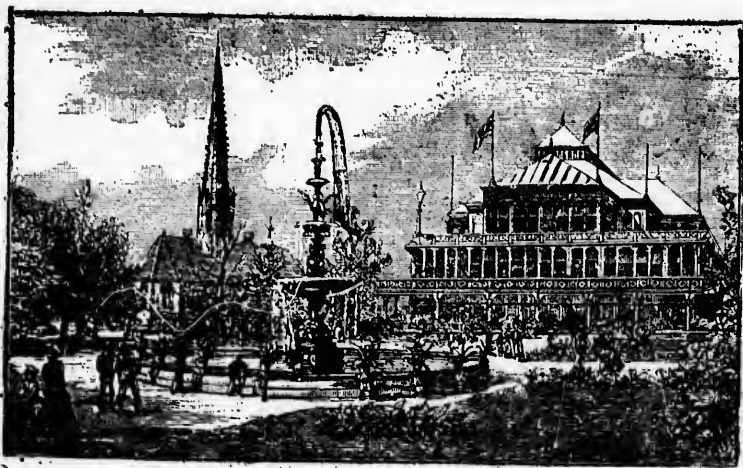
The ARLINGTON, at the corner of King and John Sts. is a comparatively new house, and is first class in every respect. It is the headquarters of leading politicians and business men and their families. The house is very handsomely furnished throughout, and everything is in the best and most modern style. The attendance is excellent, and W. G. Havill is a very popular and efficient manager.

The Queen City, Toronto, formerly Little York, was founded in 1794, and by the last census, that of 1891, is given a population of 181,220, now swelled to 250,000. The official numbering of 1881 was 86,445, showing an advance in wealth and population greater than any other city in the Dominion. This beautiful city, which is in the form of a parallelogram, is built with great regularity, and its streets are well paved and always clean, spacious and well lighted with gas. The houses and private residences are generally well built and substantial, and in the principal thorough-fares have often an elegant appearance. Its public buildings are numerous, very substantial, and many of them beautiful and well worthy of inspection by all tourists and visitors. It is the seat of Law and Provincial Government, and the headquarters of the Educational Department of the Province. Many of the dwellings and business structures are built of brick, which has a light, soft and pleasing tint. The name of York was changed, after it was incorporated as a city in 1834, to Toronto—meaning, in the Indian language, "The Place of Meeting." It was twice captured by the Americans in 1813, who destroyed all the fortifications and burned the public buildings; since then, enterprise and capital have taken the place of shot and shell, and now it can with pride boast of some of the finest buildings of their kind in America, among which may be mentioned:

## WEST OF YONGE STREET.

Custom House, Front St.  
Lieutenant-Governor's Residence, cor. of King and  
Simcoe Sts.

Old Parliament Buildings, Front St.  
New Parliament Buildings, Queen's Park.  
St. Andrew's Church, King St.  
Central Prison, Strachan Ave.  
Zoological Gardens, Industrial Exhibition Grounds.  
Industrial Exhibition Grounds and Palace.  
Osgoode Hall, Law Courts, Queen St.  
The New University Buildings.  
Dominion Observatory, south of University Buildings.  
McMaster Hall, Bloor St.  
Monument to the late Volunteers who fell at Ridgeway,  
Queen's Park.  
Monument to the late Hon. George Brown, Queen's Park.  
Provincial Lunatic Asylum and Grounds, Queen St.  
Trinity College, Queen St.  
Knox College, Spadina Ave.



3

HORTICULTURAL GARDENS.

## EAST OF YONGE STREET.

Normal School, Museum, etc., Gould St.  
Horticultural Gardens, Gerrard St.  
St. Michael's Cathedral (Roman Catholic), Bond St.  
St. James' Cathedral (Episcopal), King St.  
St. Lawrence Market and City Hall Buildings, King  
and Front Sts.  
Metropolitan Church (Methodist), Queen St.  
Baptist Church, Jarvis St.  
Old St. Andrew's Church (Presbyterian), Jarvis St.  
Unitarian Church, Jarvis St.  
Post Office, Adelaide St.  
Public Library, Church St.  
General Hospital, Gerrard St.  
Rooms of the Ontario Society of Artists, King St.  
The Cemeteries—The Necropolis, St. James' and Mount  
Pleasant.  
The Rosedale Bridges, the Bank Buildings, etc.

## THE CHIEF PLACES OF AMUSEMENT ARE THE

Pavilion Music Hall, Horticultural Gardens, Gerrard  
St. E.  
Grand Opera House, 5 Adelaide St. West.  
Toronto Opera House, 27 Adelaide St. W.  
Academy of Music, King St. W.  
Massey Music Hall.

The Normal School and Trinity College are both fine edifices; the University of Toronto, before its destruction by fire, was one of the finest buildings in America,



and is second to none on this side of the Atlantic as a seat of learning. The style of architecture was Norman, with such slight deviations as the climate demands, and the building was one which any city might justly feel proud of possessing. New buildings on the same site and in the same unique style of architecture are now completed. They are situated in a large, beautiful park whose avenues are ornamented with stately trees, etc., and approached by College Avenue, which is one-half mile long, and lined with double rows of beautiful shade trees. Adjoining these beautiful grounds on the east is the Queen's Park, which comprises about 50 acres, tastefully laid out; here may be seen a monument, consisting of a brown stone shaft surmounted by a magnificent marble statue of Britannia. This monument was erected to the memory of the Canadians who fell in repelling the Fenian invasion of 1866. Osgoode Hall, in Queen street (named after the first Chief Justice of the Province), is another imposing building of the Grecian-Ionic style, and is surmounted by a beautiful dome. Its library and rotunda are unequalled in America. The City Hall and Court House in course of erection will be among the finest to be seen anywhere; they will cost over \$2,000,000.

Toronto has numerous manufactures, among which are extensive foundries, tanneries, breweries, distilleries; furniture, carriage, reaping and mowing machine manufactories; starch, glue, soap and candle factories; extensive ropewalks; flour mills, &c. &c. to be found,—in fact, every line of trade is represented by business firms whose characteristics are such as to warrant us in speaking of them in eulogistic terms.

ADVERTISEMENTS



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The New Route to the Far-Famed Saguenay.

And the **ONLY RAIL LINE** to the delightful Summer Resorts and Fishing Grounds north of Quebec, and to Lake St. John and Chicoutimi, through the

**CANADIAN ADIRONDACKS.**

Trains connect at Chicoutimi with Saguenay Steamers for

**TADOUSAC, CACOUNA,**

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A round trip unequalled in America, through matchless Forest, Mountain, River and Lake Scenery, down the majestic Saguenay by day-light and back to the Fortress City.

**TOUCHING** at all the **BEAUTIFUL SEA-SIDE RESORTS**

on the Lower St. Lawrence, with their Chain of Commodious Hotels.

**Hotel Roberval**, Lake St. John, has first-class accommodation for 300 Guests, and is in connection with the **Island House**, at Grand Discharge, of Lake St. John, the centre of the Quananiche Fishing Grounds.

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Secy. & Manager.



FORT NIAGARA



QUEENSTON HEIGHTS



LAKE ONTARIO STEAMER



LAKE ONTARIO FROM NIAGARA FALLS



CAPE ST. VINCENT



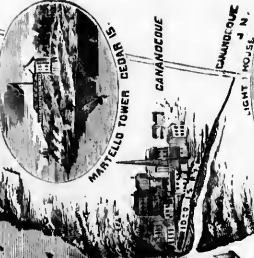
NIAGARA RIVER



KINGSTON



FORT HENRY



MARTELLO TOWER

GEORGE TOWN

CANANOCQUE

CHANDLER HOUSE



ONE OF THE 1000 IS.

LANDDOWN



CAPE WINCEY

CLAYTON

CORNELIA

WOLF I.

HOWE I.

CAROL I.

VICTORIA MICHIG 1000 IS

ISLANDS

LANDS PARK

RAILWAY

LANDSCAPE

VIEW FROM 1000 FT



NEW AMONG ISLANDS  
ALEXANDRIA

SQUISHY ISLAND  
PARK

THOUSAND ISLANDS

WELLSLEY II

RENNIER ISLAND

ROBINSON

MORRISTOWN

SPRINGVILLE

GRAND TRUNK RAILWAY

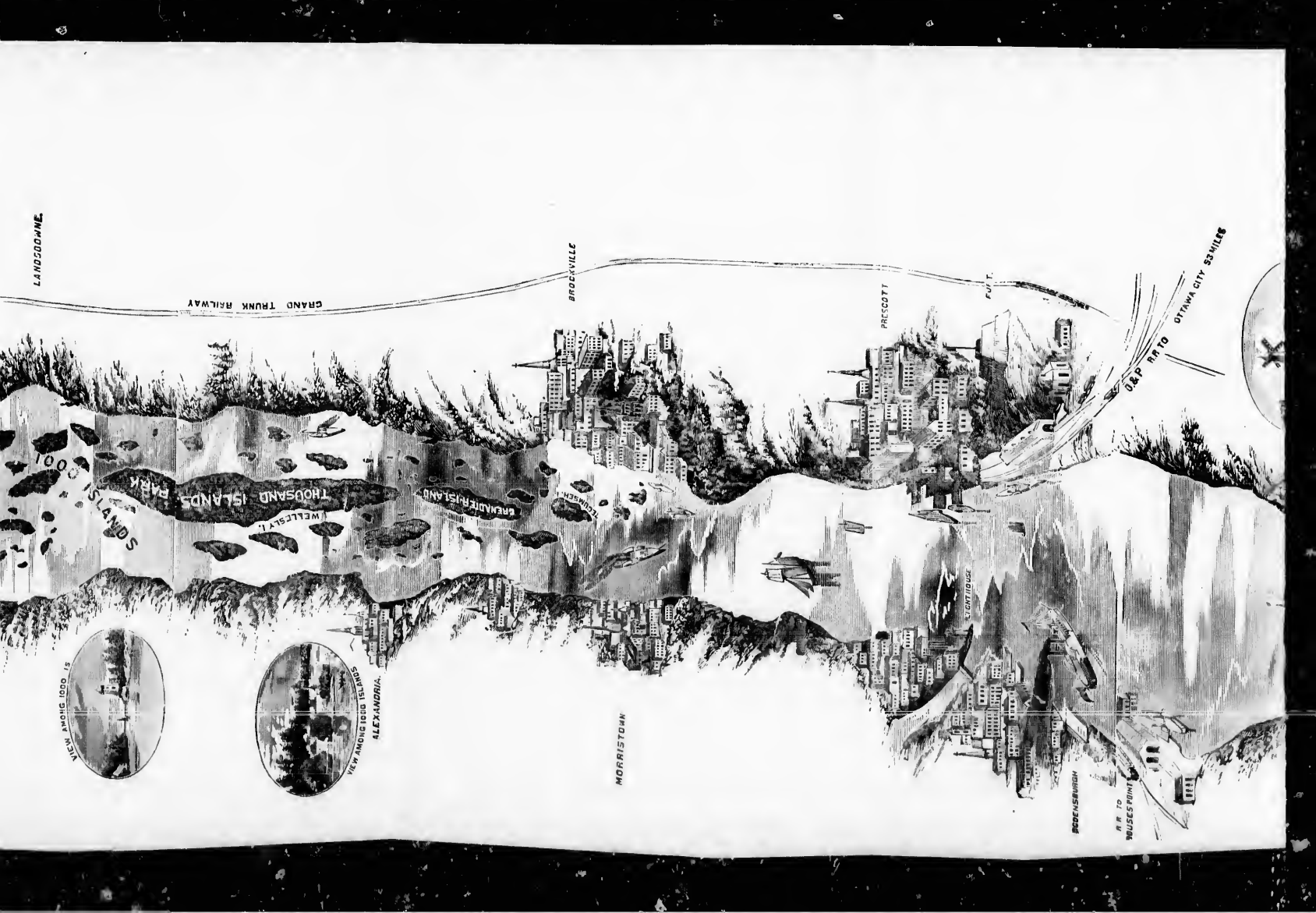
PRESGOTT

PORT

ROCKHURSTON

R.R. TO  
WILSONS POINT

O.&P. R.R. TO  
OTTAWA CITY 53 MILES





WINDMILL POINT



GALLOPES RAPIDS.

MATILDA

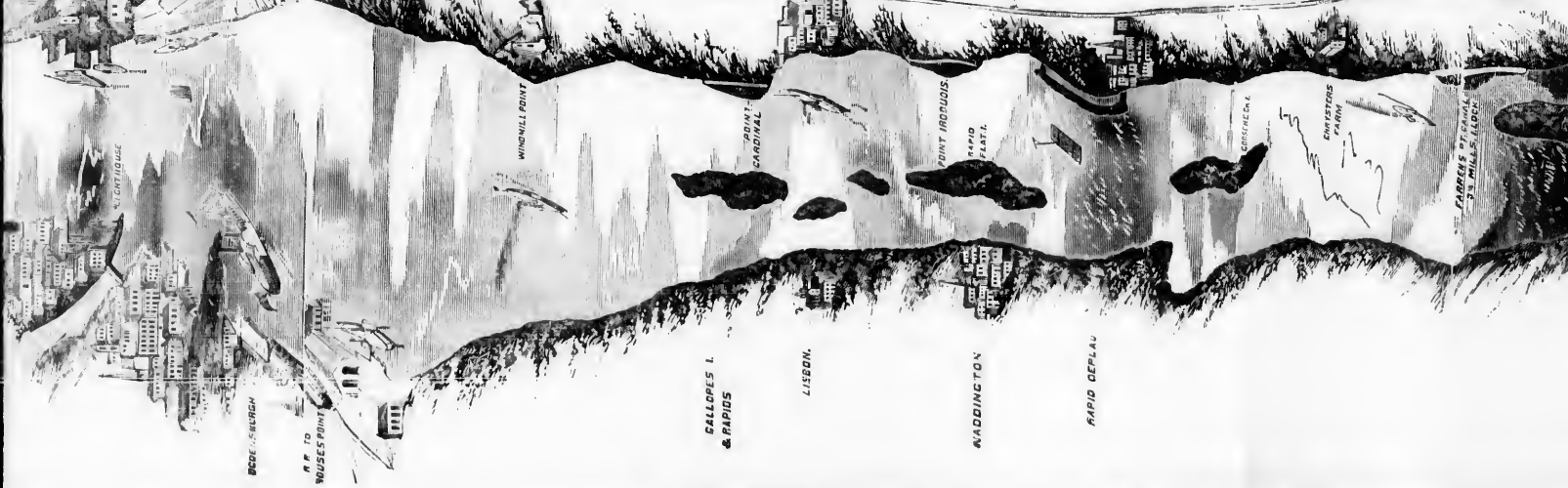
GALLOPES CANAL  
2 MILES  
2 LOCKS  
8 F.T.

CANAL & LOCK  
4 MILES

MORRISBURG



CHRYSLERS FARM.





CHRYSLER'S FACTORY.



ENTRANCE TO CORNWALL CANAL.



DICKENS'S LANCING.



LONG SAULT RAPIDS.

CORNWALL CANAL  
1 1/2 MILES LONG  
7 LOCKS  
48 1/2 FT.  
BARNHARTS. 1



RIVERBANK OF THE LONG SAULT.

PARKERS ISLAND, 3 1/2 MILES LONG.

PARKERS ISLAND

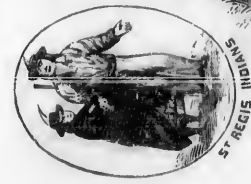
LONG

SAULT

ISLAND OF 3 CHANNELS.



RAFT DESCENDING THE LONG SAULT.



ST. REGIS INDIANS.

GRASS RIVER

ADVERTISEMENTS.

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**SMOKE**

**La Flora Especial**

**CIGARS**

Superior to the majority of 15 cent imported cigars.

**EL PADRE NEEDLES.**

New size, worth double the price charged.

MANUFACTURED BY

**S. DAVIS & SONS,**

**Montreal.**

It has a splendid harbor, which admits of vessels of the largest size navigating the lakes ; it is remarkably well sheltered, and affords great facilities for its extensive and constantly increasing trade.

A very pleasant detour from Toronto, and one which is very fashionable, is the run up the Northern Railway line to the beautiful waters of Lake Simcoe and Couchiching. This should on no account be omitted from the itinerary of any St. Lawrence tourist, and we shall make a slight digression to conduct him to its beauties. Taking the Northern and North-western Division of the Grand Trunk Railway, we pass through a populous and fertile country with extensive farms, substantial farm-houses and large saw-mills, stopping at intervals at stations which are models of neatness and beauty, being adorned with flower gardens and lawns watered by refreshing fountains. A few hours' pleasant ride brings us to Kempenfeldt Bay, the southern arm of Lake Simcoe, on which is situated

#### BARRIE,

the county town, a prosperous place of 6,000 inhabitants, beautifully situated upon sloping hillsides, which show off to picturesque advantage its pretty residences and handsome churches. Barrie is a delightful summer resort, with an excellent fleet of yachts and boats, whose charming lines and sea-worthy appearance indicate that the place is favored with the possession of superior boat-building advantages.

A further run by train from Barrie, skirting the Lake, and affording beautiful vistas of its waters at many points,



and we come to the neck of land which connects Simcoe with Couchiching, called the "Narrows," and reach Orillia. This is beautifully situated on a slope by the Lake, and is fast rising in importance. Sailing and boating are the favorite pastimes of the people, and are extensively indulged in.

Couchiching! Well may the curious tourist, struck by the peculiarity of the name, ask its meaning. Indian nomenclature is always appropriate and descriptive; here the varying breezes, welcome adjuncts of a summer resort, that fan the surface of the lake, have given the Indian name for "Lake of many winds." This locality is among the highest in America, being 750 feet above Lake Ontario, 415 above Lake Huron, and 390 feet above Lake Superior. The rapidity of the rise from Lake Ontario may thus be judged; and the consequent elevation and clearness of the atmosphere and the cool breezes would, apart from any other consideration, be sufficient to commend the locality as a favorite one for a summer visit.

Another enjoyable trip is to the Upper Lakes, reached by the Canadian Pacific to Owen Sound, and thence by C.P.R. lake steamships through Lakes Huron and Superior to Fort William, passing through the celebrated Soo Canal. This most enjoyable trip can be made in a week.

Having returned to Toronto, we may continue our tour eastward, either by boat in one of the fine steamers of the Richelieu & Ontario Navigation Co.'y, or by rail in a palace car of the Canadian Pacific or Grand Trunk R.R.

## TO MONTREAL BY THE C. P. R.

It is a pleasant ride from Toronto eastward in the luxurious cars of the Canadian Pacific Ry., which run through an interesting and picturesque part of the country. The route is past the famous fishing lakes at the headwaters of the Trent, past Tweed and Sharbot Lake, where connecting lines lead to Kingston at the head of the Thousand Islands through whose wonderful maze and the numerous rapids of the St. Lawrence the trip to Montreal may be continued. From Smith's Falls (128 miles from Montreal) branch lines extend to Brockville on the St. Lawrence and to Ottawa, and passengers instead of proceeding direct to Montreal may here change their route and proceed via the capital.

The celebrated fishing resorts of the Rideau Lakes may also be reached from Smith's Falls by steamer, and the voyage continued by river and canal to Kingston. The trip to Montreal by rail, however, is equally interesting. Passing through a well-settled section, quaint old French villages are touched, and a glimpse obtained of *habitant* life. The Ottawa river is crossed at Ste. Anne's, made famous by its picturesque beauty and the magic pen of the poet Moore, and soon the mighty St. Lawrence comes into sight. The approach to Montreal through orchards and farms and pretty villages furnishes a pleasing view, the train running on elevated tracks almost into the heart of the city. The tourist is landed at the imposing Windsor Station, one of the finest depots in America, near which are the Windsor and other hotels and many of the chief points of interest which delight the sight-seer.

After leaving Toronto by the G.T.R. or steamer, the first place of any importance we come to is

### BOWMANVILLE,

a thriving town of about 5,000 inhabitants, in the midst of a very fine agricultural district, and prettily situated on an elevated plateau, from which two streams run on either side into Lake Ontario. About two and a half miles from the town is its port, styled Port Darlington, and affording excellent harborage, where the daily line of steamers first stop after leaving Toronto. The fine water power at their command has been utilized by the enterprising citizens of Bowmanville with great energy; numerous manufactories have taken root, and given the town a great impetus. Principal among these we may mention that of the Dominion Organ & Piano Co., which was started many years ago, and was taken hold of by the company of the same name who still carry it on, in 1875. The officers of the Company are J. H. Farwell, Detroit, president; John Wesley, secretary and treasurer; George Piggott, manager of the manufacturing department; and W. S. Russell, manager of the tuning department. The business of the Company has increased from the first, until now they are turning out 200 organs and 50 pianos per month. The factory is a fine four-story building with mansard roof, fronting on two streets, 165 feet by 175 feet. Their instruments have carried off prizes at the Industrial Exhibition, Philadelphia, 1876, and Paris, 1878. Their organ is the only one outside the United States which has received an International Award, and their business

extends to all parts of the Dominion, England, Australia, South America and Germany—a fact which speaks volumes as to the merit of the instrument they turn out.

The next place of importance is

### PORT HOPE,

situated sixty-three miles from Toronto. A small stream that here falls into the Lake has formed a valley, in which, and on the rising hills beyond, the town is situated. The harbor formed at the mouth of this stream is one of the best on the Lake. Port Hope is a very pretty town. The town is incorporated, and contains over 5,000 inhabitants. On the western side, the hills rise gradually one above another, the highest summit called "Fort Orton" affording a fine prospect, and overlooking the country for a great distance around.

### COBOURG

lies 6 miles below Port Hope. It is a town of 8,000 inhabitants, and is situated in the centre of an exceedingly fertile section of the country. Its harbor is safe and commodious, and a large quantity of grain, produce, etc., is annually exported. It is very prettily laid out, and its streets are adorned with numerous elegant residences and public buildings, including the Town Hall and Victoria College (Wesleyan). Cobourg has a number of industries of various kinds, which give employment to a great portion of its population, chief amongst which is the Crossen Car Works.

About 30 miles east of Cobourg and 12 miles west of

Belleville, on the Grand Trunk Ry., and at the meeting of the beautiful River Trent with the Bay of Quinte, lies the town of

### TRENTON,

beautifully situated at the base of a mountain, and surrounded by a charming country whose fertility is famous. Its population numbered 4,364 by the Census of 1891, and it is the seat of an extensive lumber and milling industry. The country watered by the River Trent is very picturesque, and is considered the most desirable shooting, fishing and camping ground on the continent. Traced to its source the Trent passes through Rice Lake, reserved by the Government for fishing purposes on the payment of a small sum, and, from the quantity of wild rice which gives to it the name, and fringes its borders, it is the home of the wild duck and other fowl. The River Otonabee is reached farther on, and

### LAKEFIELD

nestles in quiet beauty, where it widens into the Lake of Rapids. A few days fishing and shooting is recommended in the far-famed sporting district of Rice Lake, and Munro's House, the "Queen's," will be found an excellent stopping place. Thence between bold and rocky banks it races to

### PETERBOROUGH.

Both these places may be easily reached by the Grand Trunk R'y. from Port Hope or Belleville, and Peterboro direct from Toronto by the Canadian Pacific. Peterbo-

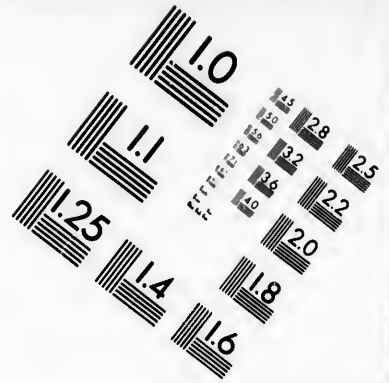
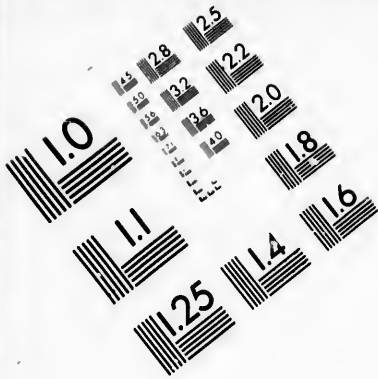
rough is a very thriving town surrounded by a most productive as well as attractive country ; it is now aspiring to the dignity of a city, having more than 10,000 inhabitants. Its appearance is handsome, and it is joined to the village of Ashburnham, opposite, by a fine bridge. The river has excellent fishing, and canoeing is much in vogue amongst the inhabitants—a taste which has been fostered by the superior article turned out by the Canadian Canoe Co'y., which has its factory there. They build canoes of all sizes, from cedar, basswood and other woods, and judging from their rapidly increasing business their work must be giving satisfaction. Their prices are reasonable and workmanship unsurpassed; they also build row-boats and launches, the former of which are very popular, and the latter are equal to any in simplicity, speed and appearance. The "Grand Central," under the management of Mr. David Lackie, can be recommended as a first class hotel. It is the grand centre for commercial men, tourists and campers. The electric cars for all parts of the town pass its doors every five minutes. The house is equipped with every modern convenience, such as electric bells, baths, etc. A free bus meets all trains.

Having made this pleasant *détour*, we return to the main line of the Grand Trunk, and reach

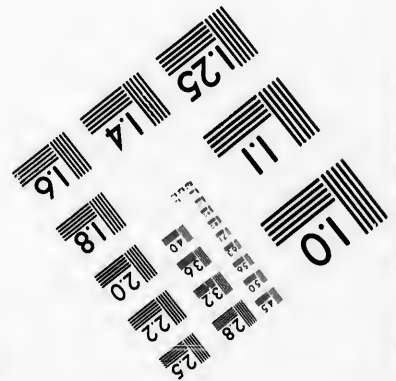
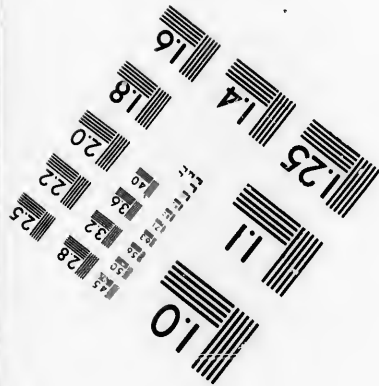
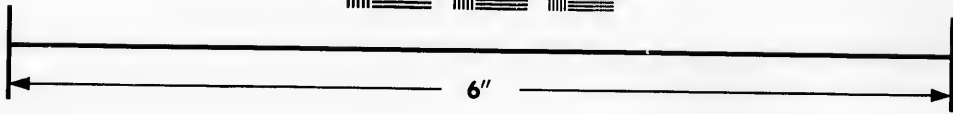
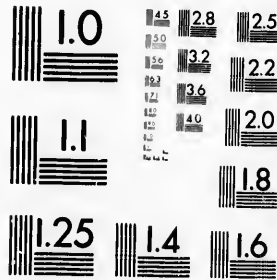
#### BELLEVILLE,

a town of considerable importance situated on the Bay of Quinté, 44 miles from Cobourg. This town has grown rapidly during the past few years, and has now a population of over 10,000. It is well built, well lighted, and





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possesses a fine harbor, with an unlimited water power supplied by the River Moira, which passes through the city and furnishes power for the numerous manufacturing industries of the place. Amongst the most important is the G. & J. Brown Mfg. Coy., who are the most enterprising and progressive bridge-builders in Canada. Their work is to be seen in every part of the country; but their *chef d'œuvre* may be said to be the highway bridge which joins Belleville with Rossmore, and is the longest and finest of the kind in the Dominion. In the summer time, steamers leave daily for different ports along the bay and River St. Lawrence. Massassauga Point on this bay is quite a resort, and excellent fishing is to be had there. Among the winding and romantic shores of this bay the more destructive form of enterprise has happily stayed its hand, so that much of the primitive beauty survives. Then, too, the charm of this famous bay is in no slight measure due to cloud effects and the changeful humor of the sun, while the inlets and wooded headlands, and the waving barley fields beyond—for the barley of the Bay of Quinté is far-famed—all add to the beauty of surrounding scenery. Belleville is an incorporated city, and contains, besides the county buildings, many very handsome stores and churches, with a college, a convent, banks and other buildings of a superior class.

### KINGSTON

is reached 50 miles further east. A settlement was begun here by the French under Governor De Courcelles in 1672, and was known as Fort Cataraqui. Subsequently a massive stone fort was erected by Count de Frontenac, and received his name.

This Fort was alternately in the possession of the French and the Indians, until it was destroyed by the English under Col. Bradstreet, in 1758. In 1762, the place fell into the hands of the English, from whom it received its present name. Pleasantly situated at the head of the Thousand Islands, where Lake Ontario, the last link of the chain of the inland seas of the West, together with the Bay of Quinté and the Great Cataraqui Creek, are united to form what is now the St. Lawrence proper. From this place to the Gulf of St. Lawrence the distance is 700 miles. Including the series of lakes to the head of Lake Superior, the total length of this great inland water course is about 1900 miles.

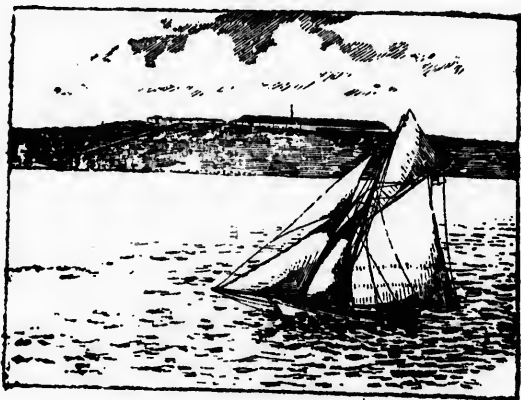
As a place of defence it stands next in strength to Quebec. The batteries of Fort Henry are calculated for the reception of numerous cannon and mortars of the largest calibre. These, together with neighboring martello-towers, form a formidable and efficient defence against any aggressive movement which might be directed against the city. The Royal Military College is situated here.

Kingston possesses two colleges, and has several handsome public buildings, such as the Court House, Custom House, City Hall, Banks, Post Office, etc. The population is about 20,000. Adjacent to the city is Portsmouth, where are located the Provincial Penitentiary and Rockwood Lunatic Asylum.

Opposite Kingston are Wolf and Garden Islands, between which and the city lies the bay, a beautiful sheet of water.

Kingston is 172 miles from Montreal, and at this point,

which is also reached from Toronto by C.P.R. and connecting lines, we purpose leaving the train, and continuing our journey by water on one of the steamers of the Richelieu & Ontario Nav. Coy.



THE FORT, KINGSTON.

### CAPE VINCENT

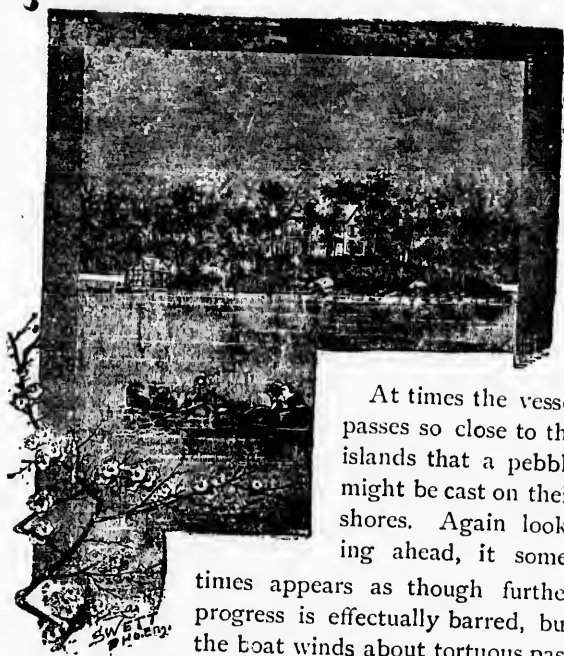
is a pretty frontier village of Northern New York, situated immediately at the point where the blue waters of Lake Ontario flow into the broad channel of the St. Lawrence. It is directly opposite the thrifty city of Kingston, and at the head of the Thousand Islands group. The country about the Cape is celebrated for its scenery, healthfulness and historical points of interest, and the drives along the old river roads or around the numerous bays are very enjoyable.

Steamers leave Cape Vincent several times daily for all points in the Thousand Islands and Canada; there is also a regular ferry to Kingston.

The steamer which leaves Toronto in the afternoon is due early next morning, thereby enabling the tourist to view all the scenery down to Montreal.

### THE THOUSAND ISLANDS.

This remarkable archipelago really includes about 1,700 islands, which dot in the most romantic manner the River St. Lawrence, beginning near Kingston at the outlet of Lake Ontario, and extending some forty miles down the river to Brockville. They present to the view of the passing traveller everything conceivable in the way of an island from a bare rock a yard across to an island covering many acres, some heavily wooded, some covered only with grass, some cultivated as farms, some containing only a beautiful summer residence with its surrounding pleasure-grounds, and others fitted up with rustic seats and tables for pleasure parties. Some of the islands are hilly, while others scarcely rise above the water's surface, and viewed from the deck of a steamer winding its way among them, make an impression upon the mind that memory tenaciously clings to. Of course these localities are the haunts of sportsmen, especially those who enjoy fishing and wild fowl shooting, and every facility for these pursuits, as well as for boating and other watering-place recreations, is furnished by the summer hotels among the islands.

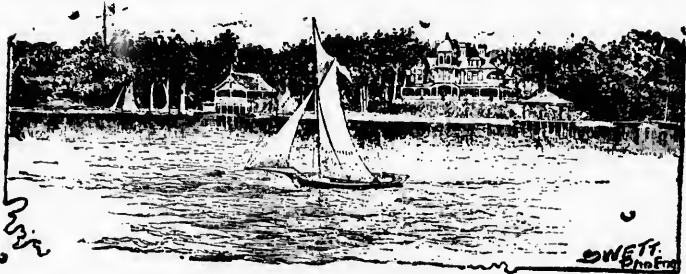


At times the vessel passes so close to the islands that a pebble might be cast on their shores. Again looking ahead, it sometimes appears as though further progress is effectually barred, but the boat winds about tortuous passages until a "clear road" is once more seen. Suddenly the river seems to come to an abrupt termination, but approaching the threatening shores a channel suddenly appears, and you are whirled into a magnificent amphitheatre lake. This is, to all appearances, bounded by an immense green bank. At your approach the mass is moved as if in a kaleidoscope, and a hundred little isles appear in its place.

"A MAZE of isles in wondrous beauty planned:  
A thousand times the torrent leaves a strand,  
Unnumbered channels—seeming each the way,  
Till trying all, the parted waters stray  
To murmur softly at each lovely shore  
That smiling bars the path, half lost before.

Oh! mighty river, all thine inland seas  
With all their marvels boast not match for these  
Thick clustered beauties—as though hand had brought  
Earth's fairest fragments to the common spot,  
Or nature's richest chest of jewels rare  
Perchance had fallen, burst and scattered there."

Such is the charming scenery presented on this beautiful route.



FAIRY LAND—One of the 1000 islands.

These islands, too, have been the scene of most exciting romance. From their great number, and the labyrinth-like channels amongst them, they afforded an admirable retreat for the insurgents in the Canadian insurrection of 1837 and for the American sympathizers with them, who under the questionable name of "patriots" sought to overthrow the British Government in Canada. Among these was one man who, from his daring and ability, became an object of anxious pursuit

to the Canadian authorities. Here he found a safe asylum, through the devotedness and courage of his daughter, whose skillful management of her canoe was such that with hosts of pursuers she still baffled their efforts at capture, while she supplied him with provisions in these solitary retreats, rowing from one place of concealment to another under the shadow of night.

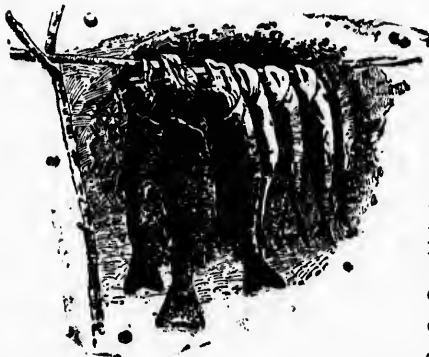
The trip by steamer among these islands lasts for several hours, and for scenic effects and variety of picturesque views it is simply unrivalled. It is unique and without a parallel in the world. The international boundary line between Canada and the States is laid in mid-stream, thus dividing the ownership of the islands between both countries. While many of them might as well be situated in an unexplored wilderness for all the trace of civilization they show, a great proportion of the larger ones bear the handsome summer residences of wealthy people, and at different points grand hotels have been erected, the most popular of them being surrounded by cottages, presenting the appearance of thriving villages, while the snowy tents of camping and picnicing parties are here, there, and everywhere upon the smaller isles, as the fancy of their occupants dictates. All the great hotels and the most imposing summer residences are upon the American side, but it does not follow that the portion south of the international line is the finest; on the contrary, it is now universally acknowledged that on the Canadian side are found the most beautiful scenery, by far the best fishing, and the most desirable sites for camp or cottage, and it bids fair soon to attract the greater number of visitors.



## GANANOQUE.

The first place of importance on the Canadian side after leaving Kingston is the pretty town of Gananoque, about 18 miles to the east, and situated at the confluence of the St. Lawrence with the Gananoque River. The town has a population of about 5,000, and is quite famous for the number and variety of its manufactures.

To the tourist, however, it is principally interesting as being almost in the midst of the 1000 islands, and accessible to them by rail and steamer from all points.



## CLAYTON

is the first stopping place of the steamer on the American side. It is a delightful place of resort, being situated directly in front of the upper group of the

Thousand Islands. The finest fishing on the River St. Lawrence is found in the immediate vicinity of Clayton; pike, black bass, pickerel and maskinongé of extraordinary size being the usual catch. Experienced and attentive oarsmen, the best of boats, and splendid hotel accommodation render this the favorite resort for fishing parties. All lines of steamers stop at Clayton. Wagner's Palace

Sleeping Cars run through without change from New York in thirteen hours, and through cars from Utica in four hours.

At certain centres of these transient communities are landings for steamers and objective points for the traveller, the first of them being at Round Island, which lies opposite Clayton, N.Y., and boasts of a fine hotel and quite a number of cottages. This was formerly the scene of a large Baptist camp-meeting. A few miles further on, and in the very heart of the archipelago, is Thousand Island Park, one of the most popular resorts on the river, and specially patronized by Canadians. Approaching the park there is a beautiful view from the steamer of crystal water, and island after island, stretching away as far as eye can see, until they appear to form an unbroken coast-line.

Thousand Island Park began as a religious summer encampment, under the charge of a Methodist organization, which purchased a large territory at the head of Wellesley island. Since 1875 nearly 400 cottages and several hotels have been built there, also an immense tabernacle of worship on Sunday, and for lectures, concerts, and the instruction of classes during week days; but the enjoyment of yachting, boating, fishing and flirting takes up much more time among all the visitors and residents than does attention to the season's instructive exercises. At the lower end of this same island is another hotel settlement named Westminster Park, under the influence of the Presbyterian church.

A beautiful and devious run of half a dozen miles further takes the steamer to

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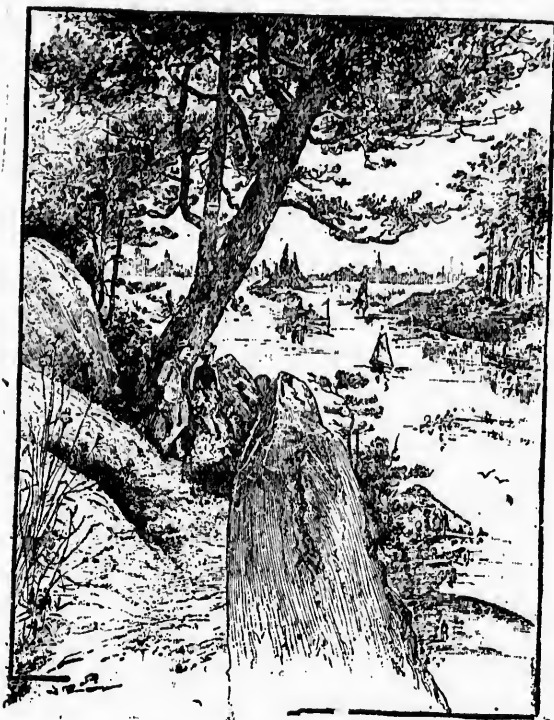
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A GLIMPSE OF THE THOUSAND ISLANDS.

## ALEXANDRIA BAY



A SCENE NEAR ALEXANDRIA BAY.

—the very centre of summer life in the Thousand Islands. As a summer resort Alexandria Bay is fairly entitled to the name of the “Saratoga of the St. Lawrence.” It is one of the most popular watering-places

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in America, and among its cottage owners and regular visitors are many who have distinguished themselves in various walks of life.

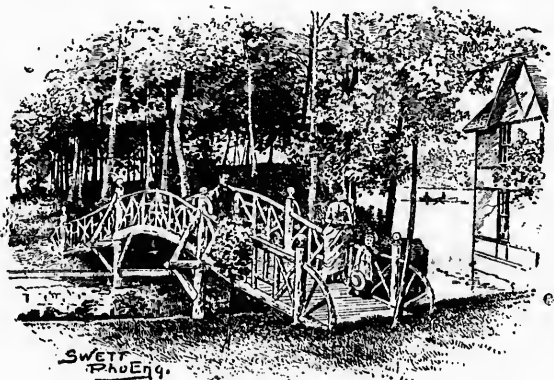


LAKE OF THE ISLES—1000 Islands.

Some two or three hundred yards below the village is a position from whence one hundred islands can be seen at one view. Undoubtedly the pleasantest part of the Lake of a Thousand Islands lies adjacent to Alexandria Bay, at which are erected the finest hotels in the

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Islands. Within sight of these hotels are the beautiful lawns of Westminster Park, the handsome villas of Hayden Island, the commanding situation of Mr. Hart's "Eyrie," the breezy site so dear to the lamented Dr. J. G. Holland, where the anxieties of "Scribner" were exchanged, for the nonce, for the lotus existence of



RUSTIC BRIDGE, NOBBY ISLANDS.

"Bonnie Castle," the rugged promontories of Carleton Island, associated with scenes of the early French history of the continent, and many others, named and unnamed, upon which Nature has left her sweetest impress.

The cluster known as the "Three Sisters" are the eastern sentinels of this extraordinary group of 1000 Islands; and after we pass them, the glittering roofs and spires of the handsome town of

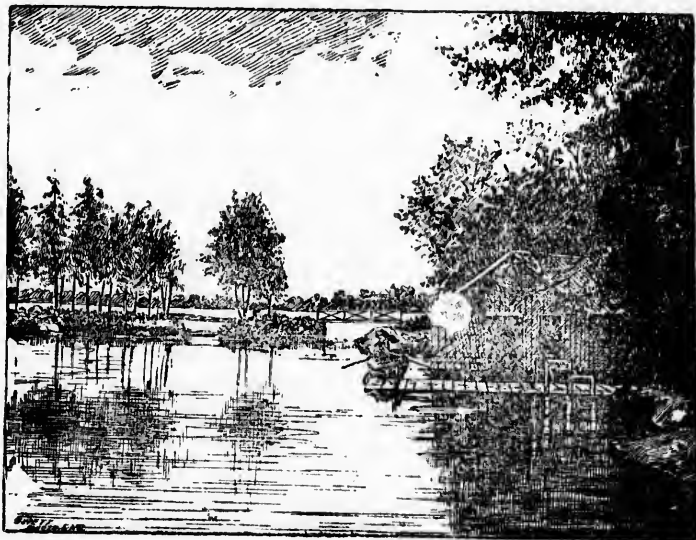
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A QUIET SPOT—1000 Islands.

## BROCKVILLE

on the Canadian side are sighted. It is built on an elevation which rises from the banks of the St. Lawrence in a succession of graceful ridges, and is one of the prettiest towns in Canada. It receives its name from General Brock, the hero of Queenston Heights in 1812. It is on the line of the Grand Trunk Ry., and a branch of the Canadian Pacific Ry. runs from it to Ottawa, the Canadian Capital. There is also connection by ferry with the Rome, Watertown & Ogdensburg Ry. Many fine public buildings and private residences attest the pros-

perity and enterprise of its inhabitants. The hotel accommodation is very good. The population is about 10,000.

### OGDENSBURG

Is situated on the American side of the river. In the year 1748, the Abbé François Piquet, who was afterwards styled the "apostle of the Iroquois," was sent to establish a mission at this place, as many of the Indians of that tribe had manifested a desire for embracing Christianity. A settlement was begun in connection with this mission, and a fort called "La Présentation" 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 Mohawk Indians, who, although bravely repulsed, succeeded in destroying the palisades of the fort and two of the vessels belonging to the colony. The Abbé Piquet retired from the settlement soon after the conquest of Canada, returning to France, where he died in 1781. Ogdensburg has increased rapidly within the past few years, and has now a population of over 10,000. It has railroad connection in every direction, and from its facilities for transshipping grain and merchandise, it has secured a large forwarding trade from the West.

### PRESCOTT

Is situated on the Canadian side of the St. Lawrence opposite Ogdensburg, and contains 4000 inhabitants. It is one of the most beautiful towns in the valley of the St. Lawrence. Amongst its principal objects of interest





are old Fort Wellington, named in honor of the Iron Duke, also the tomb of Barbara Heck, the founder of Methodism in America.

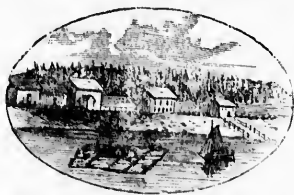
About a mile below Prescott at a place called Wind Mill Point, the Dominion Government has reconstructed from the old wind mill one



THE WINDMILL.

of the largest and best light-houses in the Dominion of Canada. It was at this place that in November, 1837, the patriots under Van Schultz, a Polish exile, established themselves, but were driven from it by the Canadian Militia with fearful loss. About four miles below Prescott on the American shores is Point Aric, where the State of New York has erected an Insane Asylum; the cost of this mammoth and magnificent structure will be almost three millions of dollars. The grounds comprise 1,000 acres. On the left of the steamer, and opposite the new asylum, is Chimney Island, on which the remains of an old French fortification are still to be seen.

The next town on the American side is Waddington; and in the river opposite it is Ogden Island. On the Canadian side is Morrisburg, which contains about 2,000 inhabitants. A short distance below Morrisburg, on the Canadian side, is Chrysler's Farm, where in 1813 a battle was fought between the English and the Americans.

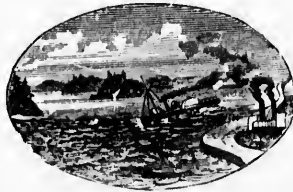


Thirty miles below Ogdensburg is Louisville, from whence stages run to Massena Springs, a place of popular resort and of beautiful surroundings, distant about 7 miles.

When six miles below Prescott the descent of the Gallops Rapids is made, being the first rapids of the St. Lawrence; at the head of the Edwardsburg Canal, at this

point, the Dominion Government has expended some two and a half millions of dollars in enlarging the Canal and removing obstructions from the river channel.

Following the descent of the Gallops, another rapid is passed almost immediately ; this is called *Rapide du Plat*. The descent of these rapids is made with full head of steam on, yet there is scarcely anything to indicate that our steamer is not pursuing its usual smooth and even course, until, after passing Morrisburg, tourists will observe our noble steamer increase her speed, thus indicating the near approach of the most fascinating and exciting event of the trip.



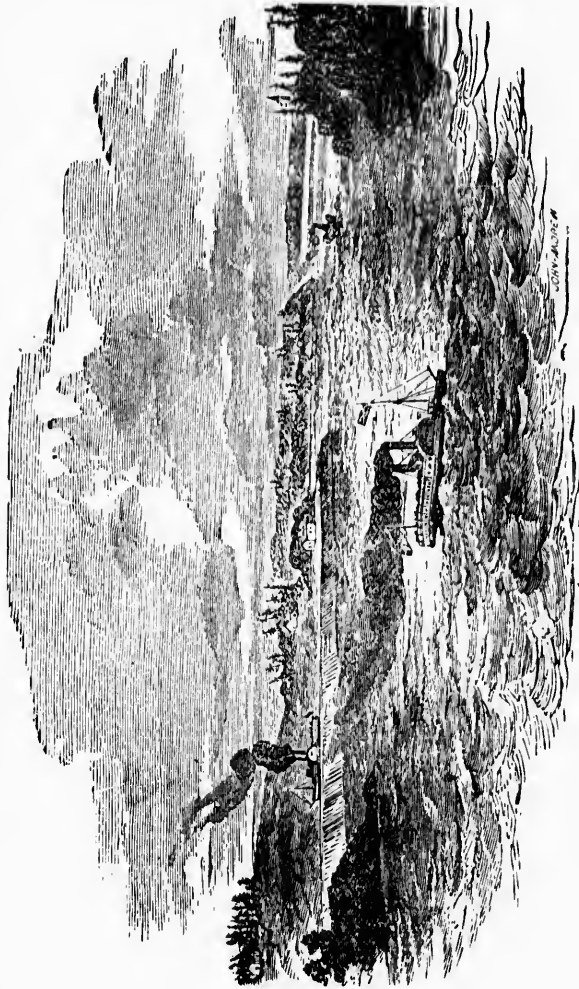
### LONG SAULT.

The increasing swiftness of the current of the river soon reveals to us the fact, that we are about to enter the first of those remarkable and celebrated Rapids of the St. Lawrence. "Shooting the Rapids" (as this portion of the voyage is termed) is a most exciting scene, but no one need fear the undertaking, as fatal accidents have been comparatively unknown. The rapid we now enter is known as the "Long Sault," so called from its extent, it being a continuous rapid of nine miles, divided in the centre by an island. The usual passage for steam-

ers is on the south side. The channel on the north side was formerly considered unsafe and dangerous; 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 nine miles in forty minutes.

The first passage made by a steamer down these rapids was about 1840, and then under the guidance of a celebrated Indian named Teronhiahéré.

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 onward 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, 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 diverged in the least, presenting her head to the current, or "broaching to," as the nautical phrase is, she would be instantly capsized and submerged. Hence the necessity for enormous power over her rudder.



STEAMER DESCENDING LOST CHANNEL, LONG SAULT RAPIDS.

When descending the rapids a tiller is attached to the rudder itself, so that the tiller can be manned as well as the wheel. Some idea may be entertained of the force necessary to keep the vessel steady while descending a rapid, when it requires four men at the wheel and two at the tiller to ensure safe steering.

A canal 12 miles long, with seven locks, offers safe passage for such a craft as dare not try the "shoot," also permitting the passage of steamers on the upward trip. There are also four similar canals at other points. But our vessel is already feeling the full power of the stream, and after the first startling thrill of this sliding down a water-step comes a feeling of intense excitement which never abates during the half hour's run of the Long Sault. Like the first experience of the arrowy rush of the toboggan, running the rapids of the St. Lawrence produces a sensation that cannot be described, but must be felt to be understood.

At the head of these rapids is a village of some 500 inhabitants, and known as Dickinson's Landing.

At the eastern entrance end of the Cornwall Canal, which all craft must use on the ascending journey, since none could hope to stem the Long Sault, stands the town of Cornwall, which, in recent years, has developed into a manufacturing centre,—its enormous blanket-factory and cotton-mill being the conspicuous features of the place. Near it runs the "Province Line," and we pass out of Eastern Ontario into Quebec. Near the same point, also, the boundary line, which divides Canada from the United States, recedes from the St. Lawrence, and the course of the River is hereafter in Her

Majesty's Dominion. Both sides of the river, gradually open into the wide expansion of Lake St. Francis, prettily diversified with woods and farms, while bosky islands at intervals afford a welcome retreat for campers, and tents and light summer residences gleam pleasantly under the trees by the river side. On the left bank we pass the little town of Lancaster. On the right shore are St. Regis and Dundee, on Canadian territory, with Fort Covington and Salmon River, contiguous in the United States.

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

#### 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 Coteau Rapids, which are about 2 miles in extent and very rapid.

In the expedition of Gen. Amherst (1759), a detachment of three hundred men, that were sent to attack Montreal, was lost in the rapids near this place. The passage through these rapids is very exciting. After leaving Coteau, the Steamer passes under a magnificent new iron bridge constructed across the River by the Canada Atlantic Ry., and  $1\frac{1}{2}$  miles in length.

#### BEAUHARNOIS

is a small village at the foot of the Cascades, on the right bank of the river. On the north bank, a branch of the Ottawa enters into the St. Lawrence.

#### CEDAR RAPIDS.

At first sight this rapid has the appearance of the ordinary rapids; but once the steamer has entered it, the turbulent water and pitching about renders the passage very exciting. There is also a peculiar motion of the vessel, which seems like settling down, as she glides from one ledge to another. A short distance below this we enter the

#### SPLIT ROCK,

so called from its enormous boulders at the entrance. A person unacquainted with the navigation of these rapids will almost involuntarily hold his breath until this ledge, 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 almost feel certain that she will strike, but a skillful hand is at the helm, and in





RAPIDS NEAR THE CEDARS—RIVER ST. LAWRENCE.

an instant more it is passed in safety. We now come to the last of this series of rapids, called the

### CASCADE RAPIDS.

This is a very fine rapid. It is remarkable on account of its numerous white crests foaming on top of the darkish waters, through which the vessel passes ; and as the shortness of the waves has the effect of pitching the steamer as if at sea, the sensation is very enjoyable. After passing the Cascade, the river again widens into a lake called Lake St. Louis, where the dark waters of the Ottawa by one of its branches join the St. Lawrence. This series of four rapids are eleven miles in extent, and have a descent of eighty-two and one-half feet. On this lake the tourist from the deck of the steamer has a magnificent view of the Montreal Mountain about thirty miles distant. After passing through this lake,

### LACHINE

is reached. It is nine miles from Montreal, with which it is connected by railroad. It derives its name from the first settlers thinking, when they reached this point, that they had discovered the passage which would lead them to China. The Lachine Rapids begin just below the village. On the opposite side stands

### CAUGHNAWAGA,

an Indian village lying on the south bank of the river near the entrance to the Lachine Rapids, and deriving its name from the converted Indians, who were called

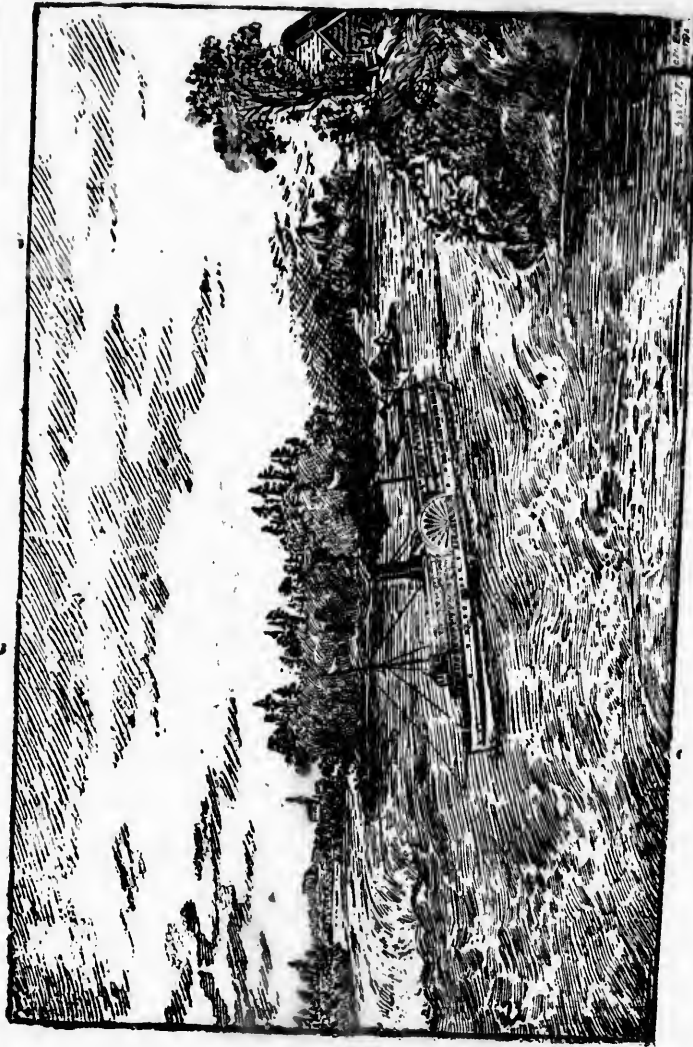


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*Caughnawaga*, or praying Indians. Shortly after leaving this Indian village, the tourist can contemplate the new, magnificent bridge recently constructed by the Canadian Pacific Railway, being the second span over the mighty St. Lawrence we pass. It is built on the most recent scientific principles, and resembles the great International Railway Bridge at Niagara. The steamer now glides down the rapid stream with increasing swiftness, which clearly denotes that a formidable rapid is ahead. Stillness reigns on board ; away goes the steamer, driven by an irresistible current, which soon carries her to the first pitch of the

#### LACHINE RAPIDS.

The next and last great obstacle is just ahead—the far-famed Lachine Rapids. An Indian pilot takes charge of the steamer of Lachine, in whose practised hands the vessel can laugh at the wrath of the torrent, and immediately after passing the stately steel bridge of the Canadian Pacific Railway (referred to elsewhere) the first powerful influence is felt of the current that plunges in foamy speed down the incline below. One of the best features of this route is that excitement steadily increases with the journey until it culminates with the exhilarating dash down the wild turmoil of Lachine's angry water. Though apparently exceedingly dangerous, the passage is in reality perfectly safe, but the suggestion of peril adds an additional zest to the undertaking. The pilot is an interesting study as the steamer begins the flying race. He stands with all an Indian's stoical indifference, his strong hands grasping

the wheel and his keen eyes reading the tumult of waters and tracing the path as easily as you or I might read a book. Not a rap cares he for the huge rocks that frown above the flood nor their fellows ambushed behind the snowy foam. He has iron nerve and the confidence born of long practice and a perfect knowledge of the channel, and he attaches but slight importance to the task of guiding the vessel to the calm of quiet water below. What to the tourist is a blood-stirring, intensely interesting adventure is to him merely a matter of business; and so you dart down the daring rush, feeling a joyous excitement, and wishing the "shoot" were many miles longer, while the pilot merely holds the boat to her course till the dash is ended, and he and you are again in smooth water and the rapids are left behind. The actual running of the Lachine rapids is alone well worth the trip, for a like experience cannot be enjoyed elsewhere; it is a popular amusement with citizens of Montreal. The sensation which tingles through every nerve as one stands on a steamer pitching down an inclined plane of water at the rate of twenty miles an hour is such a one as would have given a "distinct pulsation" to Charles Matthews' *blasé* hero in "Used Up." This is how the experience has been described:

"Suddenly a scene of wild confusion bursts upon the eye; waves are lashed into spray and into breakers of a thousand forms by the submerged rock which they are dashed against in the headlong impetuosity of the river. Whirlpools, a storm-lashed sea, mingle their sublimity in



BAPTISTE, AN INDIAN PILOT, STEERING A STEAMER  
DOWN THE RAPIDS OF THE ST. LAWRENCE.

a single rapid. Now passing with lightning speed within a few yards of rocks which, did the vessel but touch them, would reduce her to an utter wreck before the crash could sound upon the ear. Did she even diverge in the least from her course—if her head were not kept straight with the course of the rapid—she would instantly be submerged and rolled over and over. Ere we can take a glance at the scene, the boat descends the walls of waves and foam like a bird, and a second

afterwards you are floating on the calm unruffled bosom of the river below."

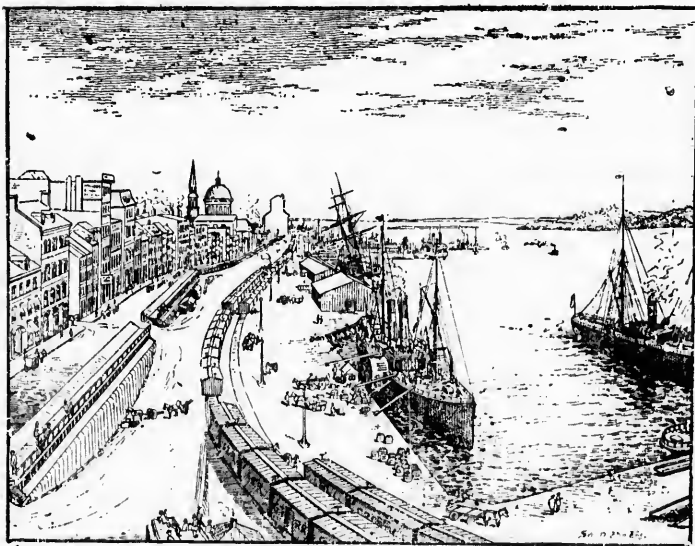
But though this trip is full of pleasant excitement, it is practically attended with no danger. An experienced Indian pilot, who knows each rock and almost every wave, has guided the steamers which make the "shoot" for years, and no accident of any consequence has ever happened, nor has a single life been lost in this beautiful but dangerous spot.

" And we have passed the terrible Lachine,  
Have felt a fearless tremor through the soul  
As the huge waves upreared their crests of green,  
Holding our feathery bark in their control  
As a strong eagle holds an oriole."

But we speedily forget the perils as we pass the beautiful wooded shore of Nun's Island, with its shady green pastures, and come upon the royal-looking city. On the opposite shore, behind the villages of Laprairie and Longueuil, rise the isolated mountains of Montarville, Rougemont, Shefford, and the nearer Belœil. As we near Victoria Bridge it seems impossible that the steamer can pass under, and the question is sometimes asked whether there is any arrangement for lowering the funnels. The steamer glides along; we look up and see our mistake, and then look down upon the innocent questioner.

The river itself is so fascinating in its strength of crystal purity, so overpowering in vastness and might, that it would dwarf an ordinary city. It does dwarf every other place along its banks—Quebec alone excepted. It bears, lightly as a garland, the chain of the great

bridge that binds its opposite shores with multiplied links of massive granite. The green slopes of St. Helen's Island resting like a leaf on the water, the forest of masts and red and white funnels, the old-fashioned hay and wood barges, the long line of solidly built revetment wall, the majestic dome of the Bonsecours Market, the twin towers of Notre Dame, palatial ware-houses, graceful spires sown thick as a field, and the broad shoulders of Mount Royal uplifted in the background, make up a picture that artist, merchant or patriot—each for his own reason—may well delight to look upon.



A GLIMPSE OF THE HARBOR, MONTREAL.





We take a wide sweep in front of the city, and come into port near the island of St. Helen's, past great hulls of ocean steamers and full-rigged ships, where the old weather-stained Bonsecours Market, and still older Bonsecours Church, bid us welcome to Montreal. The steamer rounds up to the Commissioners' wharf, to discharge its Quebec passengers into the huge palace floating alongside, and then continues its way to the "Canal Basin" where we all must leave her.

## THE TRIP FROM MONTREAL TO OTTAWA

is one which no tourist should miss. It can be made by rail or river, and by either it is a delightful experience. By the Canadian Pacific Railway, which follows the northern bank of the Ottawa, it is a four hours' run up the beautiful Ottawa valley through the narrow well-tilled farms characteristic of the Province of Quebec. A succession of thrifty towns and villages, some of which are picturesquely situated summer resorts, are passed and with high hills forming the distant horizon to the right and the broad waters of the Ottawa, of which frequent views are obtained, there are unending scenes of beauty which charm the senses of the lovers of nature. At the French city of Hull, the line swings across the river just above the famed Chaudière Falls, of which an excellent view is had from the train, and Ottawa is reached. The return trip can be made by boat; but if it is decided to reverse this order by securing tickets at Montreal by the Ottawa River Navigation Co., we take the train which leaves the Bonaventure Depot at 8 in the morning, and stepping on board the steamer "Sovereign," Captain H. W. Shepherd, sail up the river. By this last route we have a better opportunity of seeing the beautiful scenery of the St. Lawrence and Ottawa Rivers, where they first meet. It is a bright morning, and the sun glances slantingly along the majestic waters, tinging with golden light the tips of the wavelets as they rise, one after the other, to greet his rays. A faint mist, like a delicate veil, spreads over the bosom of the river, on which one or two islets repose, as

childhood sleeps on its mother's bosom, yet it does not conceal the enchanting beauty of the scene, but adds grace and loveliness to the charms which it vainly strives to hide. It is soon dissolved, and the light breeze which has sprung up carries it all away.

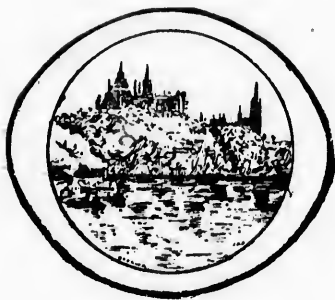
Away we go, stemming the current, until in due time we reach Ste. Anne's, where are a succession of rapids which we avoid by going through a lock. More islets are here, round which the Ottawa bubbles and struggles in its course, while the pretty village of Ste. Anne's reposes in quiet beauty upon the bank. This village is considered the starting point for the Ottawa River by all orthodox voyageurs, as the last church on the island of Montreal is situated here, and is, moreover, dedicated to their tutelary saint, from whom also the village takes its name. Emerging from the canal, again we enter the Ottawa, having left the St. Lawrence far astern, and come to Sherringham Park, situated on Ile Perrot, opposite the lower part of Ste. Anne's,—a beautiful spot, which has become a most popular excursion ground, and is admirably laid out and equipped for the purpose; after sailing about two miles, we find the shores recede on either hand to about 8 miles wide, and the recession continues for a distance of ten miles, for we are in the Lake of Two Mountains, so called from two mountains on the north side rising four to five hundred feet from the water. The river divides here into four branches; that which we have just come up, another which diverges towards the northeast, and forms the western boundary of the Island of Montreal; the third called the Dutchman's Chenal; and the fourth passing Vaudreuil around Ile

Perrot. There is the Ile Jesus, and beside it Pigeon Island, on which are the ruins of an Indian village. For the purpose of guarding against the incursions of the Indians, the French built a fort on the Island of Montreal, opposite to the village, but both village and fort have now fallen into decay, and large trees are growing inside the ruined walls of the latter.

The beautiful summer residence of the late Sir John Caldwell Abbott, ex-Premier of Canada, is on this property, and several prominent citizens of Montreal have built charming villas along the shore of the Lake at this point. A few miles further on we arrive at a fine wharf named Oka, situated in the Indian Village of the Two Mountains. This village is inhabited by the remnant of two tribes, the Iroquois and Algonquins, as the village of Caughnawaga, opposite to Lachine, is by a remnant of the Iroquois. A Roman Catholic church divides the settlements, as the people are all baptized into that church. Three or four chapels stand on the mountain side. The highest peak of the mountain is called Calvary, and on certain religious fêtes of the church it is frequented by both whites and Indians. On one of the hills at Oka is visible from the steamer the Monastery of "La Trappe," which has of late years being erected there. The monks of the monastery wear the peculiar dress of the Order. They are agriculturists, and have purchased a large estate near Oka, which they are rapidly transporting into the garden-like scenery of Old France. The rules of "La Trappe" are very strict, only male visitors being admitted into the monastery; ladies are stopped at the threshold. The monks are not al-

lowed to converse with one another. They rise at 2 a.m., and breakfast shortly afterwards in silence, and this meal is the one meal of the day; they retire to rest after prayers at sunset. Now we stop at the villages of Como and Hudson. Both these places are the resort of some of our Montreal friends, who pass the summer months there with their families. At the head of the Lake of the Two Mountains the banks contract, so that the river is not more than half a mile in width, and it continues thus narrow for about a mile, when there is again an expansion for the length of nine miles, forming the Upper Lake of the Two Mountains. On the southern banks is the mountain Rigaud, where there is also a settlement of the same name. The river again contracts to the breadth of half a mile, and continues, sometimes broader, sometimes as narrow, until we reach Carillon. Great improvements have been made at this place by the Railway Company, by building new wharves and station houses, and here again the navigation is impeded by rapids. A railroad overcomes the distance between the two stretches of navigable water, and by it we arrive at Grenville, whence we proceed by the new steamer "Empress" (Captain Bowie) to L'Orignal, seven miles distant. About eight miles from L'Orignal, situated in the midst of a most charming country, is the celebrated Caledonia Mineral Springs. Leaving L'Orignal, after a few pleasant hours' sail, we arrive at

### OTTAWA.



OTTAWA was selected by Her Majesty as the Capital of the Dominion, and the Government buildings have consequently been erected there. The Parliament Buildings, with the Departmental offices, occupy three sides

of a square on a bluff of ground called Barrack Hill, overlooking the river. They contain two Legislative Halls, one for the Senate and the other for the House of Commons, both being the same size as those provided in the English Houses of Parliament for the Lords and Commons, and like their originals very handsomely decorated and conveniently furnished. The grounds in front of the building are handsomely laid out. A large library is also provided, which at present contains over 155,000 volumes. The buildings are designed in the Italian-Gothic style, and constructed of stone found in the neighborhood. When it is stated that the cost was \$3,000,000, and the position almost unique, the tourist ought not to lose the opportunity of seeing them, as they alone are quite worth the delay which must necessarily be devoted to the sight. The rest of the city (which is of course increasing much, and keeps pace with her sister cities) is very handsomely and substantially built. Sparks street, the scene of the assassination

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ADVERTISEMENTS.

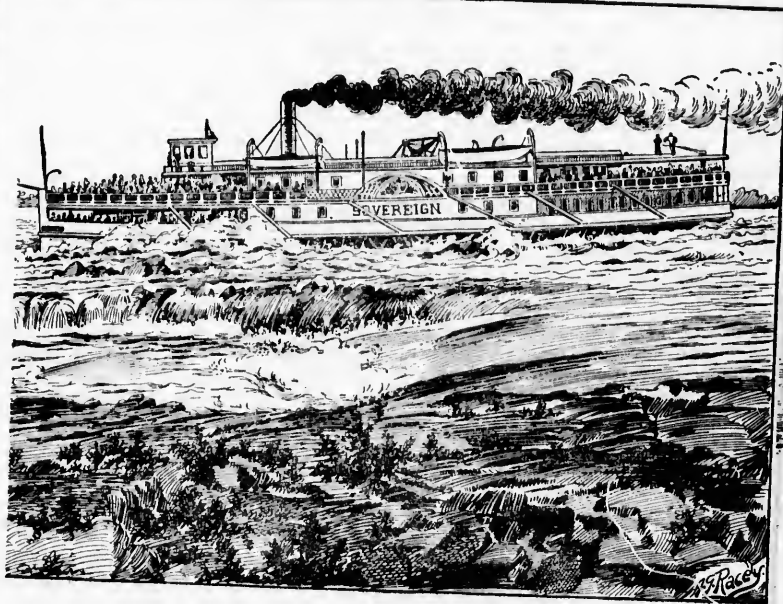
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... AND CALEDONIA SPRINGS ...

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TO OTTAWA.

Train to connect with Steamer at Lachine for Ottawa, leaving G.T.R. Depot, Montreal, 8.15 a.m. **TICKETS**, at Bonaventure Depot; Windsor and Balmoral Hotels, 143 and 145 St. James St., Montreal, and Sparks St., opposite Russell House, Ottawa.

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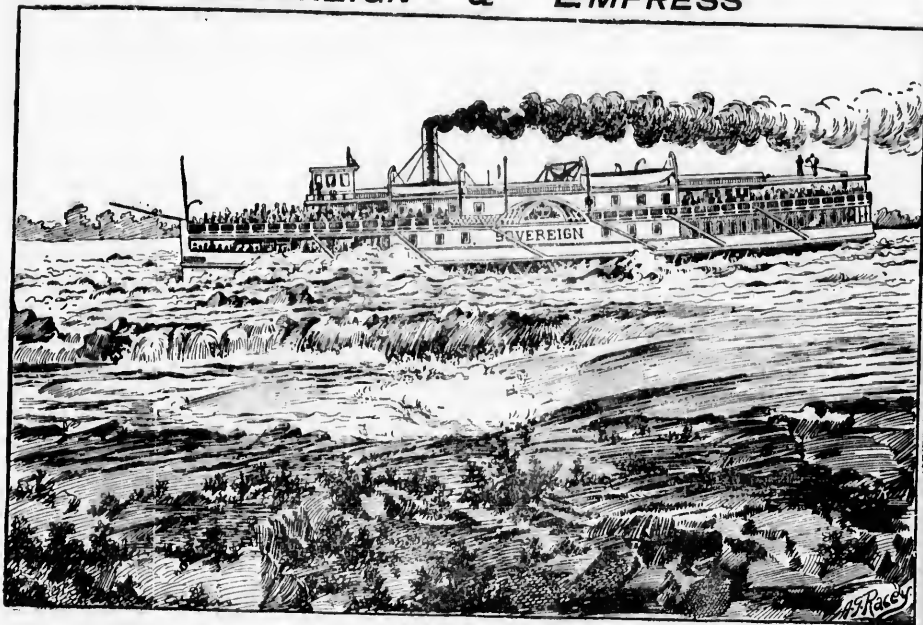
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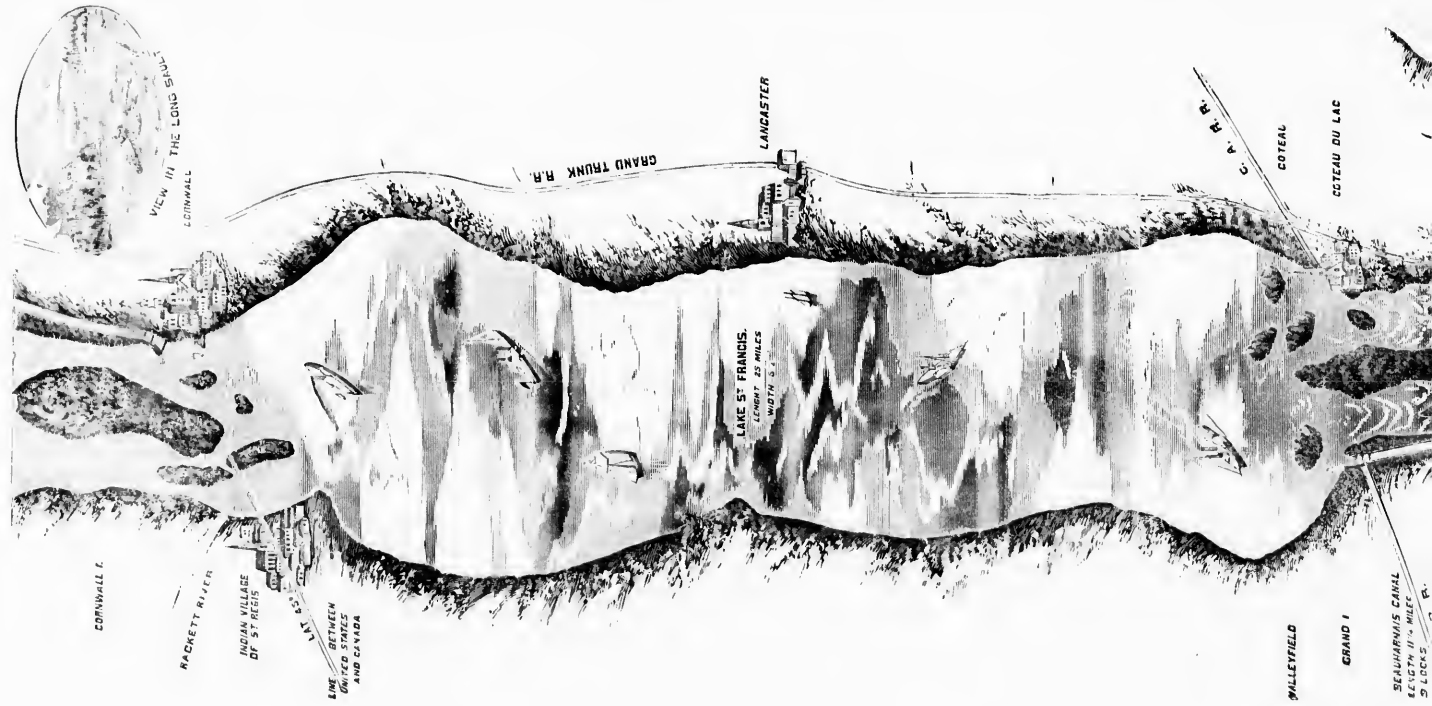
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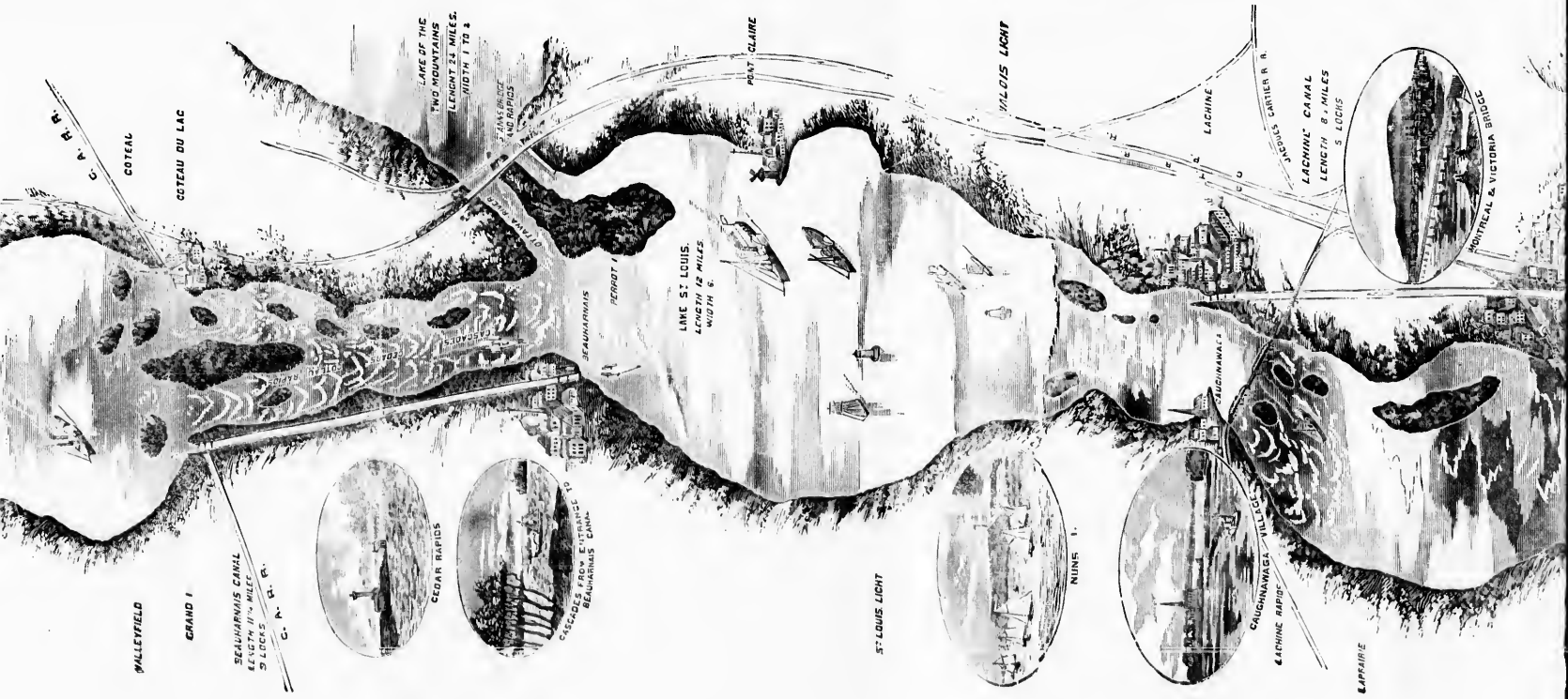
COTEAU DU LAC

LAKE ST. FRANCIS.  
25 MILES  
100 FT. 6 IN.

WILLEYFIELD

GRAND I

SEBASTIANUS CANAL  
LENGTH 11 1/4 MILE  
5 LOCKS



WILKIEFIELD

GRAND I

BEAUMARIS CANAL  
LENGTH 11 3/4 MILES  
5 LOCKS  
C. N. O. R.



CEDAR RAPIDS



LOCKS FROM ENTRANCE OF  
BEAUMARIS CANAL

COTEAU DU LAC

LAKE OF THE  
TWO MOUNTAINS  
LENGTH 3 1/2 MILES  
WIDTH 1 TO 2  
MILES  
RAPIDS

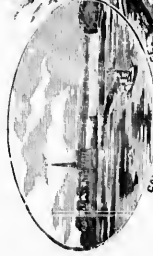
LAKE ST. LOUIS  
LENGTH 12 MILES  
WIDTH 6

POINT-CLAIRE

ST. LOUIS LIGHT



NINE I.



LACHINE RAPIDS

VALOIS LIGHT

LACHINE

LACHINE CANAL  
LENGTH 8 1/2 MILES  
5 LOCKS

LAFFRAIE



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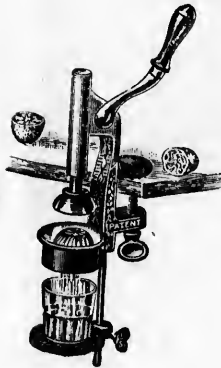
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6 St. Lawrence Street,

MONTREAL.





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TREAL.

of the late Hon. T. D'Arcy McGee, is close to the Parliament buildings.

The Rideau Canal (which connects the Ottawa River with Lake Ontario) divides the city near the Parliament Buildings. This canal is excavated at the base of a ravine over 150 feet below the roadway. The upper and lower portions of the city are connected by two

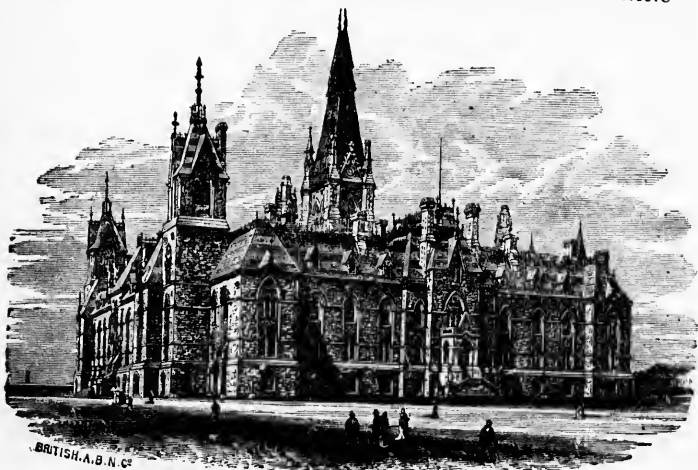


PARLIAMENT BUILDINGS.

bridges: one known as the Sappers' Bridge; the other being a magnificent iron bridge erected by the Corporation, and which leads to the broad avenue on which the Parliament Buildings stand. The Rideau Canal here falls into the Ottawa after passing a series of eight massive stone locks.

Amongst the chief attractions in the neighborhood of

Ottawa is the Chaudière Falls, considered by very many to rank next in importance, beauty and grandeur to Niagara. They are immediately above the city, at its western extremity. The width of the greater fall is two hundred feet, while its depth is forty,—the boiling, seething, foaming character of the water giving name to the place. On the northern side is the smaller or Little



PARLIAMENT BUILDINGS.

Chaudière, and here the waters, after their leap, seem to go into some subterranean passage, by which they are carried off until they appear again at a place called "The Kettles," half a mile lower down. Of course the existence of such a passage is a mere matter of conjecture, which we will leave to the study of geologists, and others interested, to determine. These falls are crossed

by a fine suspension bridge, which leads to the thriving city of Hull on the opposite shore. Before leaving Ottawa, we ought to pay a visit to one of the timber slides, which are tolerably frequent in the upper river. One is erected on the northern bank, and we will here tarry for a moment whilst we watch the fate of one of those hugh rafts of hewn wood down its headlong rush. These water-shoots are erected for the purpose of getting the fallen trees from the higher level down to the river at the smallest possible cost, and, whenever water can be obtained in sufficient quantity, this has been done. Where the descent is very steep, these "shoots" are broken up at stated intervals into long straight runs, in order to destroy the impetus which the rafts would naturally acquire. The descent on one of the rafts down the timber slide is a thing only to be attempted by those who possess strong and steady nerves. To say that there is much danger in such an excursion would be to exaggerate the risk, while to say that there is none would be as far from the truth. An application to the "boss" of a gang of raftsmen would without difficulty obtain the privilege of a ride down. The population of Ottawa is about 50,000.

### MONTREAL,

the commercial metropolis of the Dominion of Canada, is situated upon the south shore of an island (bearing the same name) and at the base of a beautiful eminence known as Mount Royal, from which both the city and its land derive their name. Its population is, with suburbs, about 300,000. The island is about thirty miles long



and ten broad, and is formed by the river Ottawa debouching into the St. Lawrence at its western and eastern extremities—the former near St. Anne's, the latter at Bout de l'Isle. It is famed for the fertility of its soil, and is frequently called the "Garden of Canada." The site of the city was first visited by Jacques Cartier in 1535, and at that time he found a village of Indians situated near the foot of the Mountain. He landed a short distance below the city, at a point still known by the name of the Indian village, "Hochelaga." When he reached the top of the mountain, to which he was guided by the Indian Chief "Donnacona," he was so struck by the magnificent outlook, that he named it in honor of his master "the Royal Mount." Champlain also visited the site in 1611, but the village, with its inhabitants, had been swept away, probably by some hostile tribe. A few years ago a large quantity of skeletons and pottery was discovered under buildings on the site of this village. The first settlement was made by the French in 1642. In its early history the city was repeatedly attacked by the Indians, and in 1684 a wooden wall erected for defence. This was replaced in 1722 by a massive stone wall with redoubts and bastions. In 1759, when Canada was conquered by the British, Montreal had a population of 4,000 souls. The streets were narrow and the houses low. Some of these buildings are still standing, and a walk through the two or three streets still retaining these primitive buildings and narrow paths strongly reminds us of the quaint old towns of Rouen, Caen, and others in Normandy. At the date named, the town was divided into upper and lower town: the upper



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part then being the level of the present Court House. In the lower town the merchants and men of business chiefly resided, and here also were the place of arms, the royal magazines and the Nunnery Hospital. The principal buildings were in the upper town, such as the palace of the Governor, the houses of the chief officers, the Convent of the Recollets, the Jesuit Church and Seminary, the Free School and the Parish Church. In 1775, the city was taken by the American forces under Montgomery. The growth of the city has been exceedingly rapid, and the view, as seen on our approach by steamboat, with Mount Royal for a background, covered with beautiful villas, interspersed here and there with tall spires, is majestic, and for beauty almost unrivalled.



MONTREAL FROM THE HARBOR.

The river frontage is almost three miles in length, extending from the Victoria Bridge to the village of Hochelega. For upwards of a mile it has an excellent stone retaining wall, from the entrance to the Lachine Canal to below the Bonsecours Market, which, with its glitter-

ing dome, forms one of the most conspicuous objects in the right foreground, and contrasts with the neighboring spire of the Bonsecours Church, one of the oldest churches in Montreal. We think the view from the steamer can scarcely be surpassed, as we sail under the centre tube of the Victoria Bridge, and first view the long array of glittering spires, the lofty towers of the Parish Church of Notre Dame, the well-proportioned tower of the Customs Buildings, and the long unbroken line of cut stone flanking the wharf.

At the beginning of the present century, vessels of more than 300 tons could not ascend to Montreal; its foreign trade was carried on by small brigs and barques, and the freight and passengers were landed upon a low, muddy beach. In 1809 the first steam vessel, called the "Accommodation," built by Hon. John Molson, made a trip to Quebec; she had berths for about twenty passengers. Now behold the contrast that fifty years of industry, intelligence, enterprise and labor have produced—ocean steamers of over 5,000 tons; the magnificent steamers of the Richelieu & Ontario Navigation Company vying in splendor and comfort with the far-famed Hudson River boats; ships from 700 to 3,000 tons, from all parts of the world, lying alongside the wharves of the harbor, which are not equalled on this continent in point of extent, accommodation, approach and cleanliness.

It is easy to trace the two main divisions of the population of Montreal. Taking St. Lawrence Main street as a dividing line, all that is east of it is French, and all that is west of it is English-speaking. The two nation-

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alities scarcely overlap this conventional barrier, except in a few isolated cases. The extreme eastern portion is designated the Quebec suburbs, and there the native people can be studied as easily as in the rural villages. They are an honest, hardworking race. Their thrift is remarkable, and they manage to subsist on one-half of what would hardly satisfy the needs of people of other nationalities. The old folks speak little or no English, but the rising generation use the two languages indifferently, and herein possess a marked advantage over the English, Scotch and Irish. Their poor are cared for by the St. Vincent de Paul Association, and the Union St. Joseph is devoted to the relief of artisans during life and of their families after death. There is a great deal of hoarded wealth among the French inhabitants, but, as a rule, they do not invest it freely.

The western part of the city is English-speaking. Numerically, the English portion is not so great as the Scotch. In perhaps no section of the Colonies have Englishmen and Scotchmen made more of their opportunities than in Montreal.

Sherbrooke street is scarcely surpassed by the Fifth Avenue of New York in the magnificence of its buildings. In winter the equipages present a most attractive spectacle. In this respect only St. Petersburg can claim precedence over Montreal.

The south-western portion of the city is occupied almost exclusively by the Irish. It is called Griffintown. Griffintown comprises a little world within itself—shops, factories, schools, academies, churches and asylums.

The island of Montreal is the most fertile area in the Province of Quebec, and is renowned for its apples—the *Pomme Grise* (queen of russets) and the incomparable *Fameuse*. It is thickly settled and has thriving villages and rich farms. It is about thirty miles long and ten broad, and is formed by the confluence of the Ottawa with the St. Lawrence at Ste. Anne's in the western extremity, and by the meeting of the same rivers at Bout de l'Isle, on the eastern verge. The city

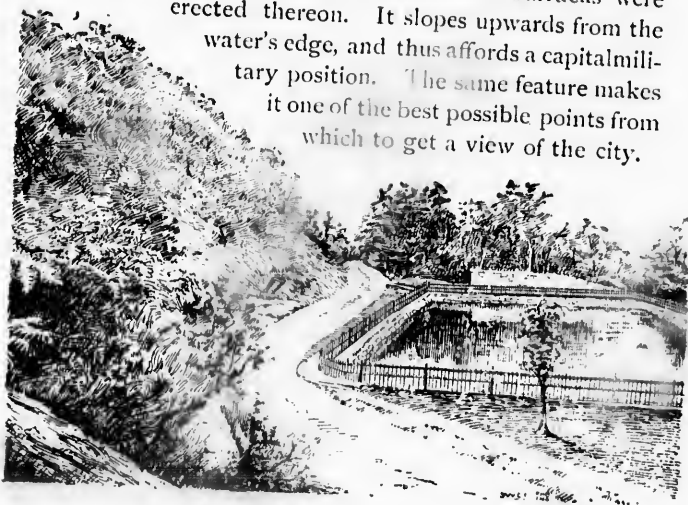


ON THE MOUNTAIN DRIVE.

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is bountifully provided with summer resorts. Lachine and Ste. Anne's have long been favorites, also St. Lambert and Longueuil, the two latter on the opposite side of the river. Montreal has a Mountain Park and an Island Park. The drive round the former is a favorite afternoon recreation for citizens and visitors. It ascends by curves to the highest altitude, whence a magnificent panorama is outspread. The Mountain Park is still in its native ruggedness, and it will take years before it is completed. The Island Park is St. Helen's Island, in the middle of the river, and within reach of sling or arrow. Montreal possesses a pleasure resort nowhere excelled. The Island was purchased by the Imperial Government for military purposes, and barracks were erected thereon. It slopes upwards from the water's edge, and thus affords a capital military position. The same feature makes it one of the best possible points from which to get a view of the city.



ON THE MOUNTAIN, MONTREAL.

The principal streets run parallel with the River. That fronting on the harbor is Common street, on which the most striking and interesting buildings are the Custom Houses, at the junction of Commissioners street, originally erected by the Royal Insurance Company, and in 1870 purchased for \$200,000. There are three principal entrances, the most imposing being that by the stone portico facing on Custom House square, and the other two being from Commissioners street and Common street, respectively. The Long Room, the chief feature of the building, is 93 feet long, 26 feet wide, and 27 feet high. The ceiling is very beautifully decorated, and at one end is placed the Royal Arms. The warehousing apartments are exceedingly spacious and commodious. Three elevators, worked by steam power, are used in taking packages to the different flats.

The Harbor Commission consists of members nominated partly by the Montreal Board of Trade, the Corn Exchange, and the City Council, and partly by the Dominion Government. Its duties are to watch over the harbor, and generally to supervise all matters connected with the commerce of the city other than the collection of custom duties. The Board has also care of the channel of the river as far as Quebec. The Commission occupies a large cutstone building adjoining the Examining Warehouse to the west.

The Inland Revenue Office adjoining it to the east on Custom House Square, recently christened Place Royale, was, in old times, the market-place of the town.

The Bonsecours market occupies a square on the river front, 500 feet long. It is crowded on the forenoons of

market days, when the manners of the *habitant* can be studied to advantage. He has come to the city with his produce, and quiet, patient and courteous he waits for customers. From the market, go up the lane leading to the old-fashioned

#### BONSECOURS CHURCH.

The *relievs* on the walls, the altar, the antique pulpit remind one of a seventeenth century parish church in Brittany. We are taken back to the days of Marguerite Bourgeois, who laid the foundation-stone more than two centuries ago.

The next street of importance, running parallel with the river, is

#### ST. PAUL STREET,

which is lined on both sides with substantial, massive buildings. This street is the principal seat of the wholesale trade of the city.

A short distance from this street up St. Nicholas St. is the magnificent new Board of Trade Building, in which the Corn Exchange hold their meetings. This fine block fronts on three streets, and the Canada Shipping Company have commodious offices in it, where tickets may be bought for all parts of Europe by their fine steamers.

#### NOTRE DAME STREET

is reached next in order, and besides being the oldest and longest thoroughfare in the place, contains a number of buildings, both handsome and interesting. At



the east end stands the Gaol, a solid stone structure on the old-fashioned style, and in the rear of it, extending to St. Catherine street, are the extensive workshops of the Canadian Pacific Railway.

Going westerly from the Gaol we come to the quaint architecture of St. Thomas' Church, and a little further on reach

#### SOIIMER PARK

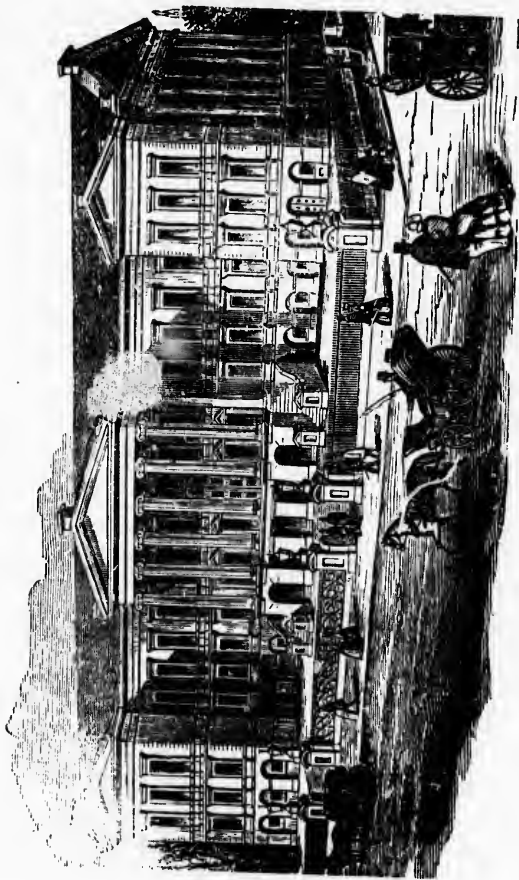
where entertainments are given afternoon and evening, during the summer months, by an excellent Band aided by other attractions of a pleasing character. A short distance from this is the Dalhousie Square station of the Canadian Pacific Railway from which trains for Ottawa, Quebec, and the Canadian Northwest leave. A short distance on is the

#### CITY HALL,

a very handsome building, 485 feet in length, and built in adaptation of the modern French style, with lofty mansard roof and central pavilion. All the municipal offices are in this building. The Recorder's Court and Police Office are in the basement. The city is governed by a mayor, elected annually, and thirty-three aldermen. Adjoining this is the

#### COURT HOUSE,

built after the Grecian style of architecture, and second to few buildings in the city. The most striking feature is its large Ionic portico. The front is divided into five compartments, the wings advancing somewhat less than



COURT HOUSE, MONTREAL.

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the centre, so as to give the façade an artistic prominence, and to free the building from that monotony which marked the earlier public buildings of the city. Ample proportions are given to the entrances, vestibules, corridors and staircases, while spacious halls of justice and public offices are laid out, as well as ante-rooms, private chambers for the judges and chief officers of the court. The total length of the building is 300 feet; width, 125 feet; height, 90 feet. It is built entirely of Montreal stone.

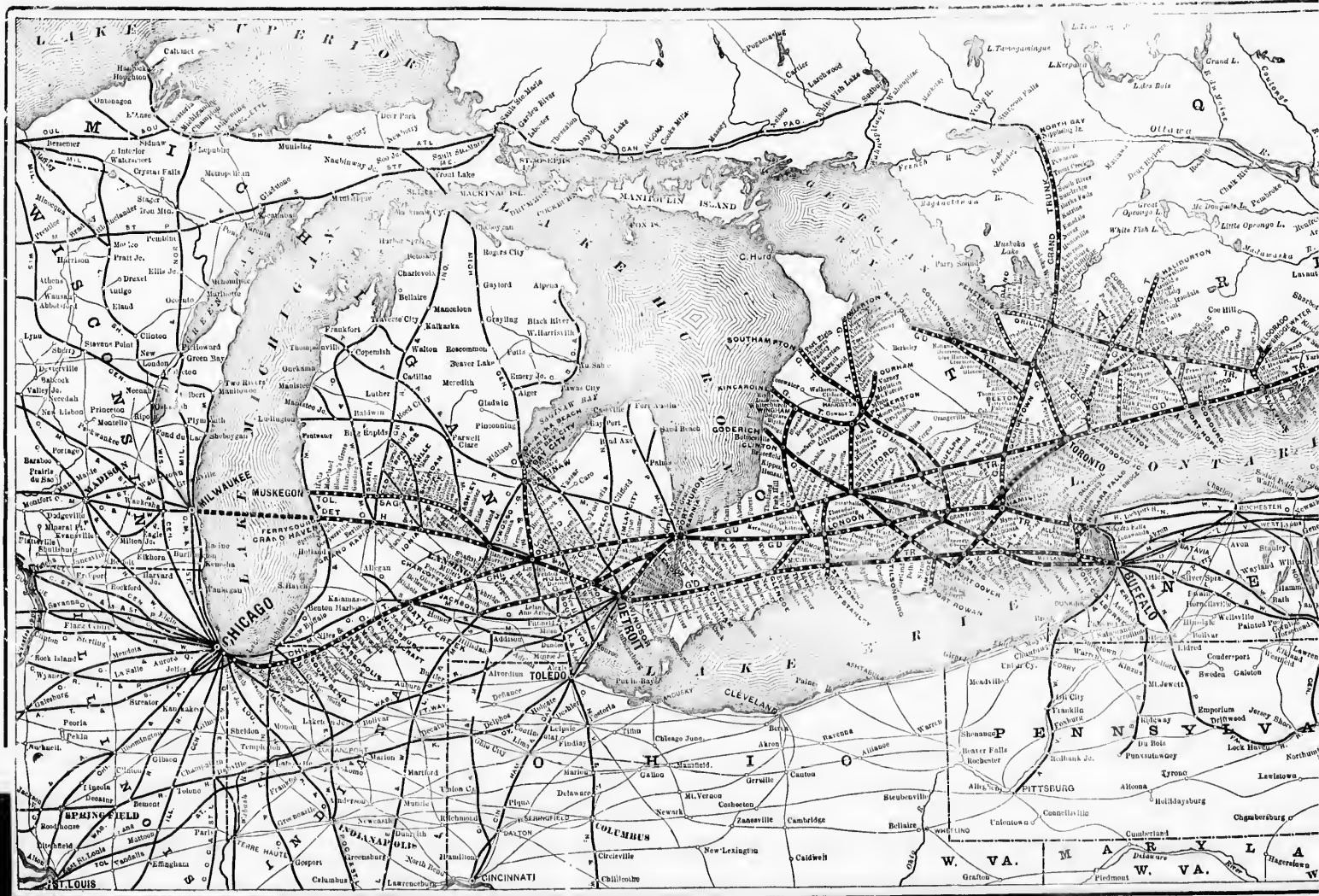
These buildings flank

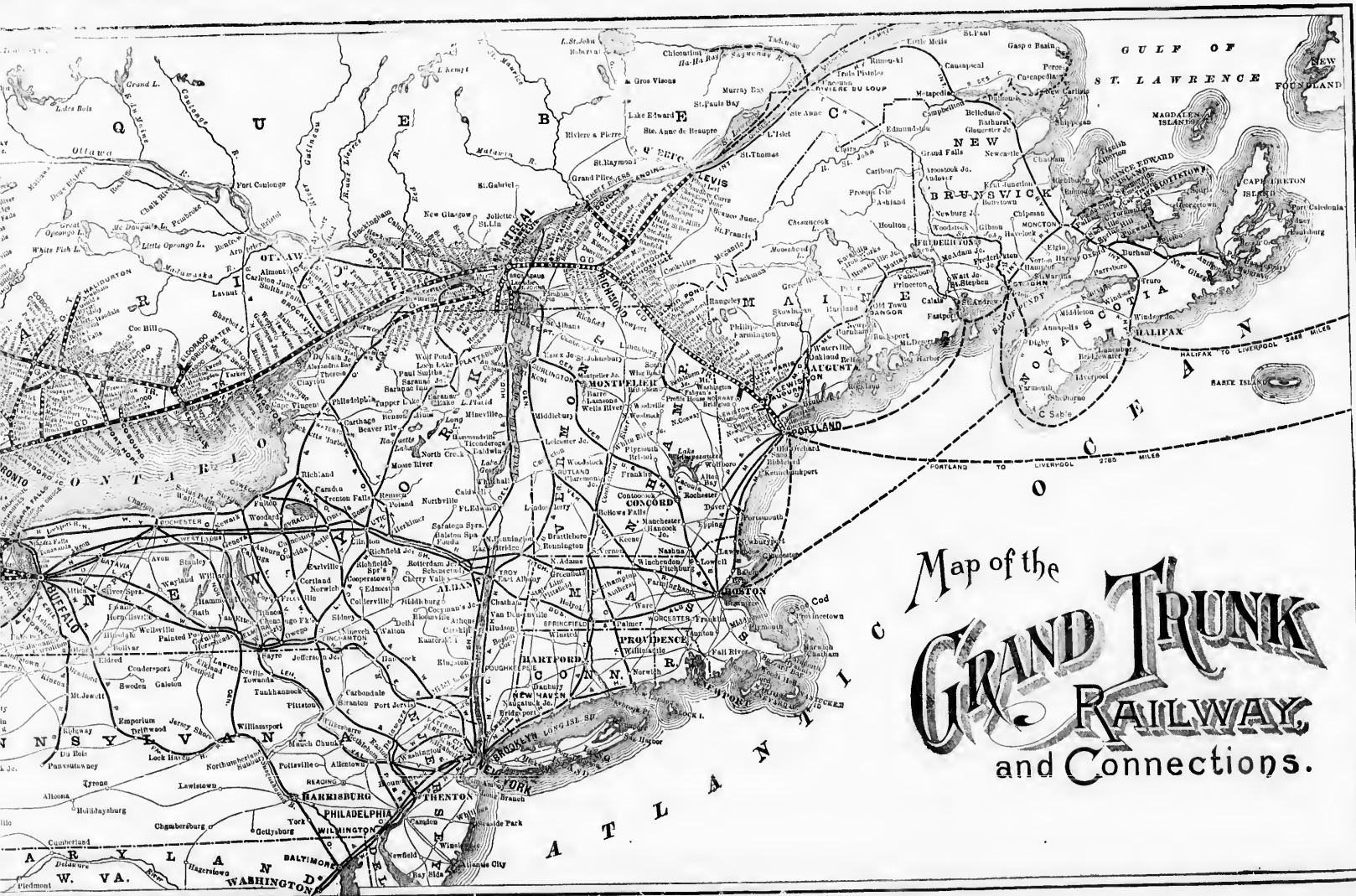
#### JACQUES CARTIER SQUARE,

which extends to the Steamboat landing, and is ornamented with a statue of Nelson. On the east side of the square, facing the City Hall, are the old buildings formerly known as the Chateau de Ramezay, venerable for their historical association, erected in 1722, and which in early days served as a Government House. Here it was that during the occupation of the city by the Americans the celebrated Benjamin Franklin, Charles Carroll, and Samuel Chase, the commissioners of Congress, held their councils of war, and beneath its roof the first printing press ever used in Montreal was set up to print the manifestos.

Westward from this point the street is lined with handsome shops, conspicuous amongst which is the old established fur house of Lanthier & Co'y., until we come to the







Map of the  
**GRAND TRUNK**  
 RAILWAY  
 and Connections.

1770--THE SARATOGA--1895

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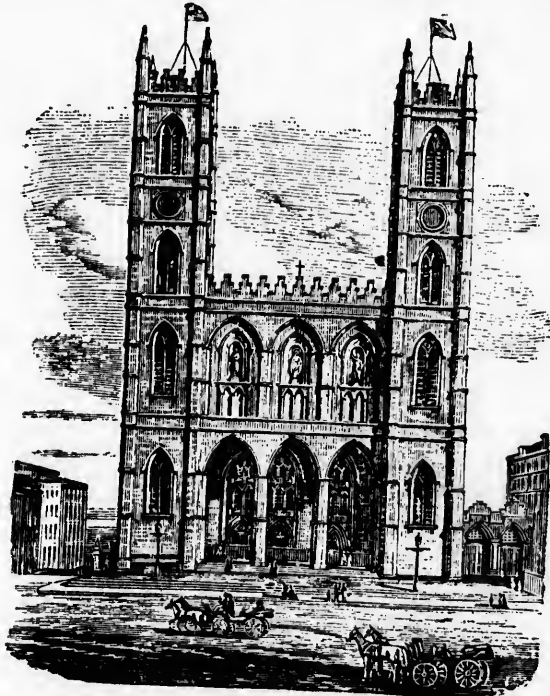
**RED SPRINGS COMPANY,**

SARATOGA SPRINGS, N. Y.

CHURCH OF NOTRE DAME,

facing Place d'Armes Square, whose towers are seen in such bold relief as we approach the city from the water.

This is the largest completed edifice of the kind in America, except the Cathedral of Mexico; the found-



ations of it were laid in 1672, and a church, on the present site, completed in 1678. In 1829 it was opened for public worship. The pile was intended to be repre-

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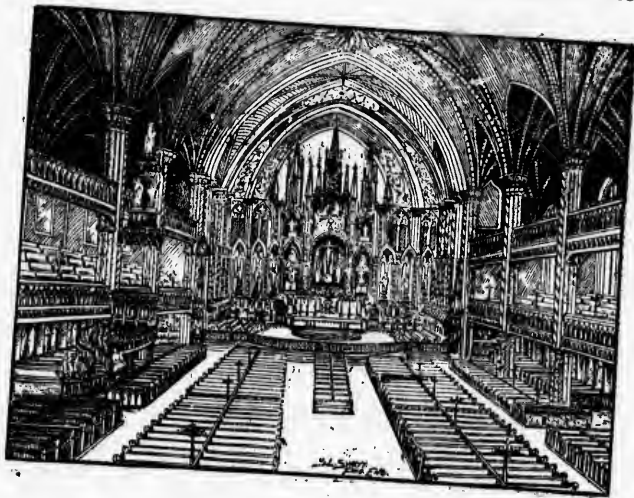
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sentative of its namesake, Notre Dame of Paris. Its towers are 227 feet in height, and contain a peal of eleven bells, unrivalled on this continent. The "Gros Bourdon" of the western tower is numbered among the five heaviest bells in the world. It weighs 24,780 pounds, is six feet high, and at its mouth measures eight feet seven inches in diameter. The nave of the



INTERIOR OF NOTRE DAME CHURCH.

church, including the sanctuary, is 220 feet in length, nearly 80 feet in height, 69 in width, exclusive of the side aisles, which measure  $25\frac{1}{2}$  feet each, and the walls are five feet thick. The church will hold 12,000, and on extraordinary occasions, when chairs are used, 15,000 persons.

That venerable pile of buildings next Notre Dame Church is the headquarters of the Seminary, the seigneurs of Montreal, one of the wealthiest bodies to be found anywhere. After this we pass through a number of fine retail shops on both sides of the street. A little further on we reach McGill St., a broad thoroughfare extending from the landing place of the upper river steamers to Victoria Square. A short distance up McGill street bordering the square is

ST. JAMES STREET,

which starts at the Court House, where it joins Notre Dame street, and runs westerly in a parallel direction to it.

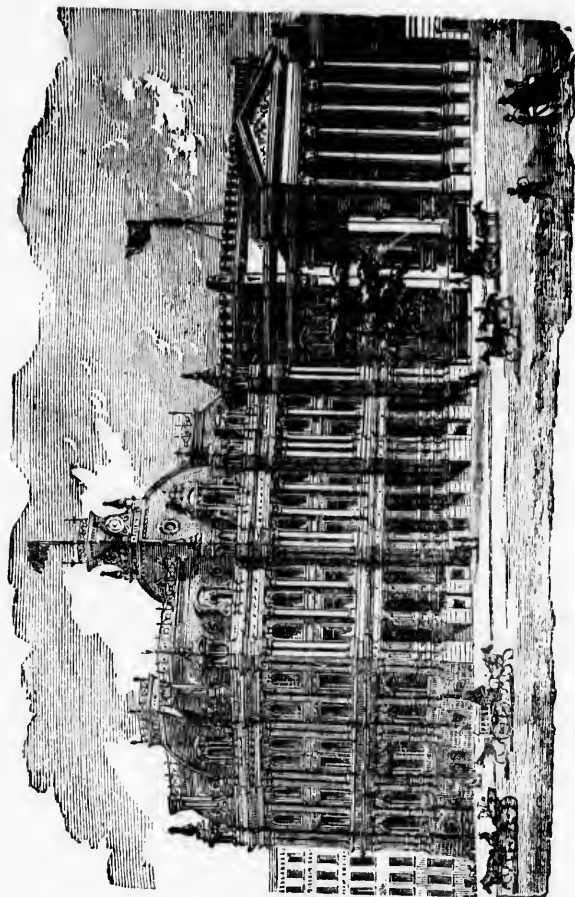
Immediately adjoining the Court House and facing this street is a quaint, old-fashioned stone building formerly known as the St. Gabriel's Presbyterian Church. This is the oldest Protestant church standing in Montreal, but the congregation has long since moved to more modern quarters in St. Catherine st. the upper part of the city.

On our way west along St. James st. we come to St. Lawrence Main st., a handsomely built and well paved thoroughfare, which is lined with fine retail shops. Near the junction of this street with Craig st. is the establishment of L. J. A. Surveyer, which is in itself a bazaar of all household and toilet requisites, and novelties in house furnishings. A short distance higher up is the piano establishment of T. F. G. Foisy, where everything in the musical line can be procured, as well as sewing machines, etc.

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POST OFFICE AND BANK OF MONTREAL.

Returning to St. James st., we pass the fine new building of *La Banque du Peuple*, and come to the place d'Armes square, framed in, as it were, by the Corinthian portico of the Montreal Bank, the Ionic colonnade of the Imperial Buildings, and the towers of Notre Dame.

On the left hand of the square are the lofty sandstone buildings of the Royal Insurance Co., the Ontario Bank of Ohio sandstone, and the Liverpool & London Insurance Company's office. This row is a pretty piece of street architecture. On the right hand side is a fine block called Muir's buildings. The fourth flat is occupied by the honorable fraternity of Freemasons. Next is the elegant building, occupied by the Jacques Cartier Bank, in the modern French Renaissance style, and at the corner the peculiar architecture of the New York Life towers up in its handsome dress of brown sandstone.

The Bank of Montreal, built in the Corinthian style of architecture, has a frontage on St. James street of over 100 feet, and extends to Fortification lane in the rear. The entrance is by a portico, supported by immense columns of cut-stone. These are surmounted by a pediment. The sculpture on the pediment is 52 feet long, and weighs over 25 tons, there being over twenty different pieces. The figures are colossal, 8 feet in height for a human figure, and placed at an elevation of 50 feet from the ground. The arms of the bank, with the motto "Concordia Salus," forms the centre of the group. The sculpture is in Binny stone, executed by Mr. John Steel, R.S.A., Her Majesty's sculptor in Scotland.

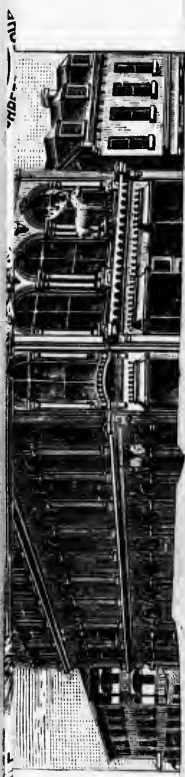
Adjoining is the Post Office, on the corner of St. James and St. François Xavier streets, with a frontage of 129 feet. Its depth from St. François Xavier street to Montreal Bank building is 95 feet. The height of the main building from the ground level to the roof is 88 feet, and from the basement to the summit of central tower 120 feet. The building is constructed of Montreal greystone. The style of architecture is the modern Italian. The Central tower contains a large illuminated clock, with immense dial plate. It cost about \$800,000.

The Bank of British North America, west of St. François Xavier street, is built entirely of cut-stone, and is of the composite style of architecture; opposite this is the establishment of M. Cochenthaler, the headquarters for souvenirs and jewellery.

The Molson's Bank on the corner of St. James and St. Peter streets, is a magnificent building, built entirely of Ohio sandstone. It is three stories in height, with a lofty basement. The style of architecture is the Italian, and is highly ornamented. The main entrance is through a portico supported by highly-polished columns of Scotch granite.

The Merchants' Bank of Canada, said to be the finest building for commercial purposes in America, is situated on the corner of St. James and St. Peter streets. The general design is of modern Italian character, the basement being rusticated and faced with grey Halifax granite, while the rest of the building is built of Ohio sand-stone, with polished Peterhead red granite columns in the principal entrance. Internally, the arrangement is somewhat peculiar, the general banking office being

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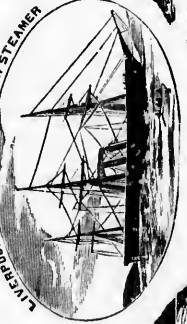
LAKE ST. PETER.

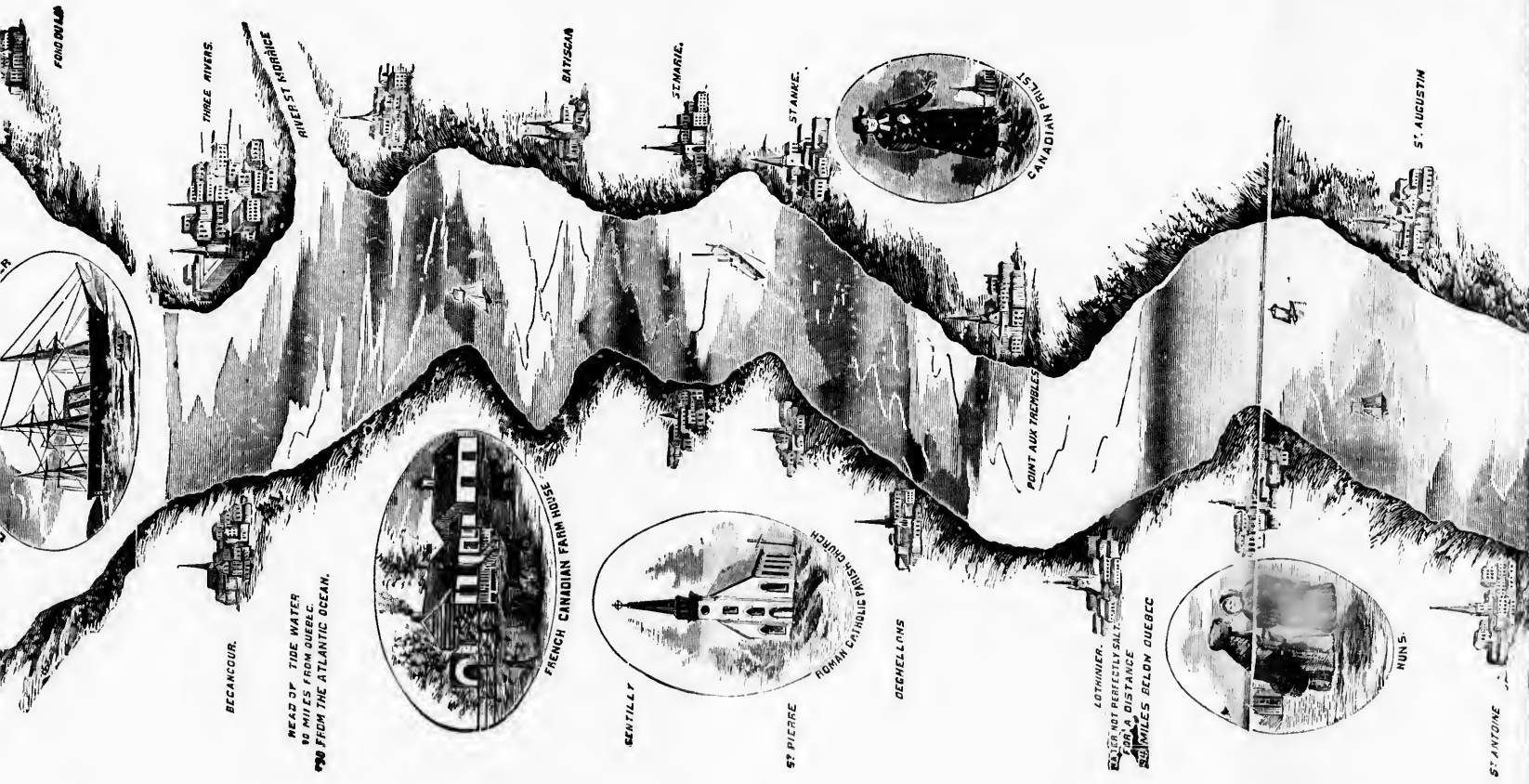
LENGTH 25 MILES  
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WRECK OF RAFT ON LAKE ST. PETERS.



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DESMELLONS

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LOTBINIER  
SOLD FOR NOT PERFECTLY SALT  
FOR A DISTANCE  
30 MILES BELOW QUEBEC

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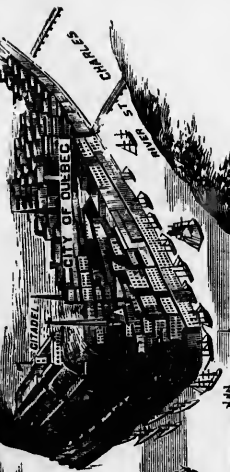


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LORETTE

WOLFS MONUMENT  
PLANS OF ABRAHAM



CITY OF QUEBEC

ST. CHARLES

GRAND TRUNK R.R. PORTLAND  
WHITE MOUNTAINS MONTREAL  
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GULF AND RIVER NAVIGATION  
UPWARDS OF 300 MILES FROM  
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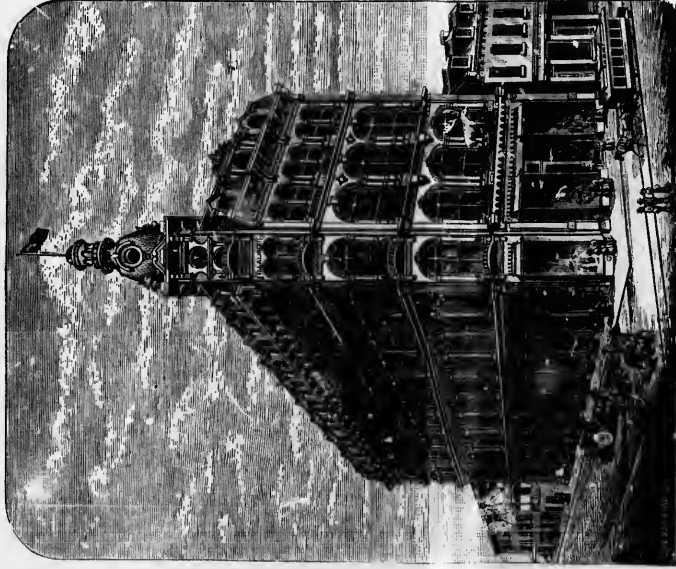


GULF AND RIVER NAVIGATION  
 UPWARDS OF 300 MILES FROM  
 QUEBEC TO THE ATLANTIC OCEAN

ENGRAVED BY  
 JAMES L. COLYERMAN,  
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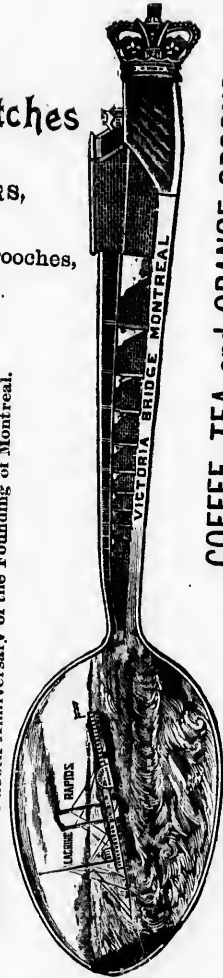
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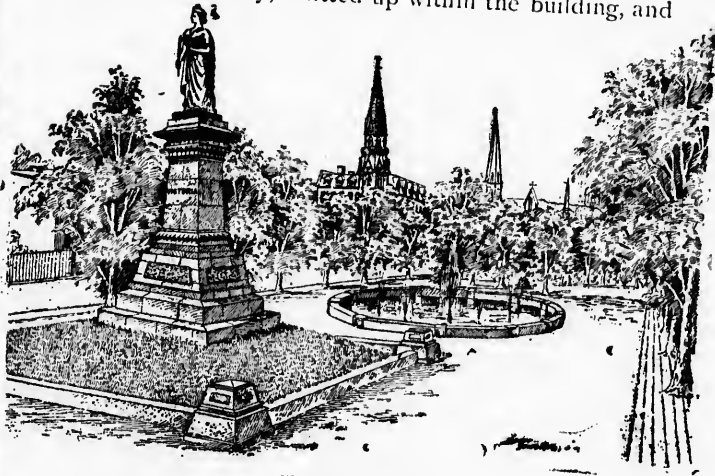


COFFEE, TEA and ORANGE SPOONS.

COFFEE, TEA and ORANGE SPOONS.



arranged at the back of the building, approached by a central corridor from the street. The windows are filled with double sashes, the inner one glazed with plate-glass. The bank room windows and doors are fitted with Burnett's patent wrought iron revolving shutters, and electric bells are used throughout. A telegraph office, with wires communicating with all the telegraph systems in the city, is fitted up within the building, and



VICTORIA SQUARE.

a handsome electric clock marks the time, with dials in five different parts of the structure.

A short distance on are some of the handsomest shops in the city, chief amongst which are the well-equipped fancy goods and souvenir house of R. Hem-sley, and the fur warehouse of John Henderson & Co.

At the intersection of McGill street with St. James is the very fine new sandstone building erected by the

Bank of Toronto, and the open space fronting it is Victoria Square, neatly laid out, the centre being occupied by a large fountain. At the south end of this square is placed the beautiful bronze statue of Her Majesty Queen Victoria, from the studio of Mr. Marshall Wood. A short distance west facing this street is the beautiful Bonaventure Station of the Grand Trunk Ry., from which trains on the Central Vermont, Delaware & Hudson, Canada Atlantic and Adirondack, (N.Y. Central) Rys. also start.

#### CRAIG STREET

is the next street parallel with those we have mentioned, and has several places of interest, amongst which is

#### VIGER SQUARE

at the junction of St. Denis and Craig, one of the finest squares in Montreal. It contains three fountains, the largest one in the centre of the square. Close by this fountain is a neat conservatory which supplies the other squares of the city with plants. The grounds are beautifully laid out, and the utmost care and discrimination have been displayed in the choice of trees and shrubs, which are plentifully cultivated. Facing it is Trinity (Episcopal) Church, which has the most graceful spire in the city.

Chief among the public squares and gardens of Montreal in size and in historic association is the Champ de Mars. In 1812, the citadel or mound on the present site of Dalhousie square was demolished, and the earth

of which it was composed was carried over and strewn upon the Champ de Mars. But the site and general outlines of the ground itself belong to a higher antiquity. The Champ was a scene of promenade in the old French days, and many is the golden sunset that fired the leafy branches of its Lombardy poplars, as beaux, with peaked hats and purple doublets, sauntered under their graceful ranks in the company of short-skirted damsels. The chief glory of the Champ de Mars is its military history. With the single exception of the Plains of Abraham, there is no other piece of ground in America which has been successively trodden by the armies of so many different nations in martial array. The Champ is immediately behind the Court House, and fronts Craig street; opposite it is the Drill Shed and Armory of a number of the city volunteer corps.

The Board of Arts and Manufactures is a commission nominated by the Provincial Government for holding industrial exhibitions, carrying on schools of technical art, etc. It occupies the large building at the east end of the Champ de Mars, formerly occupied by the Geological Survey.

The building situated on the corner of Craig and Victoria square is one of the finest in the city. The style is the mediæval or decorated Gothic. The foundation and some four feet of the base is of Montreal limestone, but the superstructure is of Ohio sandstone. The building has one feature, distinguishing it from every other secular or ecclesiastico-secular structure in the city, namely: a richly crocketed spire, springing from a dwarf arcaded tower on the corner facing Craig street



and Victoria square. The effect is striking and highly favorable. This was formerly occupied by the Y.M.C.A. Association, which, however, not satisfied with the possession of so fine a building, have erected one on a grander scale on Dominion square, opposite the Windsor Hotel.

The street which bounds Victoria square on the west is the main avenue from the fashionable residential part of the town to the business part. A short distance up its steep incline, at the junction of Lagauchetière street, is a cluster of handsome stone churches of Gothic architecture :—St. Bartholomew's Reformed Episcopal ; with St. Andrew's, Presbyterian, facing it ; and on the opposite side of the street the Unitarian Church of the Messiah, with St. Patrick's, Roman Catholic, almost adjoining.

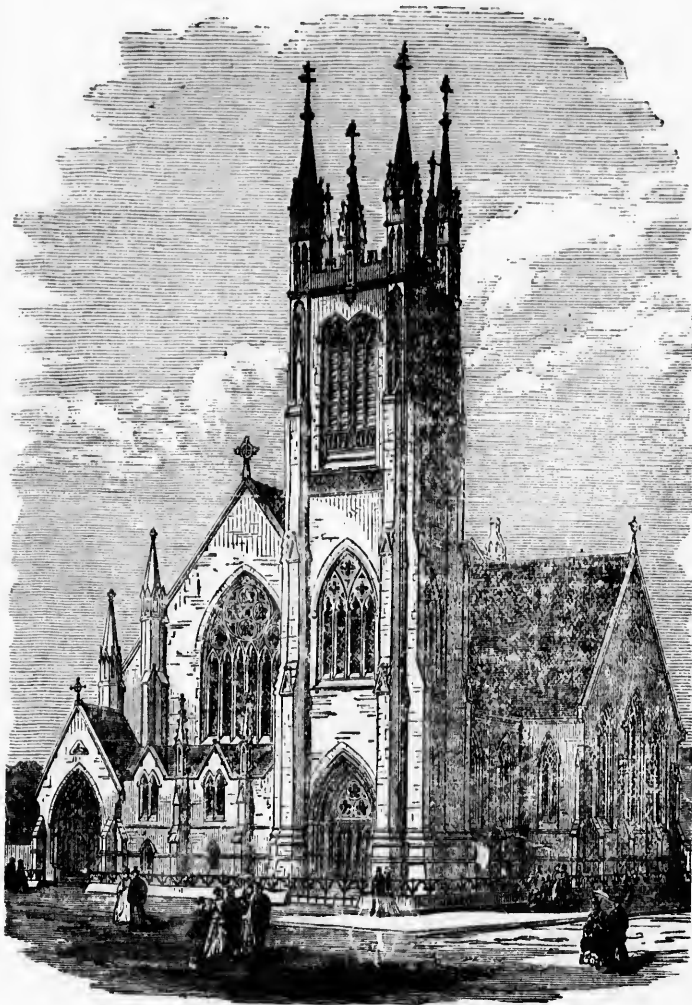
#### DORCHESTER STREET,

the next main avenue of importance, contains several fine churches. A short distance to the east, after mounting Beaver Hall Hill, the ascent mentioned, near its conjunction with Bleury st., is the College of St. Mary's, largely attended by the youth of Canada and U. S. It is conducted by a large staff of Jesuit Fathers. Adjoining is the Church of the Gesu, which is beautifully frescoed and ornamented, the work of foreign artists principally, in which are delineated incidents in the lives of Christ and the apostles. At the corner of St. Monique and Dorchester sts. is St. Paul's Church, the handsomest Presbyterian church in the place, in the early English style, with a very striking tower.

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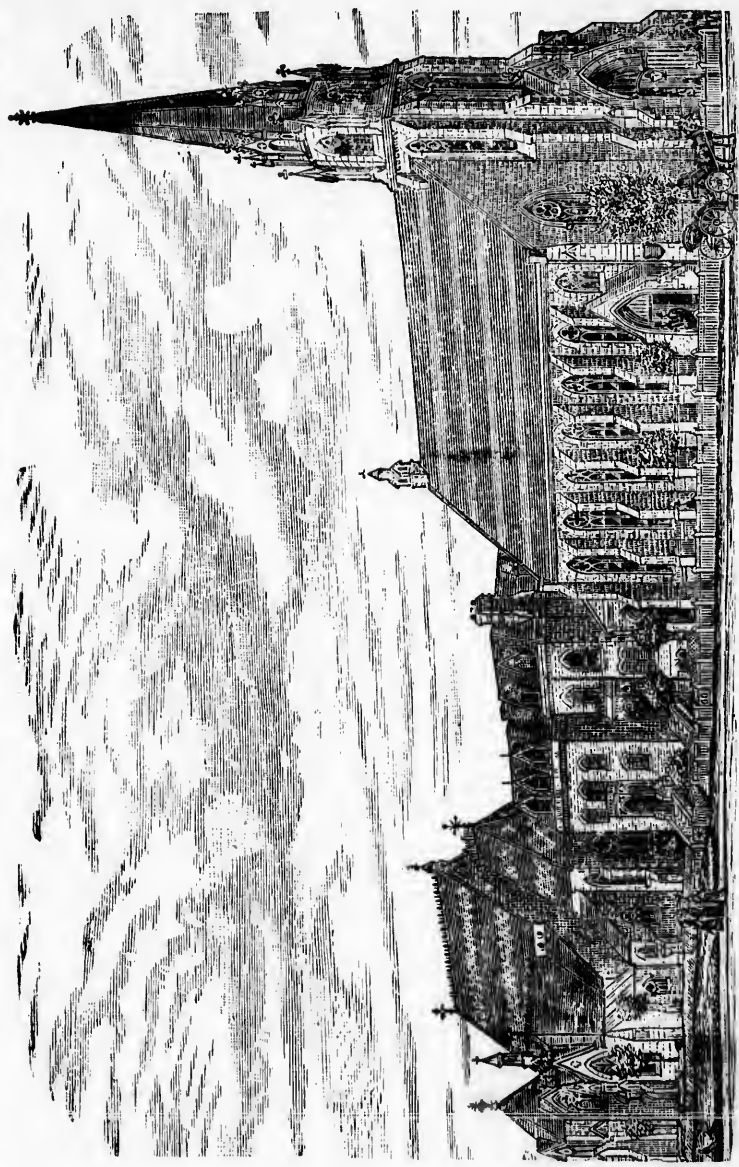


ST. PAUL'S CHURCH.

## TURKISH BATH INSTITUTE.

The Turkish Bath Institute has become one of the best known public institutes in Montreal. It is centrally situated, being on St. Monique street, at the foot of McGill College avenue, and not far from the Windsor Hotel. The building is five stories high, towering over the surroundings, and contains one hundred and fifty apartments. The baths, situated in the first story, are complete in every detail, roomy and luxurious. No baths on the continent are better fitted for the administration of the Turkish or hot air bath, and all forms of hot and cold water bathing in the most efficient and enjoyable manner. In the treatment of the sick the baths are supplemented by Massage and Swedish movement treatment, together with that strict attention to physiological law and nature's simplest means of cure which the most advanced thinkers in the medical world are now so earnestly inculcating. The success of this Institute in the treatment of the ailing, particularly rheumatic cases, and the different forms of blood disease, is undeniable. In 1889, an artesian well, 1550 feet deep, was added to the attractions of the establishment, and is yielding an unlimited quantity of sulphur water. The immense swimming bath of the Institute is supplied with this valuable medicinal water. A prominent feature of the Montreal Turkish Bath is the accommodation for travellers. About 75 rooms are devoted to this purpose. The superior character of the rooms and furnishings, the choice and healthful dietary, and the attraction of the baths, have made a great success of the hotel department of the Institute. The sanitarium department

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ST. GEORGE'S CHURCH AND THE DOMINION METHODIST CHURCH.

is in charge of D. B. A. Macbean, M.D., who built the original baths in 1869. Dr. Macbean is an earnest representative of modern rationalism in the science of medicine. He is the pioneer, in Montreal, of this school. The business management is in the hands of Mr. F. E. McKyes, to whom application for circulars or information should be addressed.

#### DOMINION SQUARE

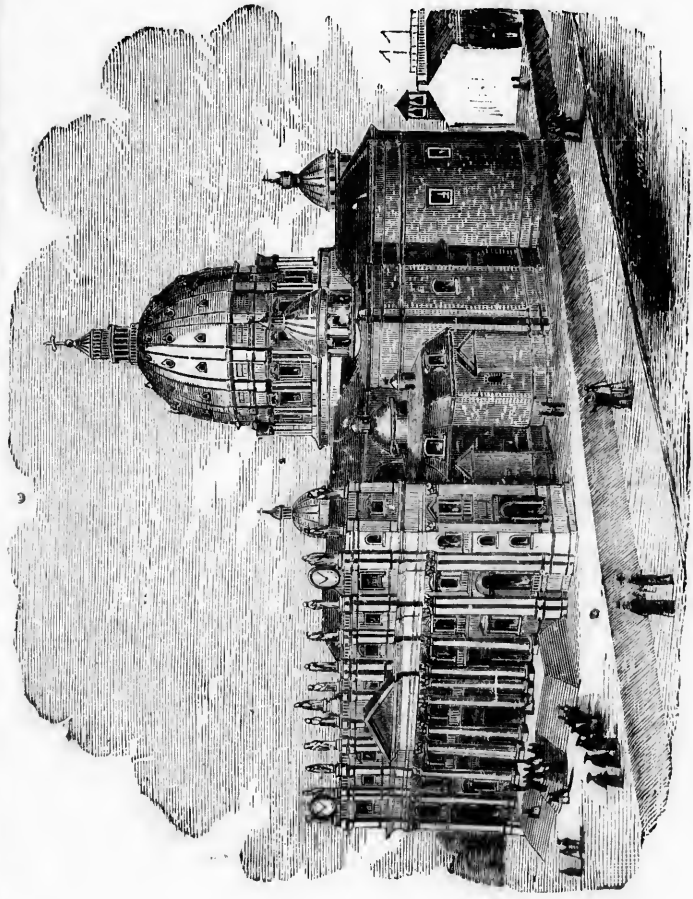
is next reached, at the corner of which is the

#### CATHEDRAL OF ST. JAMES,

recently completed, and, popularly called St. Peter's from being designed to reproduce on a smaller scale the points of St. Peter's at Rome suitable to the Canadian climate. Already we have the domes and the façade in the classic style, but the interior remains to be fashioned and ornamented with as much grandeur as financial considerations will admit. At the lower corner of the square and Osborne st. is a handsome massive structure, the Windsor st. station of the Canadian Pacific Ry., from which trains leave for all parts of the United States and eastern and western Canada; opposite it is the large, handsome and symmetrical church of St. George's, Episcopalian, with interior decorated in very rich style. At the corner facing the Windsor Hotel is the handsome new building of the Y. M. C. A. mentioned.

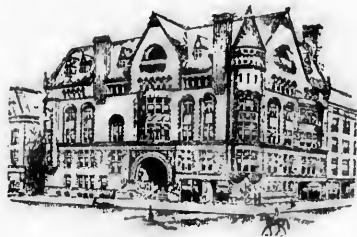
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ST. JAMES CATHEDRAL.

A number of fine, large churches are next met. The Dominion Square Methodist at the corner, and the American Presbyterian near Drummond street, with Crescent church, Presbyterian, west of Drummond street; near the intersection of the latter is



NEW Y. M. C. A. BUILDING.

#### VICTORIA SKATING RINK,

the largest and best rink in Europe or America. It is 250 by 100 feet, and when lighted at night with gas and electricity presents a dazzling sight, particularly on carnival night, when the ice is crowded with hundreds of graceful skaters in every variety of costume. Some distance on, near Guy street, is the celebrated

#### GREY NUNNERY

founded in 1642. This edifice covers an immense area, and the chapel and wards of the nunnery are annually visited by numbers of tourists. The old nunnery near the river, so long the centre of attraction from its quaint appearance and solemn-looking walls, has given way to beautiful warehouses and stores.

## ST. CATHERINE STREET.

In the eastern part of this street, near the intersection of Colborne avenue, are the Kennels of the Montreal Hunt Club, the largest and best conducted hunting establishment in America. Everything connected with it is most complete and convenient in appointment and management. The hounds are from the best strains of the Old Country, and the live fox alone is hunted at the brilliant meets of the club in autumn and spring. Near this on Papineau Avenue is the Piano Manufactory of Foisy Frères, where the finest instruments are turned out.

At the corner of St. Denis and St. Catherine are two notable churches, the large edifice of St. James, Roman Catholic, with convent adjoining, and that of Notre Dames de Lourdes, in some respects the most remarkable and beautiful church in the city. The architecture of the latter is Byzantine and Renaissance, of the Venetian type, and the interior is frescoed beautifully by the brush of Mr. Bourassa, whose genius has given expression in painting to the doctrine of the Annunciation in a series of lovely scenes from the life of the Virgin.

Near the corner of St. Catherine and St. Urbain streets is the

## COMMERCIAL ACADEMY.

a handsome building in pretty grounds, which is largely attended by the youth of the French population. Facing it in the rear, and separated by Ontario street, is St. John's Church, where the Ritualists of the Episcopal



Church worship. A long line of low brick buildings faces St. Catherine street, westward of the gates of the Commercial Academy; this is the Nazareth Asylum for the blind, and the chapel, though unpretentious from the exterior, is within beautifully ornamented with scenes by M. Bourassa, the painter of the Notre Dame de Lourdes Church. Passing Bleury street, the new and handsome Methodist

CHURCH OF ST. JAMES

is reached, with its beautiful St. Catherine wheel over the entrance, built at a cost of \$300,000. The

FIRST BAPTIST CHURCH AND ST. GABRIEL'S,

Presbyterian, face each other a little further on; and at the corner of Phillips square is the

ART GALLERY,

where there is a good collection by native and foreign artists.

On the west side of Phillips Square is

CHRIST CHURCH CATHEDRAL,

Episcopalian, which in unity of design and symmetry of proportion surpasses anything of its kinds on this continent. It is in the early English style, and is in the form of a Latin cross. The stone used is Montreal limestone, faced with white sandstone from Caen in Normandy. The Fulford Memorial at the side is very handsome, and in keeping with the architecture of the church.

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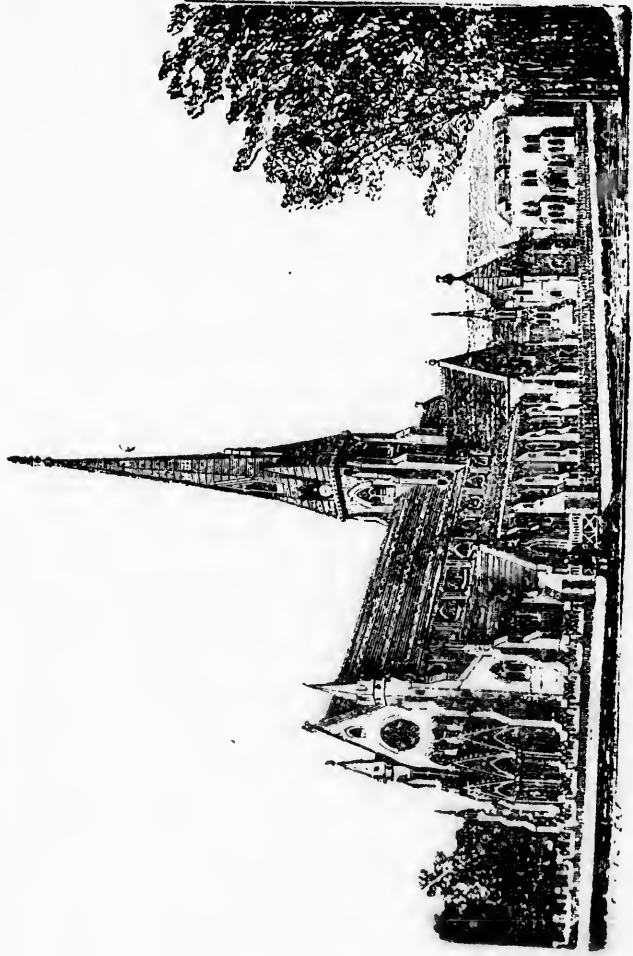
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CHRIST CHURCH CATHEDRAL.

THE NATURAL HISTORY SOCIETY

has a building a few doors below St. Catherine street, in University Street, which bounds the Cathedral at the west end. It contains a good collection of objects, connected with Canadian history and the native race of Canada, as well as of general scientific interest. As we go west there are several fine churches facing this street.

ERSKINE CHURCH,

Presbyterian, corner of Peel, in Gothic style, of rough limestone, faced with dressed stone.

EMMANUEL CHURCH,

corner of Stanley street, Congregational, in the early English style ; St. James, Episcopalian, near Mackay street.

SHERBROOKE STREET

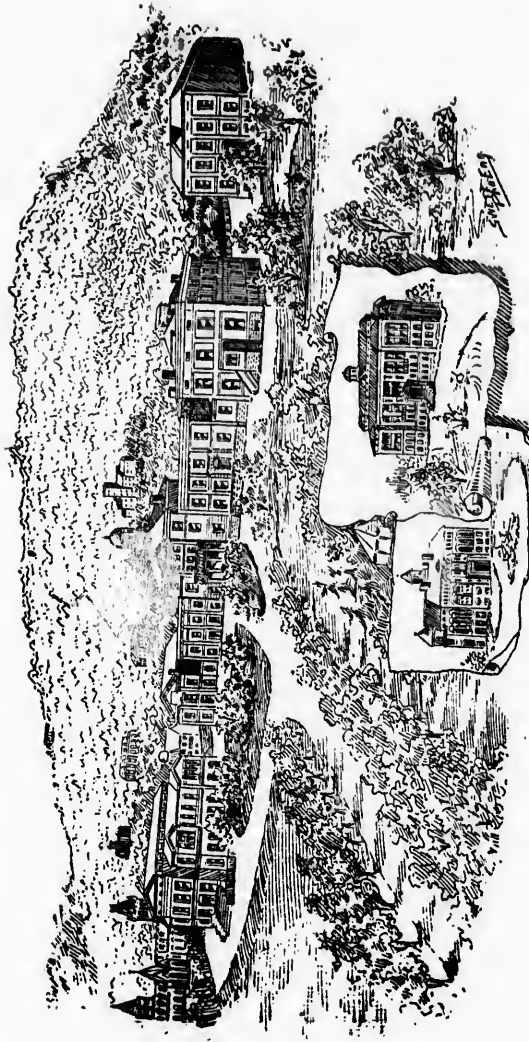
is a broad, handsome street at the base of the mountain, lined with the residences of most of the wealthy citizens of the place. It has, however, several buildings and objects of public interest worthy of inspection. The extreme west end of it is marked by a pile of massive buildings of extensive proportions. This is the educational establishment of the Seminary of the Order of the Sulpicians, and original seigneurs of the Island of Montreal. It is a college for the education of youth and training of priests, and is very largely attended, both from Canada and the United States. The old manor house of the

seigniory is still standing, and near Sherbrooke street the two remaining towers of the mountain fort stand out.



THE SEMINARY.

Amidst the residences of Sherbrooke street, the grounds and buildings of McGill College and affiliated colleges occupy a conspicuous place. This is the chief University and teaching institution of the Province; and beginning with a modest endowment of the Founder, James McGill, of £30,000 in 1813, it has developed, by the aid of handsome donations from wealthy citizens of Montreal, into a most efficient centre of education. The buildings are substantial, without attempt at architectural effect, and comprise—the Medical School, laboratories, etc., at the northeast end; class rooms and laboratories in the centre; and at the west the Molson convocation hall, college museum and library. The Presbyterian, Methodist and Congregational bodies have theological colleges at the west of the ground. The large and handsome building, fronting the college buildings to the left,



MCGILL COLLEGE BUILDINGS.

is the Peter Redpath Museum of Natural History, the gift of that gentleman to the University; while that on the right is the new Science building.

University street flanks this side of the grounds, at the head of which, facing Pine avenue, stands the Royal Victoria Hospital, the gift of two of Montreal's citizens, Lord Mount-Stephen and Sir Donald A. Smith, who with a view of commemorating the Queen's Jubilee, constructed and equipped this beautiful hospital, the city having provided the site.

There are many pleasant drives in and around Montreal, the most popular being those around the Mountains and by the Lachine Road. For the former we take Bleury or St. Lawrence street, passing on our way a limestone structure surmounted by a beautiful dome. This is the "Hotel Dieu," a cloister and hospital. The building with its enclosure covers an area of several acres. Immediately after passing the toll-gate, a road turns to the left leading to the beautiful "Mount Royal Cemetery," the resting-place of the Protestant dead of Montreal, and the grounds will compare favorably with the celebrated cemeteries of the Old World. The Roman Catholic Cemetery adjoins the Mount Royal, and is approached by a road leading to the opposite side of the Mountain. The drive on which we have entered is a very delightful one. A fine view is obtained of the country from Cote des Neiges, across the Island to the "Back River," or Ottawa, with its numerous hamlets, convents and churches; and for a picnic commend us to the *Priests Island* close to the old mill of the rapids,



M'GILL COLLEGE BUILDINGS.







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Sault au Recollet, a delightful spot, and where, during the season, a good day's fishing is to be had.

The drive to Lachine will prove of the greatest interest. The Lower Lachine Road leads along the banks of the St. Lawrence, and during the drive there may be seen the steamer descending the rapids.



HOTEL DIEU.

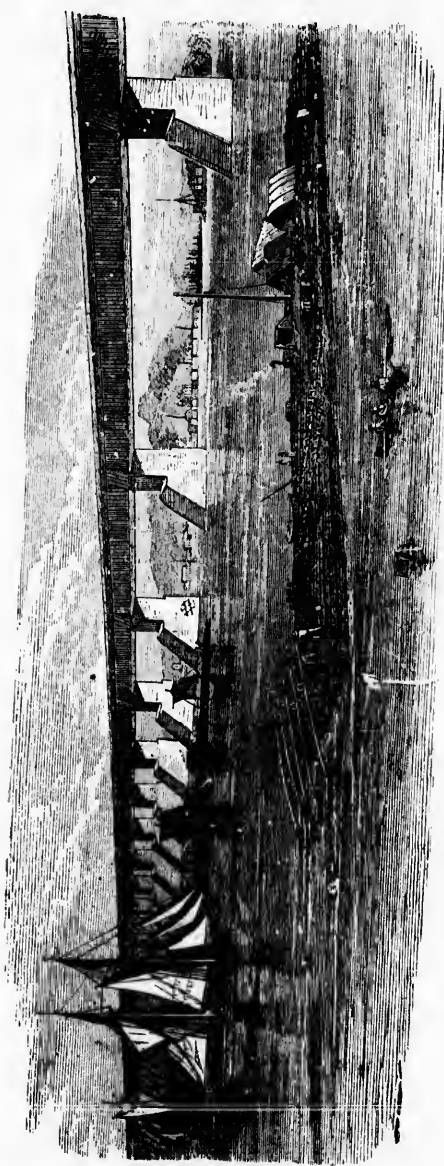
#### A VISIT TO THE VICTORIA BRIDGE

should be made at this point. Visitors are allowed to examine the first tube without an order; and as they are alike, to see one tube is to see all. The Bridge is a wonderful structure, and reflects as much credit on the successful builders as upon the original designers. The tube through which the trains pass rests upon twenty-four piers, and is about a mile and a quarter long. The piers are all at a distance of 242 feet, with the exception of the two centre piers, which are 330 feet; upon these rests the centre tube, which is 60 feet above the summer level of the St. Lawrence. At the centre of the bridge is an opening from which there is a magnificent view of theriver.

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VICTORIA BRIDGE, MONTREAL - THE LONGEST BRIDGE IN THE WORLD.

The bridge is approached by two massive embankments, the one on the Montreal side being 1,200 feet, and that on the south shore 800 feet in length; which together, including the abutments, make the total length of the bridge 9,084 feet, or a mile and three-quarters nearly, constructed at a cost of \$7,000,000.

We shall now leave Montreal and proceed to Quebec, taking as our conveyance the popular Richelieu & Ontario Navigation Company's Mail Line. The two splendid vessels the "Montreal" and the "Quebec" make a trip between Montreal and Quebec every night, except Sunday, during the time that navigation is open. Any traveller preferring the land route can take the train of the Canadian Pacific Ry. (from Dalhousie Station), which runs along the north shore of the St. Lawrence directly into Quebec; or the Grand Trunk Railway, and arrive at Point Levi opposite "the Ancient Capital" (as Quebecers are fond of styling their city), whence a steam ferry will soon convey them across the river; or by the Grand Trunk to Sherbrooke, thence by the picturesque Quebec Central Railway. To ... y, however, the most agreeable route is that selected by us for description. We shall, therefore, go on board the "Montreal" or "Quebec," take a stateroom, and be landed early next morning at one of the quays of Quebec.

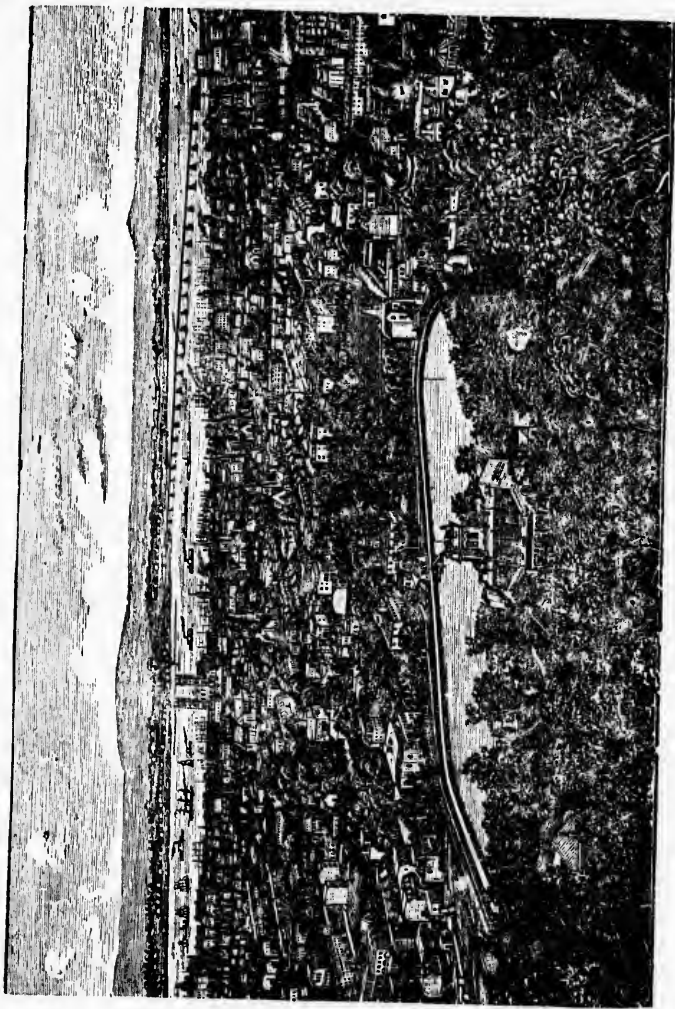
The scenery on this part of the route is not striking, we shall therefore content ourselves with briefly noticing the principal points, many of which our vessel will pass while probably we ourselves are enjoying a refreshing sleep. As we steam out of the wharf, we pass by the

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VIEW OF MONTREAL FROM THE MOUNTAIN.

shores of the Island of St. Helen's, so called after the beautiful wife of Champlain, the first Governor of Canada and the founder of Quebec. Just below the Island is the village of Longueuil, a favorable summer resort of the citizens of Montreal.

### SOREL,

or William Henry, is situated at the mouth of the Richelieu, the outlet of Lake Champlain into the St. Lawrence. It occupies the site of a fort built by the Marquis de Tracy in 1665, and was for many years the summer residence of the English Governors of Canada, and here Queen Victoria's father at one time resided. The population is about 5,000.

Immediately below Sorel, the river widens into a lake called

### ST. PETER,

which is about 35 miles in length and about 10 miles in width. It is very shallow, except in a narrow channel which has been excavated for the ocean steamers and sailing vessels of very large tonnage coming up to Montreal during the summer season.

In calm weather it is pleasant sailing over its waters, but, owing to its shallowness, a strong wind causes its waves to rise tempestuously, and many wrecks, principally of rafts, take place every year.

We now touch at the half-way port of

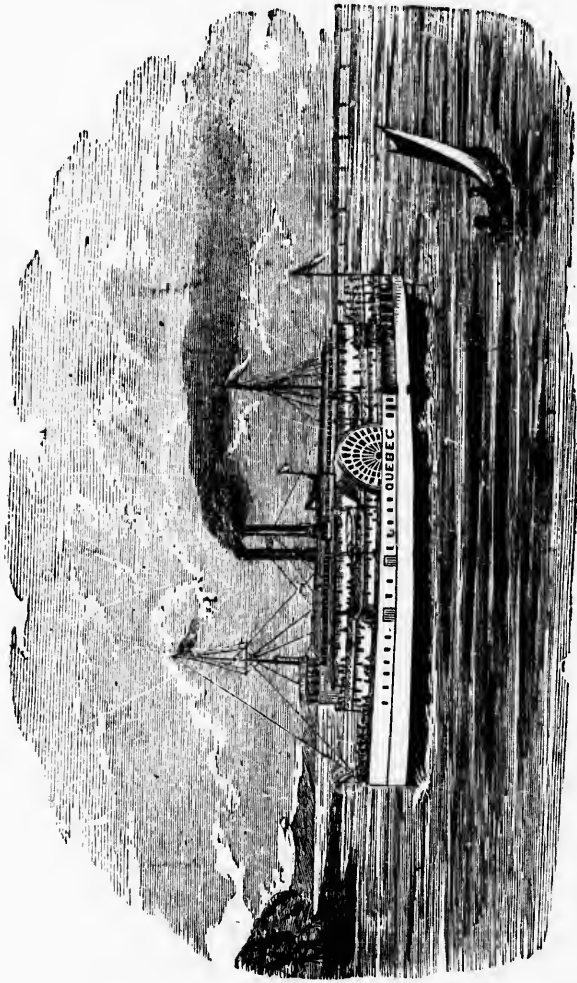
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RICHELIEU AND ONTARIO NAVIGATION CO'S STEAMER.

## THREE RIVERS,

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 Jail, the Roman Catholic Church, the Ursuline Convent, and the English and Methodist Churches. The celebrated St. Maurice Forges, situated near the town, have been in operation for more than a century. The population is 12,000.

## BATISCAN,

a village of little importance, is the last stopping-place before reaching Quebec. Seven miles above Quebec, we pass the mouth of the Chaudière river. A short distance from its entrance are situated the Chaudière Falls. The Falls are very beautiful and romantic, and are annually visited by large numbers of tourists. The river at this point is about four hundred feet wide, and the height of the Falls is one hundred and twenty-five feet. The course of the river is thickly studded with picturesque islands, covered with fine trees, which add much to the beauty of the scenery.

In passing down the St. Lawrence, the country upon its banks presents a sameness in its general scenery, until we approach the vicinity of Quebec. The village and hamlets are decidedly *French* in character, and are generally made up of small buildings, the better class are painted white, or whitewashed, having red roofs.



Frominent in the distance appear the tin-covered spires of the Catholic churches, which are all constructed in a style of architecture 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 raftsmen, some of whom rig out their huge, unwieldy craft with gay streamers, which flutter from the tops of the poles. Thus, when several of these rafts are grappled together, forming, as it were, a floating island of timber, the sight is extremely picturesque; and when the voices of those 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 waters, has a charming effect. Many of these rafts may be seen lying in the coves at Quebec, ready to be shipped to the different parts of the world.

We now come within sight of the "Gibraltar" of America, as the fortified city we are approaching has been called.

### QUEBEC.

Quebec was founded by Champlain, in 1608, on the site of an Indian village, called *Stadacona*. It is the second city in the Province, and has a population of about 65,000. The form of the city is nearly that of a triangle, the Plains of Abraham forming the base, and the rivers St. Lawrence and St. Charles, the sides. It is divided into two parts—Upper and Lower Towns. The Upper Town is strongly fortified, and includes within its limits the Citadel of Cape Diamond, which is the most formidable fortress in America. The Lower Town

is built upon a narrow strip of land which runs at the base of the Cape, and of the high grounds upon which Upper Town stands; and the suburbs of St. Roch's and St. John's extend a'long the river St. Charles to the Plains of Abraham. Quebec was taken by the British and Colonial forces in 1629, but restored to France in 1722. It was finally captured by Wolfe in 1759, and together with all the French possessions in North America was ceded to Great-Britain by the treaty of 1763.



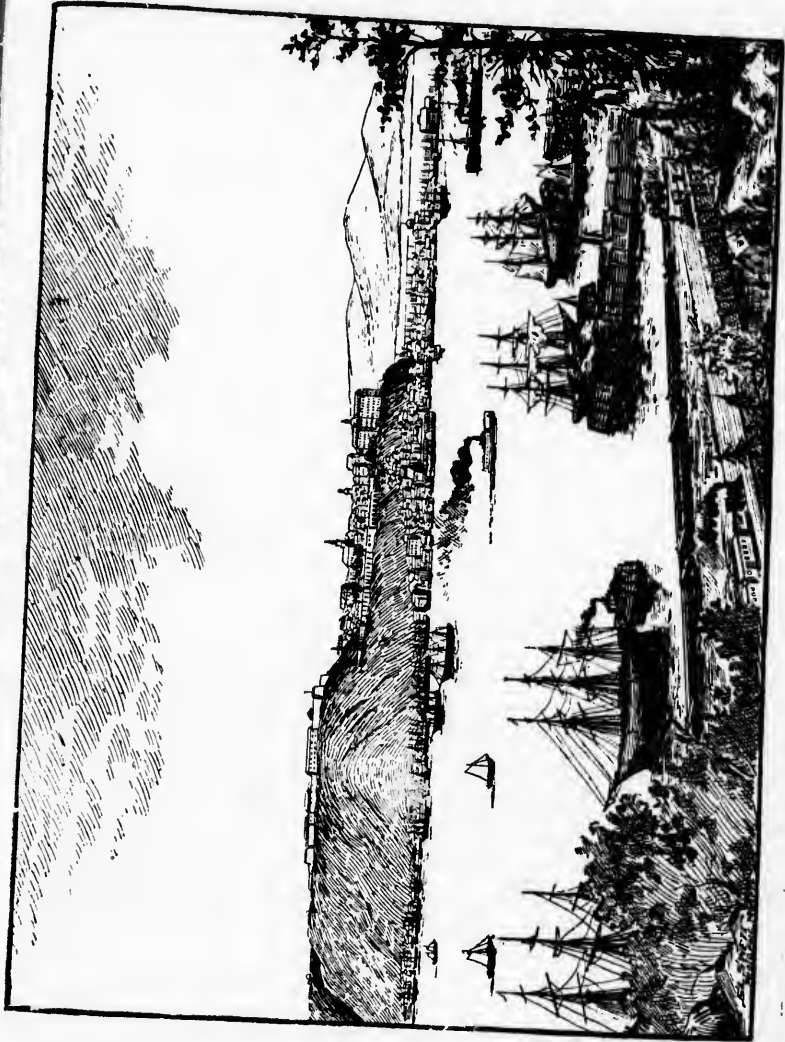
ST. LOUIS GATE.

The principal streets in Quebec, including the city and suburbs are the following: *St. John Street*, which

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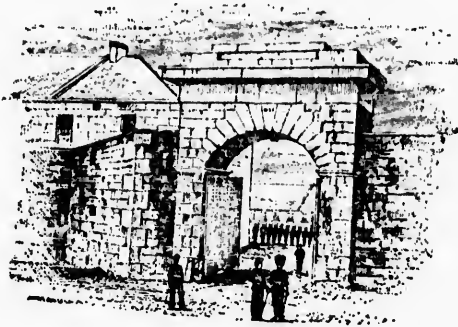


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CITY OF QUEBEC.

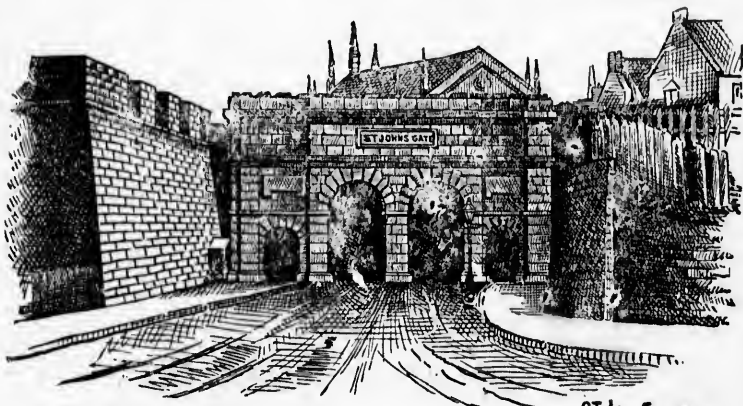
extends from Fabrique street to St. John's Gate in the Upper Town, and is occupied chiefly by retail stores ; *St. Louis Street*, a handsome and well-built street, extending from the Place d'Armes to the old St. Louis Gate, and occupied principally by lawyers' offices and private dwellings. D'Auteuil street faces the Esplanade and the grounds where the military were drilled, and is an elegant street, mostly of private dwellings ; Grande Allée on St. Louis road, outside St. Louis Gate, and leading to the Plains of Abraham, is a pleasant and beautiful street in which are many elegant villa residences ; St. John street without is also a fine street occupied by shops and private dwellings. The principal street in the Lower Town is St. Peter, on which, and on the wharves and small streets which branch from it, most of the banks, insurance companies, and merchants' offices are situated.



OLD ST. LOUIS GATE.

The Citadel, on Cape Diamond, is one of the most interesting objects to visitors. The area embraced within the fortifications of the Citadel is more than forty acres.

The line of fortification, enclosing the Citadel and the Upper Town, is nearly three miles in length, and the guns with which they are mounted are mostly thirty-two and forty-eight pounders. Until the past few years there were five gates to the city, three of which, Prescott, Palace



ST. JOHN'S GATE

and Hope gates, communicated with the Lower Town, and two of which, St. Louis and St. Johns gates, communicated with the suburbs of the same name. About three-quarters of a mile from the city are four Martello Towers, fronting the Plains of Abraham, and intended to impede the advance of an enemy in that direction.

Dufferin Terrace, in Upper Town, is a promenade built out from the edge of the rock on which the town is built, extending for a quarter of a mile to the base of the Citadel

making it the longest place of the kind anywhere. It occupies the site of the old castle of St. Louis, which was burned in 1834, and was erected by a nobleman whose name it bears. It was opened in its present form on June 10, 1879, by the Princess Louise, its former title of Durham Terrace being changed to the present one.

At its eastern end is erected the magnificent chateau Frontenac hotel, in which Montreal capitalists have in-



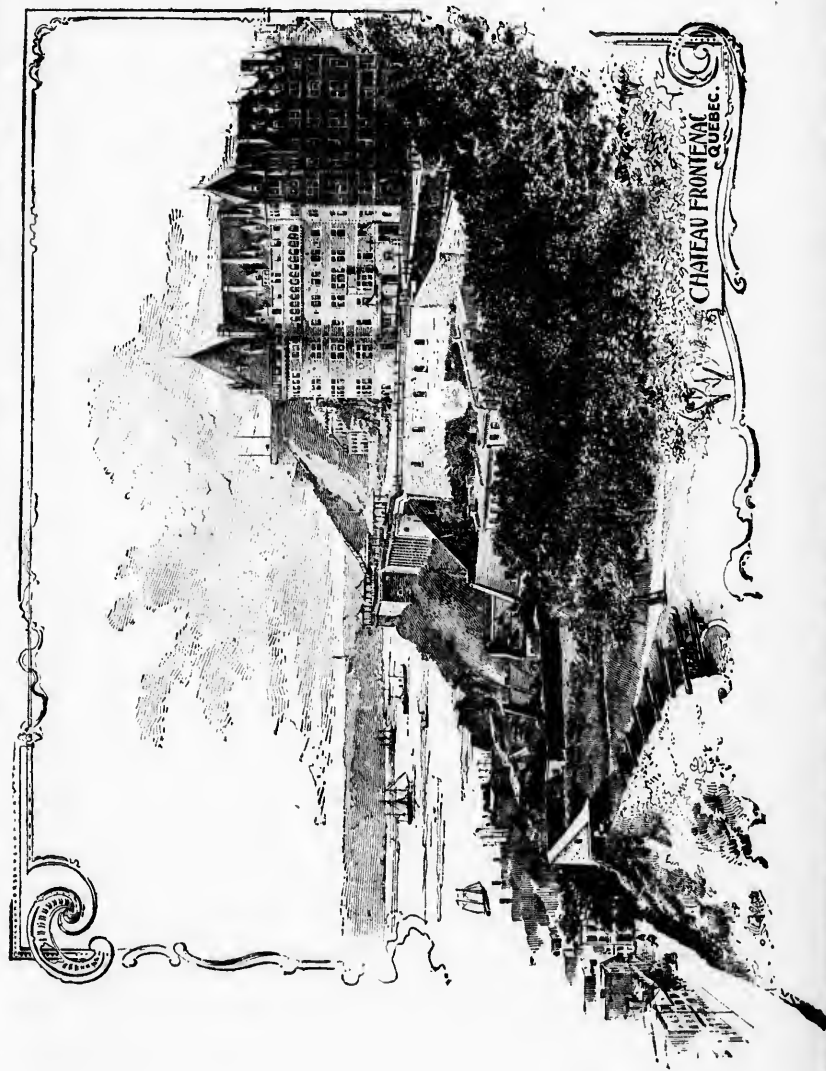
OLD ST. JOHN'S GATE.

vested nearly \$1,000,000. Its site, overlooking the St. Lawrence, is perhaps the grandest on the continent, affording an incomparable view of the picturesque and historic surroundings. It is built after the style of the châteaux of Old France, of course modified to meet modern requirements. The stately structure is seven stories high, and is so planned that every window affords a charming outlook. It contains no fewer than 175



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sleeping apartments, either single or in suites, of from two to eight, as may be required. The chateau is worthy of its grand site, and in the magnificence of its luxurious appointments finds no rival in Canada, and very few in the world.

The Public Garden fronts on Des Carrières Street, Upper Town, and contains a fine monument, which was erected to the memory of Wolfe and Montcalm in 1827. The height of this monument is 65 feet, its design is chaste and beautiful, and no stranger should leave Quebec without visiting it.

The Place d'Armes is an open piece of ground around which the new chateau Frontenac, the Government offices, the English Cathedral, and the old Court House are situated.

The Esplanade is a beautiful piece of ground, situated between D'Auteuil street and the ramparts.

The Basilica or Roman Catholic Cathedral, which fronts on the Upper Town market-place, is a very large and commodious building, but with no great pretensions to architecture. It was founded in 1666 by Bishop Laval, and, being destroyed at the capture by Wolfe, was rebuilt as it is now. The interior is handsomely fitted up, and has several fine paintings by the old masters, which are well worthy of inspection. The church will seat 4,000 persons. It has a good organ.

St. Patrick's Church on St. Helen street, Upper Town is a neat and comfortable building, and is capable of seating about 3,000 persons.

St. Roch's Church, on St. Joseph and Church streets, in St. Roch's suburbs, is a large and commodious build-







KENT GATE.

L

ing, and will seat 4,000 persons. There are several good paintings in this church.

The Church of Notre Dame des Victoires, in the Market Square, Lower Town, is one of the oldest buildings in the city. It has no pretensions to architectural beauty, but is comfortably fitted up, and will seat over 2,000 persons.

#### PROTESTANT CHURCHES.

The English Cathedral is situated between Garden street, St. Ann street, and the Place d'Armes, Upper Town, and is a handsome edifice, 135 by 75 feet, and will seat between 3,000 and 4,000 persons. This church, which was erected in 1804, has a good organ and is neatly fitted up.

Trinity Church, Episcopal, situated on St. Nicholas street, Upper Town, is a neat cut stone building, erected in 1824. It is 74 by 48 feet, and the interior is handsomely decorated.

St. Andrew's Church, in connection with the Church of Scotland, is situated on St. Ann street, Upper Town. The interior is well fitted up, and will seat 1,300 persons.

St. John's Free Scotch Church is situated on Francis street, Upper Town. It is a neat, plain structure, and will seat about 600 persons.

The Wesleyan Chapel, on St. Stanislaus street, is a handsome gothic building, erected in 1850. The interior is well fitted up, and it has a good organ. It will seat over 1,000 persons.

The Congregational Church on Palace street, Upper Town, is a neat building of cut-stone, erected in 1841, and will seat about 800 persons.

The Baptist Church, on St. Ann street, Upper Town, is a neat stone building, and will accommodate 450 persons.

The other principal buildings worthy of notice are :—  
The new Parliament and Departmental Buildings on the Grande Allée on high ground outside the St. Louis Gate. They are of grey stone, and present an imposing appearance.

The Hotel Dieu hospital and church, which front on Palace Street, Upper Town, and connected with the cemetery and garden, cover an area of about ten acres. The buildings are spacious and substantial, and the hospital has beds for about sixty sick persons.

The Seminary Buildings, adjoining the Cathedral, are massive, quaint and interesting. The chapel has some fine paintings.

The General Hospital is situated on River St. Charles, in the St. Roch's ward. The hospital, convent and church are a handsome quadrangular pile of stone buildings, well adapted to the purpose for which they are designed.

The Ursuline Convent, situated on Garden street, Upper Town, was founded in 1641. A number of fine paintings are here to be seen, and application for admission should be made to the Lady Superioress.

Laval University is between the Seminary Gardens and the Ramparts, Upper Town. The buildings, which are of massive grey stone, form three sides of a quadrangle, and have a fine garden in the rear. The Museum, Library and Picture Gallery are worthy of notice.

The Court House and the City Hall are substantial stone buildings, situated on St. Louis street, and well adapted to their respective purposes.

Morrin College, at corner of Ann and St. Stanislaus streets, is a Protestant institution, and contains the libraries of the Historical Society, a rare collection relating to Canadian History.

The Marine Hospital, situated in St. Roch's ward, on River St. Charles, is intended for the use of sailors and emigrants, and is a beautiful stone building of four stories. It was erected at the cost of £15,000, and will accommodate about 400 patients.

The Lunatic Asylum is situated at Beauport, two and a half miles from Quebec, and is an extensive building enclosed in a park of some 200 acres.

The Music Hall is a handsome cut-stone edifice, situated on St. Louis street, Upper Town.

As the seat of French Power in America, until 1659, the great fortress of English rule in British America, and the key of the St. Lawrence—Quebec must ever possess interest of no ordinary character for well-informed tourists. Living is comparatively cheap, and hotel accommodation equal to Montreal in every respect.

A city crowning the summit of a lofty cape must necessarily be difficult of access; and when it is remembered how irregular is the *plateau* on which it stands, having yet for thoroughfares the identical Indian paths of Stadacona or the narrow avenues and approaches of its first settlers, in 1608, it would be vain to hope for regularity, breadth and beauty in streets such as modern

cities can glory in. It is yet in its leading features a city of the 17th century—a quaint, curious, drowsy, but healthy location for human beings; a cheap place of abode. If you like a crenelated fort with loopholes, grim-looking old guns, pyramids of shot and shell, such is the spectacle high up in the skies in the airy locality called the Upper Town. Some hundred feet below it appears a crowded mart of commerce, with vast beaches, where rafts and timber innumerable rest in safety a few feet from where a whole fleet of Great Easterns might float securely on the waters of the famed river. On the Plains of Abraham stands Wolfe's Monument close to the spot where the immortal hero expired and near to the well from which water was procured to moisten his parched lips. A few minutes more bring one to Mr. Price's villa, Wolffield, where may be seen the rugged path up the St. Denis burn, by which the Highlanders and the English soldiers gained a footing above, on the 13th September, 1759, destined to revolutionize the new world, the British being guided by a French prisoner of war, brought with them from England (Denis de Vitre, an old Quebecer), or possibly by Major Stobo, who had, in 1758, escaped from a French prison in Quebec, and returned to his countrymen the English, accompanying Saunders' fleet to Quebec.

The tourist next drives past Thornhill, Sir Francis Hincks' old home, when Premier to Lord Elgin. Opposite appears the leafy glade of Spencer Wood, so grateful a summer retreat that my lord used to say: "There he not only loved to live, but would like to rest his bones." Next comes Spencer Grange, then Wood-

field, the beautiful homestead of the Hon. Wm. Shepard in 1840, and of the late James Gibb for many years after. Then follows lovely Benmore, Col. Rhodes' country seat—Clermont, Beauvoir, Kilmarnock, Cataract, Kelgraston, Kirk-Ella, Meadow Bank, etc., until after a nine miles' drive Redclyffe closes the rural landscape. Redclyffe is on the top of the cape of Cap Rouge, where many indications yet mark the spot where Roberval's ephemeral colony wintered as far back as 1541. The visitor can now return to the city by the same road, or select the St. Foy road, skirting the classic heights where General Murray, six months after the first battle of the Plains, lost the second, 28th April, 1760—the St. Foy Church was then occupied by the British soldiers. Next comes Holland House, Montgomery's headquarters in 1755, behind which is "Holland Tree," overshadowing as of yore the graves of the Hollands.

The tourist shortly after observes the iron pillar, surmounted by a bronze statue of Bellona, presented in 1855 by Prince Napoleon Bonaparte, intended to commemorate this fierce struggle.

In close proximity appears the bright *parterres* or umbrageous groves of *Bellevue*, Hamwood, Bijou, Westfield, and *Sans Bruit*, the dark gothic arches of Findlay Asylum, and the traveller re-enters by St. John Suburbs, with the broad basin of the St. Charles and the pretty Island of Orleans staring him in the face. Drive down next to see Montmorenci Falls, and the little room which the Duke of Kent, Queen Victoria's father, occupied in 1791. A trip to the Island of Orleans, in the ferry, will also repay the trouble; it costs very little—

half an hour of brisk steaming will do it. Cross to St. Joseph, Levis, per ferry steamer, and go and behold the most complete, the most formidable as to plan, the most modern earthworks in the world. Drive to Lake Beauport, to luxuriate on its red trout, then to the Hermitage at Charlesbourg. Step into the *Chateau Bigot*; sit down like *Volney*, amidst the ruins of Palmyra, and meditate on the romantic though unhappy fate of dark-eyed Caroline, Bigot's Rosamond. You imagine you have seen everything; not so, my friend! tell your driver to let you out opposite Ringfield, on the Charlesbourg road, and the obliging proprietor will surely grant you leave to visit the extensive earthworks behind his residence, raised by Montcalm in 1759—so appropriately called Ringfield; hurry back to town to spend the evening agreeably at the Morrin College, in the cosy rooms of the Literary and Historical Society, and retire early, preparing yourself for the great campaign of the morrow.

#### TO THE LAKES! TO THE LAKES!

Here are a few of them:—*Lake Calvaire at St. Augustin, Lake St. Joseph, Lac à la Truite, Lake Philippe, Lake Faune, Snow Lake, Lac Blanc, Lac Sud-ouest, Lac Vincent, Lac Thomas, Lac Claire, Lac McKenzie, Lac Sagamite, Lake Burns, Lac Bonnet*—all within a few hours drive from Quebec, with the exception of Snow Lake. It is not uncommon to catch trout weighing from 12 lbs. to 20 lbs. in Lake St. Joseph and Snow Lake during the winter months.

## LAKE ST. CHARLES,

thirteen miles north-west of Quebec, is one of the most picturesque spots in Canada, and during the summer months is frequently visited on account of its Arcadian beauty. There is a remarkable echo at the Lake which carries some few seconds before repeating the sound uttered. It is then re-echoed, "as though the nymphs of the lake were summoning the dryads of the neighboring woods to join in their sport." To those that are fond of angling, the lake affords an ample supply of speckled trout.

## THE FALLS OF MONTMORENCI.

In taking our departure from Quebec, and on our way down the river we pass this celebrated cascade. These Falls, which are situated in a beautiful nook of the river, are higher than those of Niagara, being more than two hundred and fifty feet, but they are very narrow—being only some fifty feet wide. This place is celebrated for its winter amusements. During the frosty weather, the spray from the falls accumulates to such an extent as to form a cone of some eighty feet high. There is also a second cone of inferior altitude called the "Ladies' Cone," and it is this of which visitors make the most use, as being less dangerous than the higher one. They carry "toboggans"—long thin pieces of wood about 8 or 10 feet in length, by one foot in width, turned up in front,—and having arrived at the summit, place themselves on these and slide down with immense velocity. Ladies and gentlemen both enter



with equal spirit into this amusement. It requires much skill to avoid being capsized, and sometimes people do find themselves at the bottom minus the toboggan.



Visitors generally drive to this spot in sleighs, taking their provisions with them; and upon the pure white cloth which nature has spread out for them they partake of

their dainty repast, and enjoy a most agreeable picnic. They do not feel in the least cold, as the exercise so thoroughly warms and invigorates the system. There are men and boys in attendance, for the purpose of bringing down strangers who may desire to venture down the icy mountain, and to those who can enjoy this kind of pleasure it is great sport. The drive to the Falls is very beautiful; the scenery on the road through Beauport, where the Provincial Lunatic Asylum is built and back again, being full of interest. The distance of these falls from Quebec is eight miles. About two miles above the Falls is a certain formation on the river bank, called "Natural Steps," being a series of layers of the limestone rock, each about a foot in thickness, and for about half-a-mile receding one above the other, to the height of nearly 20 feet, as regular as if formed by the hand of man. They are a great object of wonder and curiosity, and being so near the Falls should certainly be included in the visit.

The visitor to Quebec should not fail to visit the Town of Levis, on whose heights once encamped the English troops in 1759, and bombarded the city. Not long since an encampment of Indians was located at that place, now called St. Joseph de Levis, and the citizens and strangers were then wont to make excursions to interview these dusky roamers. In rear of the Town of Levis are constructed three forts for the protection landwards of the position, They are of triangular formation, the base facing the city, and consisting simply of a wall, without any defence except the ditch, leaving it open to be battered by the guns of the Citadel in the event

of occupation by an enemy. The two other sides are strongly loop-holed casements, protected by a glacis, and having loop-holed caponnières at the angles, to sweep the ditch, and which are reached by subterranean passages. The ditch all round the fort is 20 feet deep by about 40 feet in width, and is crossed at only one point by a drawbridge, which is removed at will. Each fort contains at least one large well, and has accommodation for about 400 men. These forts cost the English Government \$1,000,000.

Within a few miles from the Town of Levis are the Falls of the Chaudière, which by some are considered second to Niagara. They are about 130 feet in height, and command from the beholder a sentiment of awe and wonder. The wild waters rush over the precipice with the same grandeur and magnificence as at Niagara and Montmorency, and the deafening roar stuns, the first few moments, the mind of the most stolid spectator. Here is seen a breadth of water not existent at Montmorency, and there is a grander stretch of scenery which, as it were, entrances the beholder.

Down the valley, in 1775, swarmed the brave Montgomery and his misled followers, and on the banks of this river they first looked up the city which eventually proved their prison or their grave.

Near by is the Church of New Liverpool, famed for its beautiful frescoes. The return to the city by boat is fully recompensed by the delightful view which is afforded of all the prominent points of interest in the Old World City of Quebec.

Railway enterprise has recently opened up to the tourist, as well as the agriculturist, a virgin region watered by the Jacques Cartier River, and embracing

### LAKE ST. JOHN

and its tributaries. Nature has been most lavish with the wealth of varied scenery with which she has endowed these waters, and no more pleasant trip can be made from venerable Quebec than that afforded by the enterprising Quebec & Lake St. John Railway to the lake. To the angler and sportsman this region offers particular attractions, and a trip to Quebec is not regarded now as complete without an outing on the Lake St. John Railway.

### THE LOWER ST. LAWRENCE RIVER.

Having drawn toward the close of our visit to Quebec, we advise the tourist at once to make his arrangements for visiting that very popular resort, the Saguenay. For many years past, thousands of Canadians and Americans have wended their way to this famous river, and the results of their experience have been to make it still more popular. None who have been there but have resolved to repeat the trip the first time they could possibly do so; and to those who have not enjoyed this most lovely of all excursions, we would say in the language of Shakespeare, "stand not upon the order of your going, but go at once." All information concerning the means of transit can be ascertained at the hotel to which we took our *compagnons de voyage*; but in case they may neglect to attend to the

important duty of seeking such requisite knowledge, we would say that during the season steamers run between Québec and the Saguenay, leaving Québec four times a week, on the arrival of the steamers from Montreal. These boats belong to the Richelieu & Ontario Navigation Company. They are elegantly fitted up for the comfort of passengers, and furnished with every convenience; indeed, there is nothing wanting to render the journey down the river most delightful. Once on board, and off, we find ourselves steaming away down stream at a good speed, and turning our eyes from the city we have just left, we see

#### THE ISLAND OF ORLEANS,

known in early days as the Isle of Bacchus, so called from the luxuriant growth of its wild grape vines. It is situated 9 miles below Québec. It is 20 miles in length, and 6 miles in its greatest width. There are several villages scattered over its surface. Like the Island of Montreal, its soil is very fertile. On the right, the top spires of the parish churches glitter in the sun like silver. These and the whitewashed farm-houses are objects characteristic of the country of the habitant. As soon as the Island of Orleans is passed, Cape Tourment of the Laval Mountains is well seen. It rises to 2000 feet; on the highest elevation a cross was erected in 1616, replaced by a small chapel in 1870.

#### THE FALLS OF ST. ANNE.

Seventy miles below Québec the River St. Anne empties into the St. Lawrence. About two miles from

the village are the celebrated falls of the same name. At this point there is a solitary vale of rocks, almost a natural grotto, through the centre of which the stream rushes until it escapes by a narrow channel, and continues its course, rushing downward with ever-increasing velocity. The scene below the cataract is very grand. Five miles below St. Anne's River we pass Grosse Isle, a spot which ever recalls sadness. Thousands who left their homes on the far off shores of Great Britain, with hearts full of the prospect of prosperity in the new world of America, have here found their last resting-place. In one single grave the bodies of about 6,000 Irish emigrants lie interred. Apart from these sad recollections, the "Quarantine" Island is a fair spot, and its scenery is very beautiful. At this point the river widens, and ere long has reached such a width as to render its shores almost invisible from the deck of our gallant vessel.

All along the route the river presents one continuous panorama of the wildest scenery, only second to the noble Saguenay River.

From Les Eboulements downwards, the majestic wall of mountains continues unbroken, until we reach the deep recess of

#### MURRAY BAY.

This is a favorite summer resort, 90 miles from Quebec, a primitive settlement, resting among hills and mountains, possessing good sea bathing, and affording sport to the angler or rifleman. Here also is a valuable mineral spring, whose waters are highly recommended to invalids.

Some miles below Murray Bay,

### THE PILGRIMS

are seen. They consist of a remarkable group of rocks, which from their height are visible at a great distance, the "mirage" seeming constantly to dwell about them, due to refraction of the sun's rays, owing to the rocks being sparsely covered with vegetation. Steaming across the river,

### RIVIERE DU LOUP

is reached. It is one of the favorite summer resorts, and whilst probably not as thronged as some, is frequented by many of the best families of both Montreal and Quebec. The site of the town of Fraserville (the name under which it is incorporated) is very beautiful; on a level plateau at considerable elevation it commands a most extended view of the St. Lawrence and the distant Laurentian Mountains. The lover of Nature will enjoy the beautiful effect of a June or July sunset as seen from here—when the sea-like river lies calmly at his feet, reflecting the distant azure mountains just tipped with golden glory.

Connection is made here with the Intercolonial Railway. Tourists to or from the Atlantic States or Provinces, via Halifax or St. John, take leave of us here. Those desirous of visiting the far-famed watering-place of

### CACOUNA

can, after an exceedingly pleasant drive of about six miles, bordering the sea-shore, find themselves in a

fashionable resort containing numerous private seaside cottages.

#### BAIE ST. PAUL.

It is just a great cleft in the rocks, through which a torrent fed by cascades from the surrounding mountains pours an impetuous stream. The bay is flanked on the east by the lofty Cap aux Corbeaux, named from the hoarse croaking of the ravens that inhabit its wood-crowned crest and inaccessible shelves. Their cries, carried far out on the river by the coming squall, have always been of ill omen to the sailors. The old *habitants* are more than half inclined to think this gloomy cape, constantly enshrouded by clouds, the abode of demons.

There is, too, at Baie St. Paul a portion of the finger of Saint Anne, a relic which makes the church a place of renown. A number of earthquakes have taken place in this vicinity. In 1860, a very severe one occurred, and it is said that in 1791 peaks north of Baie St. Paul were in active eruption.

We now see

#### ISLE AUX COUDRES,

noted for its rich mineral mines, and so named from the hazel trees Cartier found there; it is one of the oldest French settlements, and in itself would furnish material for an article. It was here that, in 1759, Admiral Durell's squadron waited for the rest of Wolfe's expedition. The troops camped for two months on the island whose people had fled to the recesses of the hills behind Baie St. Paul.



We now steer across for the north shore ; a tremendous chasm opens to view, black, forbidding, like the entrance to a world beneath the mountains.

We are at the mouth of the Saguenay. In a moment its weird fascination has seized you, and will hold you spell-bound, so long as you sail through the stillness that



MOUTH OF THE SAGUENAY.

broods over the mountain shores which confine its deep black waters.

To the right of the entrance of this wonderful river is

#### TADOUSAC.

This is a very pleasant spot. There is a fine hotel and in connection with it all kinds of sports for the

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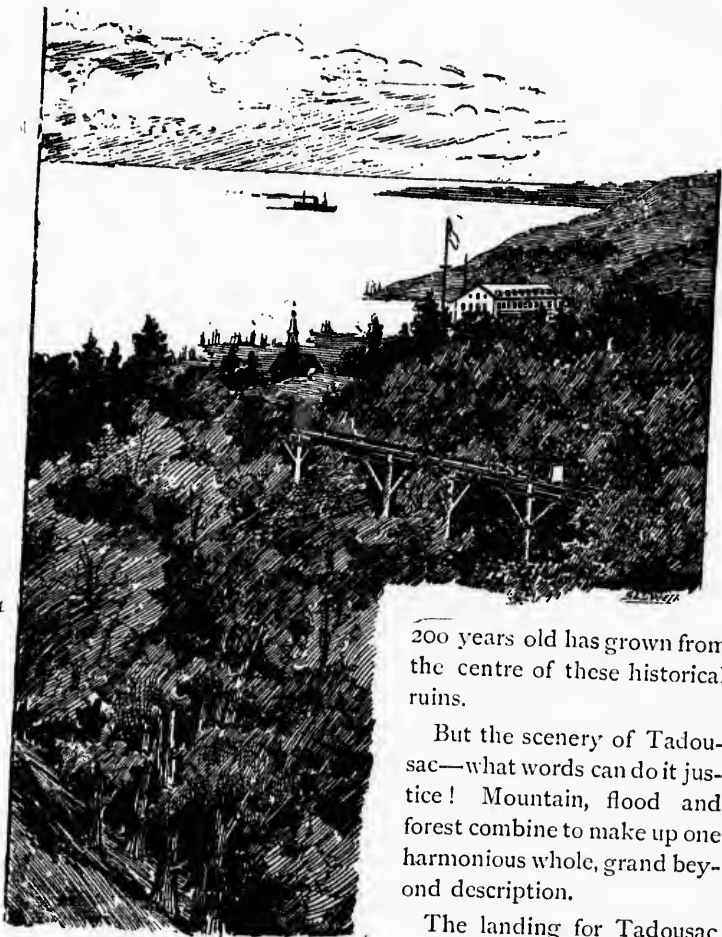
amusement of visitors. Within 3 or 4 miles in the interior there are numerous small lakes abounding with trout, and between Tadousac and St. Etienne, on the Saguenay River, there is very good sea-trout fishing—free to all. Visitors can be supplied with boats and guides. The Steamboat Company's issue of tickets to the Saguenay affords ample time for tourists to lay over. Tickets are good for the season. The hotel has recently been renovated throughout, and the proprietors have spared no means to provide for the comfort of their guests.

Tourists visiting the Saguenay should not fail to spend a few days here. Carriages meet all boats, and a medical attendant resides in the hotel during the season.

The view from the hotel cannot be surpassed, having a stretch of 27 miles of water, St. Lawrence to Green Island on the south shore, while the Bay, pronounced the finest below Quebec, is within 200 yards of the hotel.

The bathing at this place is very superior. A large number of villas have been erected, including one built by His Excellency Earl Dufferin, now owned by Sir R. Cameron, of New York.

Tadousac is interesting from its having been from an early period the capital of the French settlements and one of the chief trading-posts. The great white hotel throws its shadows over the little two-hundred-year-old chapel of the Jesuits, which stands at the foot of its lawn still preserved in all the simplicity of its time. Here are the ruins of a Jesuit establishment, and on this spot once stood the first stone and mortar building ever erected in America, the home of Father Marquette, the explorer of the Mississippi. A cluster of pine trees over



TADOUSAC SHOWING HOTEL.

200 years old has grown from the centre of these historical ruins.

But the scenery of Tadoussac—what words can do it justice! Mountain, flood and forest combine to make up one harmonious whole, grand beyond description.

The landing for Tadoussac is made at l'Anse-à-l'Eau.

This little place is noted as being one of the Government Fish-breeding establishments, where you may see thousands of young salmon in all stages of development, from the ova to lively little fellows a couple of inches long ready to people the shallows of some reputed river; and you may watch hundreds of the parent fish swimming majestically round the pond at the outlet, or leaping in vain at the net-work barrier that separates them from freedom.

Getting abroad again we now steam up the far-famed River Saguenay, the most singular river in the world.

It is not a river with undulating banks and shelving shores and populous villages, not a river precipitous on one side and rolling land on the other, formed by the washing away of the mountains for ages. This is not a river of that description; it is as if the mountain range in bygone days had been suddenly cleft asunder, leaving a rocky gulf 60 miles in length and hundreds of feet in depth.

In ascending the Saguenay for the first time the scale of its scenery is bewildering: everything is deceptive, till even a feeling of disappointment mingles with that of awe. Norwegian fiords are grander, and the Rhine is more picturesque, so the glib tourists say as they wonder at the impression which these seemingly low hills so evidently make upon all on board. But by degrees the immensity and majesty assert themselves. As an abrupt turn brings the steamer close in shore, you realize that the other bank is a mile, aye two miles, distant, and that the black band at the base of the mountains, which roll away one beyond the other, is in truth the shadowed

face of a mighty cliff, rising sheer from the water's edge, like that which now towers nearly two thousand feet above you. There is an indescribable grandeur in the very monotony of the interminable succession of precipice and gorge, of lofty bluff and deep-hewn bay; no mere monotony of outline, for every bend of the river changes the pictures in the majestic panorama of hills, water and sky, and every rock has its individuality; but the overwhelming reiteration of the same grand theme with infinite variety of detail, till the senses are over-powered by the evidences of mighty force—force, which you know, as surely as you see those grim masses of syenite, split and rent by upheaval, scamed and scarred by icebergs, was once suddenly irresistibly active, but has now lain dormant for ages and ages. There is the inevitable sternness of the manifestation of great power, and this effect is heightened by the transparency of the atmosphere, which allows no softening of the clear-cut lines, and heightens their bold sweep by intense shadows sharply defined. There is no rich foliage: forest fires have swept and blackened the hill tops: a scanty growth of sombre firs and slender birches replace the lordly pines that once crowned the heights, and struggle for a foot-hold along the sides of the ravines and on the ledges of the cliffs, where the naked rock shows through the tops of trees. The rare signs of life only accentuate the lonely stillness. A few log-houses on an opportune ledge that overhangs a niche-like cove, a shoal of white sail in the distance, and a wary loon, whose mocking call echoes from the rocks,—what are they in the face of these hills which were made when “the springs

of waters were seen and the foundations of the round world were discovered."

Some writers describe the Saguenay as cold, dreary, inhuman, gloomy. Surely they never saw it with the light of the rising sun streaming through its gorges, gladdening its vast solitudes, dancing on the ripple of current, gleaming over the broad, calm bays, playing on the waterfalls that shine like silver threads among the dark-green firs, searching out the inmost recesses of the giant clefts, throwing warmth and color into grey syenite and sombre gneiss. Did they trace the reflection to Cape Eternity down through unfathomable depths, and then with bewildered eye follow the unbroken sweep of that calm profile upwards and upwards, till sight was led on past the clouds into the infinite? Had the triune majesty of Cape Trinity, stern, solemn, and mysterious, no other impression for them than one of gloom? Did these mountain walls not seem to them like lofty portals, guiding straight into the opal glory that lights the western sky at sunset? Throughout all this grandeur of lonely Nature in her wildest mood there comes a calm which tempers awe. You feel why the Poet-King found in the great rocks his imagery of security, and how truly he sang, "The mountains also shall bring peace."

#### ETERNITY AND TRINITY.

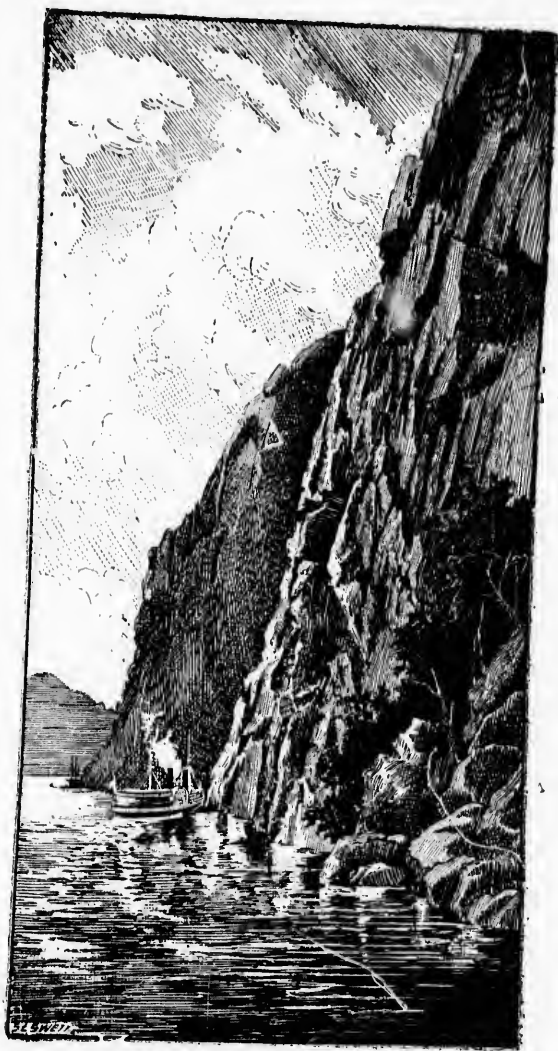
The first rises to a height of 1900 feet and the other to 1800. If the only recompense for a visit to the Saguenay was a sight of these stupendous promontories with Cap Trinity showing its triple steps leading up from the river, the cross and the statue of "The Holy

GUIDE.

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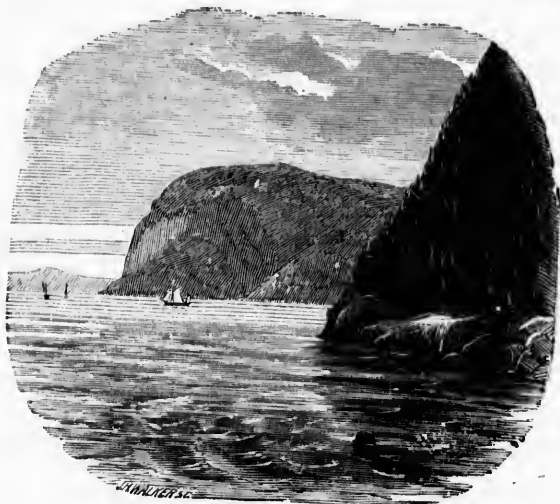


UNDER CAPE TRINITY.

Virgin" recently erected on the mountain, and the profile, we are sure no visitor would regret it.

The statue is built in three pieces of twelve feet each, making it in all 36 feet in height.

The steamers shut off steam when approaching these capes, and the captain shapes his course to give the



CAPE ETERNITY.

passengers the best view. The echo produced by the blowing of the whistle or the firing of a gun is very fine.

After sixty miles of this overpowering ruggedness,

### HA! HA! BAY

is reached. The fields and houses around Ha! Ha! Bay bring back a memory of civilization,—not a very





HA! HA! BAY.

pronounced impression, for the little hamlets of St. Alphonse and St. Alexis, and the scattered cottages which are with difficulty distinguished from the gigantic boulders strewn along the slopes, seem lost in the vast amphitheatre. The story goes that the bay was named from the surprised laugh of the first French explorers, who, sailing as they thought straight up the river, found themselves in this huge cul-de-sac. The name is apter to

express the feeling of relief one experiences when the mountains recede for a space, and afford, as it were, license to speak with unabated breath.

Good fishing can be had here. There is also good shooting to be had in the season, and the trout and salmon fishing is unsurpassed.

The Telegraph and Post-office are quite near the hotel. The scenery of Ha! Ha! Bay, together with its pretty surrounding villages, is unequalled, and every facility is accorded the tourist to visit all points of interest roundabout.

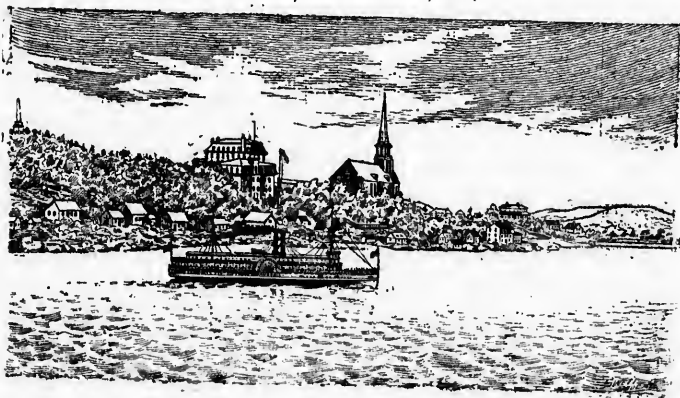
To a geologist the traces of the great convulsion are nowhere more striking than here, where you have the evidences of an almost inconceivable torrent. The bay is, in truth, simply what is left unfilled of one branch of the Saguenay cleft. Twenty miles straight on inland, Lake Kenogami, a thousand feet deep, surrounded by cliffs and mountains, confirms the proof that the immense alluvial deposits which form the greater part of the peninsula-shaped strip from Lake St. John to where the Saguenay and Ha! Ha! Bay separate, are the debris, washed down by a flood like thousands of Niagaras tearing through an abyss opened in a moment. The islands in Lake St. John, and the smooth, rocky hillocks that occur so strangely in the clay lands above Chicoutimi, are the water-polished tops of mountains buried in sand and clay.

At Ha! Ha! Bay arable lands begin. Once beyond the hill, and you can drive on a good road one hundred and fifty miles or so over a score of rivers, away past the southwest shore of Lake St. John.



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But our way lies along the Saguenay. The narrow passage once passed, where the steamer undergoes the stern scrutiny of Cap Est and Cap Ouest, grim and stark cliffs, set only half a mile apart, one begins to see tiny settlements here and there in the ravines between the flanks of the hills and on the narrow strips of the meadow between their base and the river. Trees are more numerous and of a sturdier growth. Cattle are



APPROACHING CHICOUTIMI.

browsing, boats are moving about, and tugs are taking lumber to the vessels anchored in mid-stream.

In the distance the tall spire of Chicoutimi church marks the end of the steamer's voyage, for Chicoutimi is well named, if the derivation from the Cree "Ishkottimew," "up to here it is deep," be correct, and Père Lajeune, in the "Relation" of 1661, says that Chicoutimi is "lieu remarquable pour être le terme de la belle navigation et le commencement des portages."

Chicoutimi is set on a hill and cannot be hid. It is not a city indeed, but it is an incorporated town, the seat of a bishopric. Beautiful for situation, it is the joy of the whole world up here. For are there not sidewalks, and shops, and a convent, and a college.

The country all round Chicoutimi offers the most varied and magnificent scenery with the St. Marguerite range of Mountains in the back-ground, and numerous lakes and rivers with the numberless rapids and falls, one of which is called after the great artist de L'Aubinière, whose painting, la Chute de L'Aubinière, was bought and offered to Her Majesty the Queen of England.

The Chicoutimi River forms a fine fall of forty feet high just at the end of the main street. This river, in its course of seventeen miles from Lake Kenogami, descends 486 feet by seven falls and a continuous series of rapids.

Opposite Chicoutimi is the picturesque village of St Anne, perched on a bold bluff, along the edge of which winds the road which leads to Terres Rompues, the "broken lands," whence you take a last look down the long, beautiful vista of the Saguenay, before you turn to scale the thirty-five miles of falls and rapids that have to be mounted before you see the birthplace of this mighty river, which is as broad and deep and strong at its very beginning as it is at its mouth.

Leaving Tadousac on the return journey, the steamer again makes its way across the St. Lawrence to Rivière du Loup for the convenience of Cacouna passengers. Those desirous can here go ashore, and take the train, by



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the Intercolonial Railway, to Quebec. Having sailed down the river, this will prove an interesting change, and bring them into Quebec much earlier.

Those tourists taking the train at Rivière du Loup can make connection at Point Lévi, which is opposite



CHICOUTIMI FALLS.

Quebec, with trains of the Quebec Central Railway for the White Mountains, which we next intend visiting with them. Those who still keep to the boat, on arrival at Quebec, will probably prefer lying over a day for rest before proceeding on their journey.

QUEBEC TO WHITE MOUNTAINS, *VIA*  
QUEBEC CENTRAL RAILWAY.

The Quebec Central Railway is a new and favorite summer tourist route from Quebec to all White Mountain points. Taking the day train leaving Levis and a seat in the magnificent Monarch Parlor Sleeping Cars, which run through to New York without change, the traveller, while enjoying the good things furnished from the well-appointed buffet car, has from the train a magnificent view of Quebec and the majestic River St. Lawrence. The train leaving Levis follows the shore of the river for several miles, and the Beauport slopes and Falls of Montmorenci are in view; presently it shoots abreast of the Isle of Orleans, whose low shores with their expanse of farmland, and their groves of pine and oak, are still as lovely as when the wild grape festooned the primitive forests, and won from the easy rapture of old Cartier the name of "Isle Bacchus." The delight which this panoramic view affords the traveller is in a few minutes interrupted by the arrival of the train at Harlake Junction, the transfer station with the Intercolonial Railway; leaving here, glimpses of several Canadian villages, cottages with red-painted roofs and the ever-recurring village church, with its tin-covered roof and spire, engage the eye, until the valley of the Chaudière River is entered. This valley is noted for its gold mines, and as being the route by which Benedict Arnold reached Quebec; in the smiling grain-laden fields, rich meadows and picturesque slopes of this sunny region, we see nothing likely to recall the daring hazardous march of

Arnold on his way to Quebec 109 years ago. Proceeding on, we arrive at Beauce Junction, where dinner can be procured at the restaurant opposite the station. Bidding farewell to the Chaudière, and passing St. Frederic, Tring, Broughton and Robertson stations, we reach the famous asbestos mines at Thetford, which to the naturalist or mineralogist will prove most interesting. The place has a volcanic aspect, with earth, rock, and charred timber heaped in uncanny masses. The grey ridge of rocks in which are the open quarries has the appearance of an extinct crater. The asbestos is found in irregular seams interspersed through serpentine rock. The fibre, which is exceedingly fine, runs transversely across the fissures of the rock. It was evidently crystallized into its present form by the action of water. The seams widen as they deepen, showing that they were produced by an upheaval of enormous force. After blasting, the asbestos is "cobbed" off from the rock with hammers. Its fibrous texture renders it valuable in a hundred ways, and new uses are constantly being discovered for it. Steam-pipes are sheathed with it; roofs coated with it to render them fire-proof. It is spun with other fibres into cloth that will not burn. The writer has seen a glove, soft, pliable and warm, spun from the pure asbestos, which enables its wearer to handle red-hot coals with perfect freedom. It is cleaned simply by being thrown into the fire, when the glove becomes snowy white.

At the next station, Black Lake, which name is derived from the beautiful lake, lying deep among the hills hundreds of feet below the railway, asbestos has

also been found in large quantities, and of the best quality. These mines are a short distance up the mountain, but are visible from the passing train. They are operated by two companies—one American and one English, and give employment to about 600 men. Black Lake is one of the most picturesque spots in Canada, and is, during the summer months, a favorite resort for the angler and sportsman, who often land speckled trout weighing from two to six pounds each. The vicinity abounds in lakes and streams, wild and romantic scenes, boundless forests, and rich mines of asbestos, iron, marble and soap stone; gold has also recently been discovered there.

Garthby, on the shore of Lake Aylmer, one of the most beautiful sheets of water in this part of Canada, is the site of an extensive lumbering establishment, as is also Lake Weedon, the next station. Passing Weedon we arrive at Marbleton; the chief industry of this place is its lime and marble quarries, which are worked by the Sherbrooke and Dudswell Lime Co., by whom a very extensive business is carried on. After leaving Marbleton, the line follows the shore of the St. Francis River, and at this point the farm houses and their dependant buildings are substantial. Still further along the line the train traverses a series of deep ravines, where little creeks, perchance raging torrents in their season, lead down to the St. Francis, which sparkles and eddies far below as we catch glimpses of it through the woods.

There is a wide place in the river, called in local parlance the *Basin*, a great cauldron-like place, which catches the river as it comes dashing along, and whirls it



about for a time before it releases its waters to flow onward. At East Angus, the new medical pulp mills of Messrs. Angus & Co. are situated. This place has grown to be quite a village, though three years ago it was a virgin forest; a substantial bridge has been built across the St. Francis River at this point, and brings this village in close connection with Cookshire, which is five miles distant on the Can. Pac. Railway. In half an hour or less, a bird's-eye view of Lennoxville is enjoyed, and foremost in the distance appear the towers of Bishop's College, the Oxford of Quebec, in connection with which is Bishop's College School of wide-spread and favorable note, and extensively patronized, not only by the youth of Canada but by many from the United States. Proceeding we reach Sherbrooke, in fifteen minutes, where connection is made with the Grand Trunk Railway for Portland; Boston & Maine Railway for Newport, Boston, etc.; the Central Vermont Railway for Montreal, Lake Memphremagog, New York and all Western New England points; and the Canadian Pacific Railway for Montreal, Lake Megantic and the Maritime Provinces.

Tourists taking the Boston & Maine Railway will, at Newport, connect with the South Eastern Division of the Canadian Pacific Railway for Montreal.

Sherbrooke is an incorporated town, the capital of the County of Sherbrooke, on both sides of the river Magog, and on the Grand Trunk, Boston & Maine, and Quebec Central railways, 101 miles east of Montreal, and a similar distance by the Canadian Pacific.

It is beautifully situated at the confluence of the St. Francis and Magog rivers, the site rising gradually from the former to a considerable elevation in the upper town. The hill slopes of Sherbrooke are conspicuous several miles off, and in the distance the spires and public buildings glitter in the sun. Just above its junction with the St. Francis, the River Magog descends 114 feet in little more than half a mile, affording an almost uninterrupted succession of the water power, along which several large manufacturing establishments are placed. There are many places of interest within and near the city, which are well worth a visit.

It contains the head office of the Eastern Townships Bank, the chief offices in Canada of the British American Land Company, several insurance agencies, churches of five or six denominations, an academy, many stores and manufactories of woolen and cotton cloths, flanne's, iron castings, machinery, axes, pails, etc., also saw mills, breweries, etc. Population about 12,000. To Lennoxville, three miles beyond Sherbrooke, is a pleasant drive; here the St. Francis is joined by the Massawippi, which brings the tribute of the Coaticook and other streams, as well as the overflow of Lake Massawippi. Overlooking this, "the meeting of the waters" at Lennoxville, and surrounded by a landscape of rare loveliness, is the University of Bishop's College, with its pretty chapel and collegiate school. Above and below Lennoxville, the St. Francis lingers among some sweet scenery; the stillness of the scenery here is in striking contrast to the rude concourse of Sherbrooke, where the Magog dashes wildy down a deep incline, carrying with it the waters of lakes Magog and Memphremagog.

Continuing our tour *via* Grand Trunk we will, in about seven hours, find ourselves, after a very pretty ride through a mountainous country, at Gorham, 90 miles from Portland, and the entrance to the mountains, offering most striking views. The grandeur and beauty of the mountain scenery and of the romantic, richly-wooded glens, through which in an endless variety of silvery cascades and silent pools run the rivers Androscoggin and Peabody, with their abundant brooks, delight all beholders. The drive by a stage from Gorham to the Glen House is exceedingly pleasant, the scenery all round being grand in the extreme. For several years the summit of Mount Washington has been occupied during the winter as a station of the Meteorological Department of the United States Army. The mountains are becoming more and more popular as a summer resort on account of their delightful temperature and wild and beautiful scenery.

Mount Washington, 6,288 feet, is the highest peak of the Rockies; a hotel at the top furnishes meals and lodgings to tourists who desire to spend the night on the mountain. A newspaper is also published there, and the ride up the mountain with its ever changing views, as the road winds, is one never to be forgotten. There are in these mountains many waterfalls, some of them of great beauty, the most famous being the falls of Ammonoosuc, descending more than 5,000 feet in the course of 20 miles.

From the base of Mount Washington an ordinary railway brings us to Fabyan's, from] which excursions

may be made to Twin Mountain, Bethlehem or Franconia Notch, the latter celebrated as the home of the

#### OLD MAN OF THE MOUNTAIN.

The Franconia hills with their beautiful scenery are the theme of admiration to the tourist. Their grandeur is not so overpowering as at the White Mountains, but for quiet, beauty and repose the Notch cannot be excelled.

These hills are a very picturesque group, extending several miles to the southward, west-south-west of the White Mountains, and separated from the Presidential Range by two chains of ponderous peaks.

#### ECHO LAKE,

a clear, limpid sheet of water, of great depth and transparency, is encircled by rare scenery. Here are the centres of the most marvellous echoes; the human voice will be echoed distinctly several times, while the report of a gun breaks upon the rocks like the roar of artillery. The Indians believed that these echoes were the voice of the Great Spirit.

Our space forbids lengthy notices of all the points of interest in this vicinity. We shall, therefore, merely name the prominent.

Eagle Cliff, a magnificent, bold promontory, almost overhangs the lake; but the sight of sights is the celebrated Profile, or Canon Mountain, directly opposite the cliff. It derives the latter name from a group of mighty rocks upon its summit, which looks like a mounted cannon. The former name, is its most familiar title.



OLD MAN OF MOUNTAIN.

The most attractive point of interest is the Old Man of the Mountain, or the Great Stone Face, which hangs upon one of the highest cliffs, twelve hundred feet above Profile Lake—a piece of sculpture older than the Sphinx. This strange apparition, so admirably counterfeiting the human face, is eighty feet long from the chin to the top of the forehead, and is formed of three distinct masses of rock, one making the forehead, another the nose and upper lip, and a third the chin. The rocks are brought into the proper relation to form the profile at one point only, namely, upon the road through the Notch. The face is boldly and clearly relieved against the sky, and, except in a little sentiment of weakness about the mouth, has the air of a stern, strong character, well able to bear, as he has done unflinchingly of centuries, the scorching suns of summer and the tempest-blasts of winter. Passing down the road a little way, the "Old Man" is transformed into a "toothless old woman in a mob cap;" and soon after melts into thin air, and is seen no more. Hawthorne has found in this scene the theme of the pleasantest of his "Twice-told-Tales," that called "The Great Stone Face." It is unquestionable the most remarkable natural curiosity in this country, if not the world.

Immediately below the Face nestles the beautiful sheet of water known as *Profile Lake*, or *The Old Man's Mirror*. It is one of the gems of mountain pictures. The finest trout live in the waters. At the Trout House, a short distance below the lake, can be seen several hundred of these speckled beauties.



PROFILE HOUSE AND ECHO LAKE, FRANCONIA NOTCH, WHITE MOUNTAINS, N. H.

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Lonesome Lake is on Mount Cannon, about a thousand feet above the road, with a bridal path leading up. Walker's Falls are on the left of the road, and are reached by a forest path leading first to a series of step-like plunges, then to falls of 50 feet and 60 feet.

Mount Lafayette, 5,280 feet high, is the monarch of Franconia. Walker's Falls is a most picturesque mountain cascade. The Basin, five miles south of the Notch, is a remarkable spot. Pemigewasset River has here worn curious cavities in the rock. The Basin is 45 feet in diameter. It is nearly circular, and has been gradually worn to its present shape by the whirling of rocks round and round in the current. Here just below the Basin is

#### THE FLUME,

one of the most famous of all the Franconia wonders.

Leaving the road, just below the Basin, we turn to the left among the hills, and, after a tramp of a mile, reach a large granite ledge, 100 feet high and about 30 feet wide, over which a small stream makes its varied way. Near the top of this ledge we approach the ravine known as the Flume. The rocky walls here are 50 feet in height and not more than 20 feet apart. Through this grand fissure runs the little brook which we have just seen. Except in seasons of freshets, the bed of the stream is narrow enough to give the visitor dry passage up the curious glen, which extends several hundred feet, the walls approaching, near the upper extremity, to within ten or twelve feet of each other. About midway a tremendous boulder, several tons in weight, used to



hang suspended between the cliffs, where it had been caught suspended in its descent from the mountains above. A bridge, dangerous for a timid step, has been sprung across the ravine, near the top, by the falling of a forest tree. The Cascade, below the Flume, is a con-



THE FLUME.

tinuous fall of more than 600 feet, the descent being very gradual, and is styled the

SILVER CASCADE, OR THE SECOND FLUME.

The Pool, a wonderful excavation in the solid rock, and the Georgiana, or Howard Falls, complete the lions of the region.

If the tourist desires, he may continue his stage ride to Plymouth, and return to New York or Boston *via* Boston & Maine Railroad and its connections.

Fabyan's is situated at the centre of the mountain railway system. All the express trains with Pullman and other palace cars which run between Boston, Fall



CRAWFORD NOTCH.

River, Providence, Worcester, Springfield, New York and the White Mountains arrive and depart from this place. All trains from the summit of Mount Washington leave here also.

Resuming our journey to Portland and its neighboring seaside resorts, we will take the Maine Central Rail-

road from Fabyan's, and, after a pleasant ride through quieter scenery, arrive at Portland, a bustling town of 40,000 inhabitants, most charmingly situated in the great land-locked Casco Bay, which forms for Portland a most magnificent harbor, capable of sheltering the navies of the world, and which has gained for the city the soubriquet of "The Natural Seaport."

In form, Portland consists of a narrow peninsula, projecting from the mainland for three miles in a northeasterly direction, with tide water on either hand; its narrowest point is scarcely three-quarters of a mile in width. On the southerly side an arm of Casco Bay, some half mile wide, separates it from the Cape Elizabeth shore, while upon the opposite side, Back Cove, so called, lies between it and the beautiful suburban town of Deering.

From the centre, the lowest point, which is itself fifty-seven feet above tide-water, the site of the city rises by gradual slope upon either side to an elevation at its northeastern extremity of one hundred and sixty-one feet, where a bold bluff overlooks the sea and commands a delightful view out over the waves of Casco Bay, island-studded and flecked by a hundred sails, to a horizon where the broad circle of the sky is met by the as broad expanse of sea.

Still higher rises the opposite extreme of the city, until from an elevation of one hundred and seventy-five feet, also terminating in a frost-fringed *butte*, the visitor looks out over the tree tops upon a scene of animation, beauty and grandeur, which is incomparable.

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Over the roofs and tree tops of suburban Deering the view expands to a horizon where the White Mountains range stands in bold outline against the western sky, ninety miles distant, yet each peak standing out in individual distinction, while with a good glass the snow-capped habitations upon the summit of Mt. Washington may be discerned.

The town is rich in tasteful residences and fine business blocks, and nowhere upon this continent, the bustling cities of the West not excepted, have such phenomenal strides in growth and adornment been made in the past few years as are here apparent on every hand.

Forming as it does the great commercial centre of the State, its manufactures, themselves far reaching in many instances, are eclipsed by its trade interests.

The seaside resorts in the vicinity are famous, and attract numbers from all parts of the continent.

The most charming of these is Old Orchard Beach, which may be considered an environment of Portland, being reached by a half-hour rail journey from the city through Pine Point and Scarborough. To anyone who delights in the ocean, Old Orchard is a name which conjures up pleasant memories of gradually sloping beach of the purest of white sea-sand, washed continually by giant breakers, faced by two score of hotels, large and small, affording accommodation for three thousand guests, with their orchestras, hops, and fashionable society, a pine grove of eighty acres situated on a bold bluff

overlooking the sea, abounding in secluded trysting-places for lovers; a camp ground, where that New England institution, the *camp-meeting*, is indulged in each season; a community of summer cottages running down to the sea-wall; a merry-go-round for the children; a camera obscura, presenting, however, not more varied pictures than the gaily dressed throng which occupy the promenade, the hotel verandas, and the beach,—the ever glorious beach, with its eight miles of solid white sand, hard as a floor and without a pebble, where one may walk, or ride, or safely disport in a surf without undertow,—a beach unexcelled on the whole Atlantic coast, and one of the grandest cooling-off places nature has provided for a long suffering public. There are beaches and beaches, yet Old Orchard bears the palm, a long line of surf combing high above the sand and breaking continually, yet washing no debris to lie in unsightly prominence and mark the receding tide. Indeed this fact is a peculiarity of Old Orchard. One may walk from the mammoth bathing-houses to the water's edge upon an unsullied stretch of sand, so pure that ladies in silks and dainty whites recline thereon unsoiled, and so gently sloping that one may safely venture far beyond the line of breakers; there is no danger line. It is the ideal beach for children of an older as well as smaller growth, and the most popular resort upon the Maine coast.

Among the attractions of the place is the Beach Railway running along the shore 4 miles to the Saco River, and affording a very pleasant recreation. Old Orchard has a perfect system of drainage and an extensive water

supply taken from the Indian Spring, 4 miles away, and having properties similar to the Poland water. Recently, also, a kite-shaped race-track has been established, which is very popular and promises to be the fastest in the world.

The beautiful waters of Southern Quebec and Northern Maine—the famed Memphremagog, Megantic and Moosehead lakes—each of which has distinctive attractions—are reached direct from Montreal by the Canadian Pacific “Short Line” to the Maritime Provinces, in which are many pleasant resorts. By this line are several routes to the fashionable resorts on the American seaboard through the White Mountains and the many summering places already mentioned, and to Boston and other New England points.



## SOUTHWARD FROM MONTREAL

## VIA LAKE CHAMPLAIN.

The tourist who wishes to reach the summer resorts of Lake Champlain and the regions south of it by the most pleasant route will take the Central Vermont R.R. from Montreal.

After leaving Montreal and passing through the great Victoria bridge, nearly two miles in length, we pass through a country which is lacking in points of interest, until we have passed seventy miles from Montreal, when the first prominent town in the Green Mountain State is reached, St. Albans, which is the commercial centre of a large and fertile country, situated on a sloping upland three miles from Lake Champlain. The healthful climate, the pure air, the attractive drives and the excellence of its hotels render St. Albans an unusually attractive summer resort.

The town is regularly laid out; the streets diverging from the spacious and rarely beautiful park, which is the focal part of the town, are shaded with towering elms and maples.

From the elevation of Bellevue and Aldis Hills, in rear of the town, is obtained one of the most delightful views found in this or any other country.

At your feet lies the village; gazing beyond the village, the eye takes in a broad level tract of land reaching to the lake shore, where that picture begins, which

coupled with its historic associations, has made the name "Champlain" world renowned. One of the most picturesque parts of the lake is at this point, being completely dotted over with verdant islands. Beyond the lake the Adirondacks rise in vast groups, forming in their grandeur a fitting object upon which to cast the last lingering gaze. A country offering such rare delights cannot fail of being in great favor.

From St. Albans we pass through the pretty villages of Georgia, Minton and Colchester. At Essex Junction a branch line leads to Burlington, the "Queen City" and metropolis of Vermont. No city or village surpasses Burlington in beauty of location, the hill upon which it is situated rising gradually back from the lake front until its highest point is reached, one mile from the shore. Burlington is a delightful place in which to spend the summer months, and being the gateway to the water routes on Lake Champlain, all points of interest are easily accessible.

The Lake Champlain route is one of the most interesting and attractive lines of travel presented in the whole country. It is rendered such by the exquisite and varied beauty of the scenery, by the thrilling historic associations impressed upon it, by the rare accommodation and comfort of the steamers of the Lake Champlain Transportation Company to the tourist, and by being the most direct and eligible route between Saratoga, the White Mountains, Mount Mansfield, the Adirondacks, Montreal and Quebec. It combines many decided and peculiar advantages, and prominent among these is the pleasant



change from the dust and heat of the cars to the spacious and airy steamers. Lake Champlain stretches a distance of 120 miles, almost due north and south, and seems designed by the hand of Nature to form an avenue of commerce and social intercourse. Travellers who have widely explored the objects of the New and Old World unite in pronouncing the waters of Champlain the most beautiful and impressive the eye can rest upon. Varied features unite to complete the panorama. The waters of the Lake, whether reposing in a calm or surging under the power of a tempest, are indescribably beautiful; but this attraction is infinitely enhanced by the islands which, in varied form, stud its bosom, by the peninsulas which pierce it, and by the bold, rocky precipices that hang over the Lake. The shores on either side are impressive and beautiful: now a long line of rugged cliffs, crowned by dense forests, appears, and now smiling in luxurious ranges of culture and elegance, embellished by farm houses, mansions and villages, with their glittering spires. All this scene of beauty is enhanced by the dark framework of mountains that impart magnificence to the whole. The Champlain Transportation Company has its headquarters in Burlington, and its steamers form the regular line to all points on Lakes Champlain and George, as well as the popular and direct route to Saratoga, Troy, Albany and New York.

MONTREAL TO PLATTSBURG, AUSABLE  
CHASM AND THE ADIRONDACKS.

The route to New York City from Montreal lies among some of the most celebrated scenery of America. It embraces Lake Champlain, Fort Ticonderoga, the Adirondacks, Lake George, Saratoga Springs, The Catskills and the magnificent scenery of the Hudson River. Leaving Montreal by the Grand Trunk Railway, and crossing the St. Lawrence by the famous Victoria Bridge, connection is made at Rouse's Point with the Delaware & Hudson Ry. From this point the journey southward may be pursued entirely by rail, or partly by steamer, as desired; if the latter, the tourist may enjoy a delightful trip from Plattsburg to Ticonderoga, by the Steamers of the Lake Champlain Transportation Co.'y over the waters of the beautiful Lake Champlain, among the scenery made memorable by the annals of history.

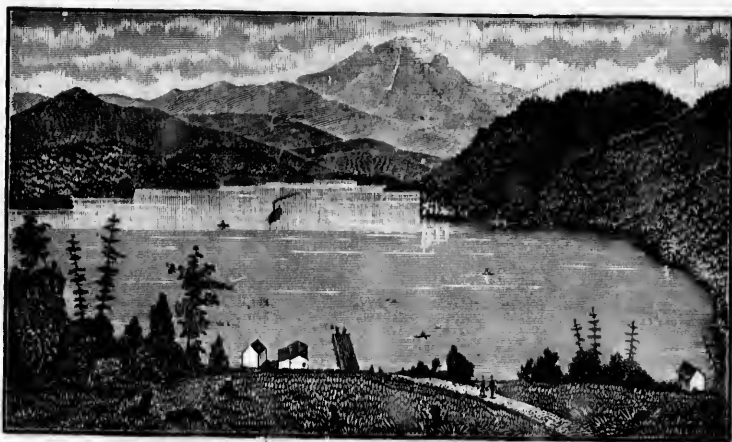
## ROUSE'S POINT.

Rouse's Point is picturesquely situated on historic Lake Champlain, between the Adirondacks and Green Mountains, whose lofty peaks form a picture of enchanting beauty, as, like majestic sentinels, they stand guard over the placid and cooling waters of beautiful Champlain. Fort Montgomery is located here, on the site of old "Fort Blunder," which name was given from the fact that it was built on Canadian soil, thereby laying the foundation of the famous Ashburton treaty.

It was at Rouse's Point, also, that the lake was entered at the time of its discovery, July 4, 1609, by Champlain, after whom it was named.

A run of 25 miles brings us to Plattsburg, which modern events having rendered the most conspicuous point on the Lake, the tourist will soon discover that a sojourn of more than a single day will be required for an inspection of its varied objects of interest.

The military works made memorable in the siege of Plattsburg in 1814 claim the attention of the tourist, who



will also make a pilgrimage to the military graves in the cemetery. The drives are delightful.

### THE ADIRONDACKS.

The great wilderness of north-eastern New York is generally known as "*The North Woods*," or as "*The Adirondacks*," according to the view taken of its surface. The former title indicates merely a wild, densely-wooded region; the latter, a region occupied by all the varied

scenery pertaining to a most remarkable lake and mountain system.

This wild region of dense forest, majestic mountains, magnificent lakes and beautiful rivers, lies in the counties



AUSABLE CHASM.

of Herkimer, Hamilton, Lewis, St. Lawrence, Clinton, Franklin and Essex, and aggregates over 3,500,000 acres—a tract of land of an area of 100 miles square.

The region is the only primitive hunting and fishing grounds left within any reasonable distance of New York City, and offering as it does rare health-restoring qualities, combined with excellent deer hunting, and the best brook and lake trout fishing accessible, is yearly more than doubling its number of visitors—in fact, the limit is only measured by hotel capacity.

The Adirondack region is steadily growing in favor as a resort for persons afflicted with throat and lung troubles; and while it is not by any means a sure cure for *all*, however deeply the disease may have become settled, yet, if persons so afflicted will go there in time, they will find the dry, pure air, impregnated as it is with balsam and pine, to be of infinite relief, and many living witnesses are there found to prove its benefits.

#### AUSABLE CHASM.



The landing for Ausable Chasm is Port Kent, 15 miles from Plattsburg, 10 from Burlington, 66 from Fort Ticonderoga, and 107 from Caldwell, the head of Lake George. The Chasm is distant three miles from Port Kent by rail.

The trip through the chasm is one of intense interest, and certainly a half-day should be given to it, but it can be made in two or three hours. The boat-ride over the last half-mile is one of the great features of this passage through a land of surprises, and the novel sensation of shooting the

rapids and floating over unknown-depths, although accomplished in perfect safety, is something long to be remembered.

#### ROUTE TO AUSABLE CHASM.

Leaving Plattsburg, a few hours ride brings us to Port Kent, the point of entrance into the Valley of the Ausable River, but chiefly interesting to the tourist as the starting point for the famous Ausable Chasm. Here close connection is made with trains of the D. & H. Railway, by the new railway just opened, the Keeseville, Ausable Chasm, & Lake Champlain Railroad, three miles to the Chasm and six to Keeseville. The scenery on this line is very beautiful and picturesque, especially where it crosses the chasm at the Horse-shoe Falls by a cantilever bridge 240 feet long and 140 feet from the water. Here is presented the finest view of the most picturesque part of the chasm. On arriving at the Lake-view House, the hotel there, where in time for a comfortable supper the night can be spent, in the morning the same train on the D. & H. R.R. or steamer for Lake Champlain can be taken for the South, as if remaining at Plattsburg, and of course in doing so making precisely the same connection through Lake George if desired, the only difference being that, in staying at Ausable Chasm for the night, the tourist is presented the opportunity in the morning of seeing the wonderful Chasm, having ample time to do so *en route* if his desire may be to push through that day without any loss of time. Although, if the traveller, in search of pleasure and the beautiful, can find it possible to spare the time, we know



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of nowhere upon his route where he will find more to repay him than here for a day, or very much longer even if he can give it, in exploring the wild fastnesses of Ausable Chasm, or in enjoying the many attractions offered him.



HORSE SHOE FALLS, AUSABLE CHASM.

Continuing our course down Lake Champlain, the tourist will soon perceive the venerable ruins of old "Fort Ti—," looming up on a high rocky cliff at the



confluence of the waters of Lakes George and Champlain. Mount Defiance stands opposite to the former, and Mount Independence on the eastern shore of the Lake. Ticonderoga is now the southern terminus of the Steamboat Line, and here connection is made with trains to Lake George, or to Whitehall, Saratoga, and the southern points.

The completion of the railroad between Lakes George and Champlain is an attractive feature of the Lake George route, as a tedious stage ride is avoided. There are two daily lines of steamers each way through Lake George to Caldwell.

One hour's ride on the D. & H. Ry. brings us to

#### SARATOGA SPRINGS,

which still retains its popularity and prestige as the greatest watering place of this continent after more than half a century's supremacy in that respect. Long before the discovery of Saratoga's wonderful springs by the whites, the place was the resort of Mohawks, Oneidas, Onondagas, Senecas and Cayugas, who came thither for the health-giving properties of the waters. The first white man to visit the place was Sir William Johnson, who, in 1767, was conveyed there by his Mohawk friends, in the hope that the waters might afford relief from the serious effects of a gunshot wound in the thigh, received eight years before in the battle of Lake George, at which time his army defeated the French legions under Baron Dieskau. The prosperity of the village began in 1789, with the advent of Gideon Putman, and has continued almost uninterruptedly, until to-day it

has a resident population of 12,000 and a summer population of sometimes 60,000, and offers more attractions than any watering-place in the world.

Its hotels are the largest and most luxurious in the world; its streets are the most beautiful, and everything that taste or wealth could suggest has been done to make it, *par excellence*, the first of resorts. The village is most charmingly located in a healthful situation, sur-



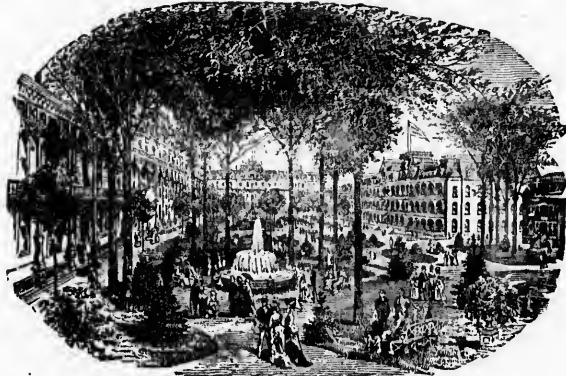
SIR WILLIAM JOHNSTON AT SARATOGA.

rounded by beautiful scenery, with the blue ranges of mountains visible upon either side, with an intermediate country as fair as the eye could desire to look upon. The principal street is Broadway, lined with double rows of magnificent elms; the throngs of carriages and people that crowd it present a spectacle unlike anything else in world. Newport and Interlaken, Ems and Long Branch,

have their special charms, but nowhere else is so much of general splendor concentrated in so limited a space.

### UNITED STATES HOTEL.

The old United States Hotel was built in 1824, and was destroyed by fire in 1865. The present magnificent structure was completed in 1874, but Saratoga had already become the noted resort of all our watering



### UNITED STATES HOTEL

TOMPkins, GAGE & CO., PROPRIETORS.

SARATOGA SPRINGS, N. Y.

places, frequented by our mothers and fathers in their teens, and by their mothers and fathers too, arrayed in the fashions of that day, which were just beginning to yield to a new order of things, but which seems as odd to us as ours doubtless in their turn will seem to a later generation.

But though that old régime has passed away, in one sense, the United States Hotel maintains its prestige still undiminished, and remains as much as ever a magnet of attraction to its habitués, who, largely representing the élite society of our land, return year after year to find the scent of the old roses lingering there still, and the same atmosphere of refinement which charmed them so much in their youth. It is this that confers a peculiar distinction upon the "States," and that commends it not only to a new generation at home, but to the many educated and intelligent foreigners who visit it every year.

This colossal structure—the largest of its kind, it is said, in the world—built in the form of a hollow square, or, more properly, a pentagon, has about 917 rooms for the use of its guests, its stately Broadway façade measuring 232 feet, and that on Division Street extending 656 feet in length, its piazzas taking 2,300 feet of space in all.

The hotel and grounds cover seven acres, and include a "Cottage" wing on the south side of the plaza, more than five hundred feet in extent. This wing forms one of the most desirable features of the house, as it affords families and parties, who may prefer it, the quiet and seclusion of a private villa, with all the attention and conveniences of a hotel of the first class. The rooms of this wing are arranged in suites of from one to seven bedrooms, with parlor, bathroom etc., in each suite. The hotel building is of brick, six stories high, divided into five sections from top to bottom by thick fireproof walls, and there are, besides, ten staircases, affording ample means of escape from fire. The hotel is

thoroughly plumbed, and the bedrooms are supplied with gas, water, and marble basins.

The elegant drawing-room, superbly furnished with carpets of the most costly weave, elegantly upholstered furniture, costly chandeliers and mirrors, is on the Broadway side, and in the Division Street wing are the dining hall, 52 by 212 feet, with 20-foot ceiling, private drawing and dining rooms, and the grand ballroom, 112 by 53 feet, with ceilings 26 feet high, artistically and appropriately decorated. The interior court, surrounded by extensive piazzas, and ornamented with beautiful shade trees, fountains and lawn statuary, presents, in the evening, when illuminated with colored lights, and enlivened with Stub's orchestral music, a fairylike scene.

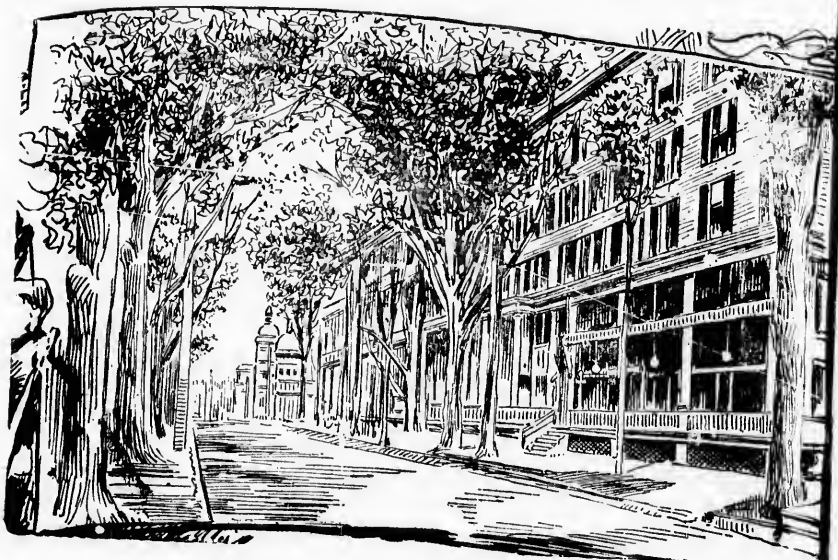
Everything, in a word, that is needed to make hotel life attractive can be found in this admirably arranged establishment. Nothing apparently has been omitted that might conduce to the comfort and convenience of its guests. The private park of the hotel is one of the attractions of Saratoga. Messrs. Tompkin's, Gage and Perry, the capable and genial hosts, have worked hard to bring the service of the "United States" to its present state of excellence, to which the distinguished patronage the Hotel enjoys is a well-deserved tribute.

To such an establishment a good livery is a necessary adjunct, and this is furnished by Messrs. Adams & Hodgman, of Division street, opposite U. S. Hotel, who have an extraordinary variety of conveyances and equipments, including landaus, victorias, cabriolets, one, two and three seat glens falls buckboards, carts, phaetons, buggies, etc., on hire for any period.

Their establishment is the largest and finest in Saratoga. Prices reasonable and service first class.

In addition to their livery they have boarding stables entirely separate from the livery, and accommodations for one hundred horses.

### THE HUESTIS HOUSE,



located on South Broadway, Saratoga Springs, is a select family hotel, first class in every respect, which offers many unique and unequalled attractions as a vacation home for those in pursuit of rest and recreation.

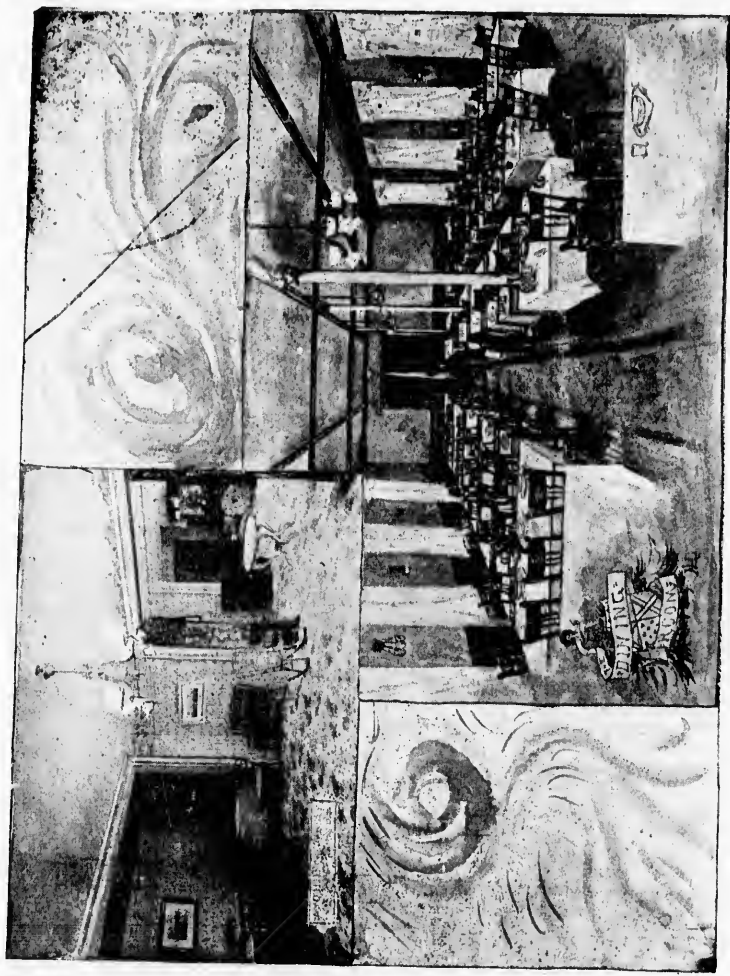
It is especially commended to those who enjoy the life, vivacity and inexhaustible possibilities of a muse

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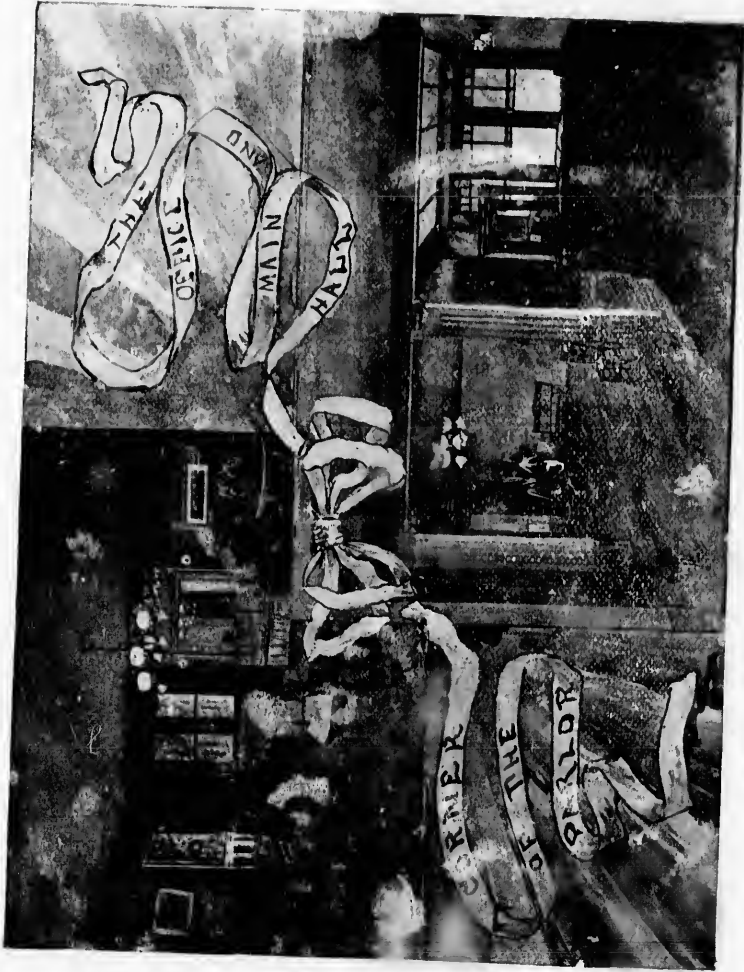
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HUESTIS HOUSE.



ment to be found at a great fashionable summer resort, The truth is, the sojourner at the Huestis House finds all the conditions of rest, quiet, amusement and enjoyment. Built to accommodate only a limited number of guests, and catering only to that class of people which furnishes a guaranty of refined and congenial company, the Huestis, located on South Broadway near the corner of Circular street, and surrounded by handsome villas and beautiful grounds, overlooks the charming Congress Spring Park, within a block of the new and magnificent Convention Hall, and about five minutes walk of the great hotels and the most renowned mineral springs.

That a hotel of this character is fitted with the latest improvements, in electric lights, electric bells, steam heat for chilly days, and the like, goes without saying. The table is supplied with all the delicacies the best markets in the country afford, and the cuisine is unexcelled ; rates reasonable.

### THE WAVERLY

is one of the nicest and most comfortable Hotels at Saratoga ; it consists of one hundred rooms and six hundred feet of piazzas, and is delightfully situated in the finest location on North Broadway, the principal avenue leading to Woodlawn Park, and in the immediate vicinity of the leading Springs and Baths. All the rooms are large and well ventilated, and supplied with gas and electric bells.

No efforts are spared to make every department contribute to the comfort and pleasure of its guests. The

HUESTIS HOUSE.



terms are very reasonable, and special rates are made by the week. Mr. H. W. Slocum, the proprietor, is a most efficient and popular host, and succeeds admirably in making everyone comfortable and at home.

### THE SPRINGS

in the Saratoga valley are among the natural curiosities of the world. There are 28 in the village limits, no two alike in composition.

The first of these springs which is historically noted is that which still flows in sprightly volume, delicious cool and grateful to the taste, known as the High Rock



Spring, mentioned in a letter of Sir William Johnson about one hundred and fifty years ago.

The Hathorn Spring discovered in 1868 has steadily for the years last passed been becoming the supreme favorite with visitors. Its waters, cool, delightfully rasping to tongue and faces, showing in the glass like a volume of white beads, are, to many who drink, the most grateful beverage known to their palates. They are furnished at their natural temperature, and also warmed

for those who prefer them in that way. At some intervals in the season there are daily thousands of visitors drinking at the spring, while day and night workmen are busily engaged bottling and casing them for a steadily extending patronage over this country for passengers for the ocean steamers, and for all the harbors of the world.

The throngs of visitors go to the spring and return from it, expressing their delight with the draughts which they have quaffed, and the piles of cases ready for transportation by the railroads show how wide-spread and extensive is the thirsty constituency for the waters.

Clinical experience and chemical analysis, then, would guide us to the selection of a mineral water having a less irritant and depleting effect than the bitter waters of foreign importation so widely used, and this is claimed for the Hathorn Water of Saratoga Springs. It is free from the objectionable sulphates and contains the chlorides in large proportion, combined with the carbonates of lime and magnesia, upon which its aperient properties depend.

The cathartic action produced by the Hathorn water will not be found depressing; the sluggish liver is freed from its over-loaded condition, intestinal circulation is improved, and the flow of blood through the capillary vessels of the digestive canal is no longer retarded. The digestive organs are roused to improved functional activity, and the blood and the various tissues and organs regain their normal condition.

The use of Hathorn water is, however, not limited to cases of constipation and disorders of digestion. In

urinary disorders, in lithiasis, phosphatic deposit, in chronic diseases of the bladder, in the gouty habit, and in various forms of skin disease, it presents claims to superior excellence, and its use has been followed in many instances by great improvement in cases that had received but varying benefit from ordinary treatment. Its cathartic action is, however, necessary to such improvement, and its alterative effect may then be secured by smaller portions taken two or three times a day. Its action upon the kidneys is to produce free and copious secretion, and in some instances, when its effect is to produce excessive action, it is better to omit the alterative doses for a time, either entirely, or to diminish the quantity taken for that purpose.

The popular verdict, according to the Hathorn water, the preference, is evidenced by the following fact :

The annual sale in bottles of this most popular mineral water has for twelve years *largely* exceeded the sale in bottles of any other American natural mineral water, and the popular verdict merited in the opinion of C. F. Chandler, Ph. D., M.D., of the School of Mines, Columbia College, New York, who stands as a chemist at the head of his profession ; he says : " No water in Saratoga county is more highly favored by nature than the Hathorn water. *If the popular verdict accords it the preference, the water will merit it.* There is nothing in the water that can in any way injure the most delicately organized system, provided it is not used in excess, or at improper times.

## THE RED SPRING

is an alkaline water with alterative, diuretic and tonic effects, and is celebrated for the cure of salt rheum, erysipelas, inflamed eyes and all diseases of the skin. For rheumatism, rheumatic gout and lumbago the Red Spring alkaline baths are unrivalled. Red Spring water is sold in bottles only and shipped everywhere.

The Red Spring is situated on Spring avenue and Geneva street, in the north-eastern part of Saratoga Springs, and within easy walking distance of the principal hotels. It was discovered in 1770, or almost as early as the locality was visited by white men, was the second one found, and one of the two that for many years were the only ones known. These two laid the foundation for Saratoga's unrivaled prosperity and growth.

For more than one hundred years the "Old Red Spring," as it is familiarly called, has been giving up its healing fountain to the world, and has accomplished a vast number of cures. During that time it has steadily grown in public esteem, and has received the most flattering recognition from the medical profession. Since it was carefully and thoroughly retubed in 1871 its remedial virtues have seemed to increase.

A recent medical writer on the springs says: "The Red Spring may be compared to the wonderful Carlsbad of Europe. Both springs have performed marvelous cures, and are comparatively weak waters; nor can their virtues be ascribed to any particular ingredient. The very fact that the Red Spring Water contains less

mineral impregnation than some other waters, makes it much more desirable in certain affections than it would otherwise be ; this is especially true when an alterative action is desired. The remarkable virtues of the water may be due to the peculiar combination of its mineral constituents, or possibly to medicinal agents unrevealed by any analysis to which it has been subjected.

### SARATOGA CARLSBAD

is a natural saline-alkaline lithia water. It is not like other Carlsbad waters, native or foreign, as it contains no Glauber's salt, and it differs in its effects from the other saline-alkaline waters in containing more bicarbonate of lithia with salines and alkalies than any other natural mineral water. This happy combination of Nature's Laboratory is acknowledged by physicians to-day as being the strongest and most efficient lithia water ever offered ; the five years of its use since the discovery of the Spring has also placed it at the head of morning aperient waters and the most serviceable and harmless of all uric acid solvents. Its superiority over many diuretic aperient waters is that its tonic restorative properties strengthen the excretory organs and restore the natural and regular action. It is an indispensable therapeutic adjuvant, and should be freely used in indigestion, biliousness, torpid liver, constipation, hemorrhoids, lithæmia, insomnia, rheumatism, gout, and all diseases associated with the uric acid diathesis.

THE ROYAL SPRING

water was exploited in 1886, and has obtained a wide reputation as a superior table water and mild cathartic as well as a sulphur water.

As a table water its large element of magnesia makes it valuable in cases of weak digestion. The morbid acids of the stomach and bowels decompose the carbonate and leave the carbonic acid in a free state in the first passages, the soothing properties of which render it very applicable to debilitated people of maturity, as well as neutralizing to many incipient diseases incident to childhood.

To those who visit this resort, more especially in search of health, we can recommend

DR. HAMILTON'S MEDICAL INSTITUTE,

where the most scientific remedial appliances are in use, and everything is done to ensure the comfort of guests and contribute to their health.

THE SARATOGA BATHS,

in Phila st., are the finest and most complete in America, and furnish every description of bath to those who go in for treatment of this kind.

WALKS AND DRIVES.

The chief promenade, of course, is Broadway, which extends north and south about three miles and a half in a direct line. The sidewalks are wide and well paved,

and shaded by a double row of beautiful trees. All the large hotels, the shops, Oriental bazaars, and several of the principal springs, have their main entrances on Broadway.

Congress Spring Park is a much-frequented resort and a favorite playground for the children. It is laid out in a highly artistic manner. There are beautiful laws, an artificial lake, a deer park, and a delightful grove of forest trees. Doring's military band gives concerts in the park three times a day, morning, afternoon and evening.

Admission to the park is regulated by tickets, for which a nominal charge is made to adults, but children under ten years of age, accompanied by guardians, are admitted free.

Woodlawn, Judge Hilton's magnificent park, is on North Broadway, about two miles out. It comprises about fifteen hundred acres, beautifully laid out in walks and drives, leading across rustic bridges, over miniature lakes, through inviting groves of forest trees, passing here and there pretty cottages occupied by overseers and caretakers of the estate. Here and there throughout the grounds are sculptured marbles, evidence of the refined taste of the owner.

The old Indian trail from the Hudson River, which was traversed for centuries by the tribes of the Six Nations, runs right through the centre of the place, along the ridge, and, followed faithfully, will lead, so the old settlers say, to the summit of Mt. Marcy, the ancient king of the Adirondacks.



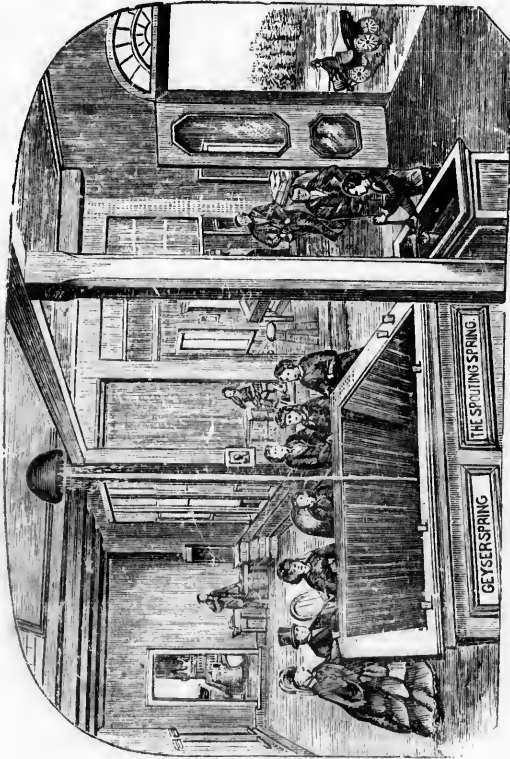
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GEYSER SPRING—THE SPOUTING SPRING.

An afternoon can be spent here very pleasantly. A mile beyond is Glen Mitchell, a favorite resort for excursion parties.

Circular street, which leads from Broadway, bounding the upper end of Congress Park, contains many elegant private residences, and some fashionable boarding houses.

The most frequented drive is to the lake, about five miles. Stopping awhile at Moon's for refreshments, you can, if desired, prolong the trip and take the little steamer which plies at frequent intervals the upper end of the lake, about seven miles, a delightful sail; or you can, if preferred, take the drive around the lake, which will be found equally enjoyable.

Several Indian encampments and amusement grounds for children are within easy walking distance.

Chapman Hill, Wagmain Hill, Waring Hill, Bemis Heights and Ballston are all popular drives. Bemis Heights, about 15 miles distant, in a southeasterly direction, is memorable as the scene of two important engagements in the Revolutionary war, between the British army under General Burgoyne and the American army under Gates. A handsome monument has been erected on the ground by the State and National governments.

The Geysers are situated about a mile and a half from the village, and are well worth a visit. They may be reached by the cars of the Union Electric Railway.

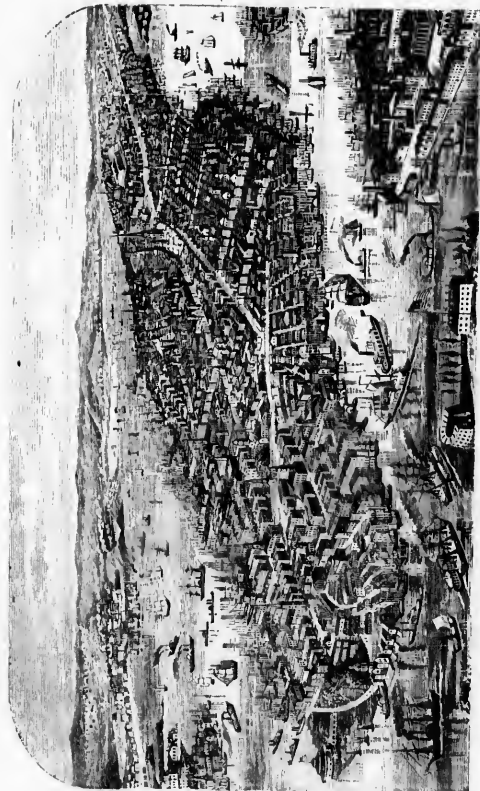
A highly interesting feature of Saratoga is "The Pompeia," an exact reproduction of the house of Pansa buried by Vesuvius in the year 79.

Probably the greatest of recent additions to Saratoga's attractions is the new Convention Hall, the most perfect assembly room for great gatherings in America. The building is located on Broadway, between Congress Park and the Windsor Hotel, adjoining the Pompeia. The immense auditorium on the ground floor is so skillfully arranged that a fairly good pair of ears, in any one of its five thousand opera chairs, can hear every word addressed to them from the platform. It is a solid and substantial structure of brick, stone, and iron, and cost over \$100,000.

No one can do Saratoga thoroughly and omit the trip to historic Mt. McGregor, where General Grant spent the last days of his life. The distance is only ten miles, and the time occupied but thirty-five minutes.

The scenery en route is strikingly beautiful. The road is one of the most remarkable achievements of civil engineering of the present time, running, as it does to the very summit of the mountain, eleven hundred feet above Saratoga, and with a grade in some places as high as two hundred and forty-six feet to the mile.

The view of what is called the Eastern Outlook is very fine, embracing the great Adirondack region and the lakes in the northeastern part of the State, the Green Mountains of Vermont, and, in the extreme distance, the White Mountains of New Hampshire.



NEW YORK—SHOWING THE WATER FRONTS OF NORTH EAST RIVERS.

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