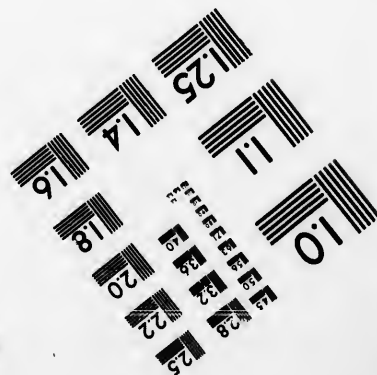
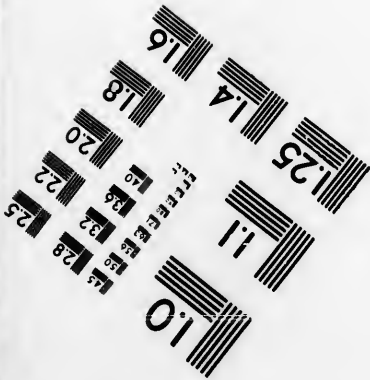
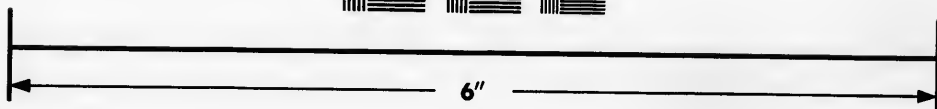
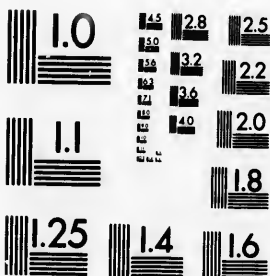


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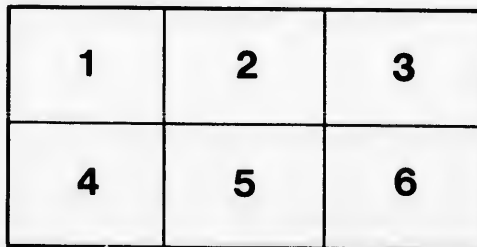
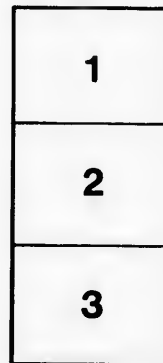
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Canadian Traveller.

1881.

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PUBLISHED BY  
STATIA & WHETNALL,  
No. 214 St. James Street,  
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# THE SUN

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The only Company in America issuing  
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The Unconditional Policies gives the holders absolute freedom to go where they please, and to engage in any occupation whatever. For instance they may move from Canada to the North Pole, or to Central Africa, or engage in mining, blasting or other dangerous work without paying a cent of extra premium. Thirty days of grace are also allowed, and the policies are absolutely indisputable.

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**RESIDENCE**—More liberal conditions than given by any other Company in America.

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The following are the principal classifications of occupations, and the rates charged for \$1,000 if killed, and \$5.00 per week if injured. The premiums are so low that they are within the reach of everybody.

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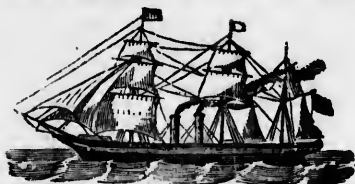
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Polynesian .....	4,100	" R. Brown.
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Circassian .....	4,000	Lieut. W. H. Smith, R.N.R.
Moravian .....	3,650	" F. Archer, R.N.R.
Peruvian .....	3,400	Capt. J. Ritchie.
Nova Scotian .....	3,300	" W. Richardson.
Hibernian .....	3,434	" Hugh Wylie.
Caspian .....	3,200	Lieut. B. Thompson, R.N.R.
Austrian .....	2,700	" R. Barrett, R.N.R.
Nestorian .....	2,700	Capt. James.
Prussian .....	3,000	" J. G. Stephen.
Scandinavian .....	3,000	" Parks.
Buenos Ayrean .....	3,800	" Neil McLean.
Corean .....	4,000	" McDougall.
Grecian .....	3,600	" LeGallais.
Manitoban .....	3,150	" Macnicol.
Canadian .....	2,600	" C. J. Menzies.
Phoenecian .....	2,800	" J. Scott.
Waldenesian .....	2,600	" Moore.
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THE  
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1881.

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- + The best Hotels for the town.  
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 = Good Second Class Hotels for the town.  
 \* Summer and Winter Resorts.

F. H. Family Hotel.

(o) Denotes Hotel opposite or within one square of Railway Station.

The traveller using *The Official Hotel List*, will please remember that hotels mentioned are just as represented; also, that no hotels named in this work but what are the best of the *class*. If you wish the best they are marked thus +; if good hotels, thus —; if comfortable second class hotels, thus =.

**CANADA.****PROVINCE OF ONTARIO.**

Acton, Campbell's House,	+	\$1 50	1,100
Alexandria, Commercial Hotel,	+	1 50	
Almonte, Davis' House,	+	1 50	2,650
Alton, Stevens' Hotel,	+	1 50	1,000
*Amherstburg, Park House	+	2 00 & 2 50	2,753
Arnprior, Lyon's Hotel,	+	1 50	2,147
Argyle, McCutchen's Hotel,	+	1 50	900
Arthur, Clark House,	+	1 50	500
Aurora, Remon's Hotel,	+	1 50	1,000
Barrie, Barrie Hotel,	+	2 00	4,854
Beamsville, Ruebottom's Hotel,	+	1 50	350
Beaverton, Hamilton House,	+	1 50	500
Belleville, Dafee House,	+	2 00	9,516
“ Queen's Hotel,	—	1 50	“
Berlin, American House,	+	1 50	4,000
Bothwell, Campbell's Hotel,	+	1 50	1,200
Bradford, Innis Hotel,	+	1 50	1,000
Brampton, Revere House,	+	1 50	2,920
Brantford, Kirby House,	+	2 00	9,626
Brighton, Clark House,	+	1 50	500
Brockville, Revere House,	+	1 50 & 2 00	7,608
“ ST. LAWRENCE HALL,	+	2 00 & 1 50	“
“ Central Hotel,	—	1 50	“

Dominion of  
 Agriculture, by  
 eight hundred

TREAL.

Brussels, Queen's Hotel,	+	1 50	
Bronte, Ribble's Hotel,	+	1 50	900
Bowmanville, Reubotom's Hotel,	+	2 00	3,504
*Burlington Beach, Ocean House,	+	2 00 & 2 50	
" Brant House,	-	2 00	
*Caledonia Springs, Grand Hotel,	+	2 00 & 2 50	900
Campbellford, Windsor Hotel,	+	1 50	
Carleton Place, Mississippi Hotel,	+	1 50	1,975
Chatham, Garner House,	+	1 50 & 2 00	7,800
" Rankin House,	-	1 50	"
Chesley, McDonald House	+	1 50	
*Clifton, CLIFTON H'SE, (at Falls)	+	3 50	2,347
" American House, (at Bridge)	-	2 00	
" Brunswick Hotel, (at Falls)	-	2 50 & 2 00	
Clinton, Commercial House,	+	1 50	2,607
Collingwood, Grand Central Hotel	+	1 50	4,448
" Globe Hotel,	-	1 50	
Cornwall, American Hotel, (at Village,)	+	1 50	4,468
" Ontario Hotel, (o)	-	1 50	"
Colborne, Snyder's House,	+	1 50	1,046
Cobourg, ARLINGTON HOUSE,	+	2 00	4,900
" Horton House,	-	1 50	"
Dresden, Western Hotel,	+	1 50	1,000
Dundas, Dufferin House,	+	1 50 & 2	3,711
" Elgin House,	-	1 50	"
Elora, Biggar's House,	+	1 50	1,625
Fergus, North American Hotel,	+	1 50	
Fenelon Falls, McArthur House,	+	1 50	
Gananoque, International Hotel,	+	2 00	1,300
Galt, Queen's Hotel,	+	1 50	5,189
" Commercial Hotel,	-	1 50	"
Goderich, British Exchange Hotel,	+	1 50	4,560
" Albion Hotel,	-	1 50	"
Guelph, Royal Hotel,	+	1 50	9,890
Hamilton, ROYAL HOTEL,	+	2 00 to 3	35,965
" St. Nicholas Hotel,	-	1 50 to 2	"
Harrisburg, Our House,	+	1 50	300
Harriston, Markle's Hotel,	+	1 50	1,400
Ingersoll, Daley House,	+	1 50	4,350
" Gallagher Hotel,	-	1 50	"
Irish Creek Station, Robinson's Htl	+	1 50	
Iroquois, Lowell House,	+	1 50	
Jarvis, Canfield House,	+	1 50	
Kemptville, Burrell Hotel,	+	1 50	
Kingston, British American House,	+	1 50 to 2 50	14,092
" Windsor Hotel,	-	2 00	"
" City Hotel,	-	1 50	"
" Anglo-American Hotel,	=	1 50	"



## HOTEL LIST.

3

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Lancaster, Commercial Hotel,	+	1 50	720
Lindsay, Benson House,	+	1 50	5,150
Lucknow, Pascoe House,	+	1 00	
Georgetown, Clark's Hotel,	+	1 00	
Listowel, Grand Central Hotel,	+	1 50	2,864
" Commercial Hotel,	-	1 00	"
London, TECUMSEH HOUSE, (o)	+	2 50 & 2	19,763
" Grigg House, (o)	-	1 50	"
" Revere House,	-	1 50	"
Lucan, Central Hotel,	+	1 50	
Meaford, Mrs. Paul's Hotel,	+	1 00	
Millbrook, Crocker's Hotel,	+	1 50	2,000
Mitchell, Hick's House,	+	1 50	2,292
Montrose, DufRAIN House,	+	1 50	1,400
Mount Forest, Coyne's Hotel,	+	1 50	
Morrisburg, St. Lawrence Hall,	+	1 50	1,670
Napanee, Campbell's Hotel,	+	2 00	3,684
" Brisco House,	-	1 50	"
Newcastle, Windsor Hotel,	+	1 50	2,000
" Royal Hotel,	-	1 50	"
New Hamburg, Commercial Hotel,	+	1 50	
*Niagara, QUEEN'S ROYAL HOTEL,	+	3 00	1,441
Oakville, Canadian Hotel,	+	2 00	1,700
Orangeville, Gordon House,	+	1 50	2,800
" Paisley House,	-	1 00	"
Orillia, Russell House,	+	1 50	2,911
Oshawa, Commercial Hotel,	+	1 50	3,992
" Central Hotel,	+	1 50	"
" Queen's Hotel,	-	1 50	"
Ottawa, RUSSELL HOUSE,	+	2 00 to 4	27,417
" Grand Union Hotel,	-	2 50 & 2	"
" Windsor Hotel,	-	1 50	"
Owen Sound, Hick's Hotel,	+	1 50	4,246
" Colson House,	-	1 50	"
Paris, Bradford's Hotel,	+	1 50	3,000
" Windsor Hotel,	-	1 50	"
Pembroke, Metropolitan Hotel,	+	1 50	2,820
Perth, Hick's Hotel,	+	1 50	2,467
Peterborough, Huffman House,	+	1 50	6,800
Petrolia, Corey's Hotel,	+	1 50	3,764
Pictou, Henderson's Hotel,	+	2 00	2,975
" Globe Hotel,	-	1 50	3,100
Port Colborne, McNeil House,	+	1 50	1,100
Port Dalhousie, Wood House,	+	1 50	1,000
Port Erie, Queen's Hotel,	+	1 50	1,000
Port Hope, St. Lawrence Hall,	+	2 00	5,588
" Queen's Hotel,	-	1 50	"
Port Perry, Walker House,	+	1 50	

## HOTEL LIST.

Prescott, Daniel's Hotel,	+	2 00 to 1 50	2,999
" Revere House,	-	1 50 & 2 00	"
Renfrew, Ottawa Hotel,	+	1 50	1,680
Ridgetown, Benton House,	+	1 50	
Sarnia, Belchamber House,	+	2 00 & 1 50	3,850
" Alexandria Hotel,	-	1 50	"
Seaforth, Commercial Hotel,	+	1 50	
" Queen's Hotel	-	1 50	
*Shorbet Lake, Shorbet Lake House,	+	2 00	
Simcoe, Battersby Hotel,	+	1 50	2,646
Smith's Fall's, Commercial Hotel,	+	1 50	2,800
Southampton, Busby's Hotel,	+	1 50	
St. Catharine's, Springbank Hotel,	+	2 50	9,642
" STEPIENSON			
" HOUSE (summer)	+	2 50	"
" Welland House,	+	2 00	"
" Murray House,	-	1 50	"
St. Mary's, International Hotel,	+	1 50	
St. Thomas, Lisgar Hotel,	+	1 50	8,345
" C. S. R. DINING ROOMS	+	75c. per meal.	
Stirling, Scott's Hotel,	+	1 50	
Stratford, Albion Hotel,	+	2 00	8,240
" Mansion House,	-	1 50	"
Strathroy, Queen's Hotel,	+	1 50	3,827
*Sturgeon Point, Sturgeon Pt Hotel	+	2 00	
Theford, Holwell House,	+	1 50	
Thorold, Welland House,	+	1 50 & 2	2,459
Tilsonburg, Queen's Hotel,	+	1 50	
Toronto, QUEEN'S HOTEL,	+	2 50 to 3 50	86,445
" ROSSIN HOUSE,	+	2 00 to 3 00	"
" American House, (O. G. W. R.)	-	2 00	"
" Walker House, (O. G. T. R.)	-	2 00	"
Trenton, Queen's Hotel,	+	1 50	1,450
Waterloo, Bowman's Hotel,	+	2 00	2,066
Whitby, Royal Hotel,	+	1 50	2,000
Windsor, Crawford House,	+	2 00	6,890
" American Hotel,	-	1 50	"
" International Hotel,	-	1 50	"
Wingham, Brunswick Hotel,	+	1 50	
" Royal Hotel,	-	2 00 & 2 50	12,000
Winnipeg, Canadian Pacific Hotel,	+	2 00	
" Rossin House,	-	2 00	
Woodstock, Commercial House,	+	1 50	5,372
" Bishop House,	-	1 50	"
Woodville, Eldon House,	+	1 50	

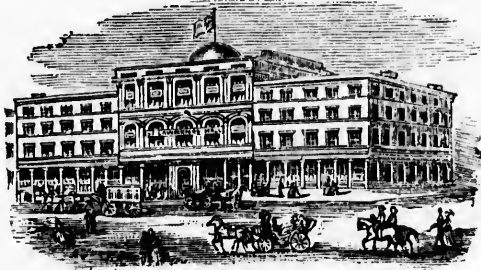
## PROVINCE OF QUEBEC.

Acton Vale, Dominion Hotel,	+	1 50	900
Arthabaska Station, P. W. Hotel,	+	1 50	
Arthabaskaville, Albion Hotel,	-	1 50	
Aylmer, Brown's House,	+	1 50	1,762
Beauharnois, Kelly's Hotel,	+	1 50	
Berthier, Hotel Jalbert,	+	1 50	
Brigham, Wilkinson House,	+	1 00 & 1 50	
*Cacouna, St. Lawrence Hall,	+	3 00	
"    Tadousac Hotel,	=	2 00	
Calumet, Calumet Hotel,	+	1 50	
Coaticooke, Coaticooke Hotel,	+	1 50	2,009
Cookshire, Cookshire Hotel,	+	1 50	
Carillon, Kelly's Hotel,	+	1 50	
Cowansville, American House,	+	1 50	
Danville, Healey's Hotel,	+	1 50	600
East Hatley, Magoon Hotel,	+	1 50	350
Eaton, Eastern Townships Hotel,	+	1 50	
Granby, Central House,	+	1 50	1,050
Grenville, Ritchie House,	+	1 50	
Huntingdon, Moir's Hotel,	+	1 50	
Hemmingford, Exchange Hotel,	+	1 50	
Lachine, Ottawa Hotel,	+	1 50	2,806
Iachute, Allan's Hotel,	+	1 50	
Lennoxville, Holmes House,	+	1 50	1,500
*Magog, Park Hotel,	+	2 50	



THE WINDSOR, MONTREAL, P.Q.

Montreal,			
THE WINDSOR HOTEL,	+	3 00 & 4 00	145,000
OTTAWA HOTEL,	+	2 50 & 3 00	



ST. LAWRENCE HALL, MONTREAL.

Montreal.

ST. LAWRENCE HALL,	+ 2 50 & 3 00	“	
RICHELIEU HOTEL, on			
Jacques Cartier Square	— 2 00 to 3 00	“	
Albion Hotel,	— 1 50 to 2 00	“	
Canada House,	= 1 50 & 2 00	“	
St. James Hotel, (o G.T.R.)	= 1 50 & 2 00	“	
American House,	= 1 50 & 2 00	“	
*Montmorency Falls, Mansion House	+ 1 50		
Morgantown, Clark House	+ 2 00		1,000



Quebec, ST. LOUIS HOTEL,	+ 3 50	59,600
“ Russell Hotel,	— 2 50	“
“ Albion Hotel,	= 2 00	
“ Mountain Hill House,	= 1 50 & 2 00	

## HOTEL LIST.

L

Richmond, Central Hotel,	+	1 50	1,000
“ R. R. Eating House,		50c. per meal.	
Saguenay, Tadousac Hotel,	+	2 50	
Sherbrooke, Magog House,	+	2 00	7,215
“ Sherbrooke Hotel,	-	2 00	“
Sorel, Victoria Hotel,	+	2 00	5,792
Stanbridge, Central Hotel,	+	1 50	
Stanstead, Russell House,	+	1 50	1,000
St. Andrew's, Sauve's Hotel,	+	1 50	
*St. Leon's,			
St. Leon's Springs Hotel,	+	1 50	
Ste. Rose, Magnolia Hotel,	+	1 50	
Ste. Magdeleine, National Hotel,	+	1 50	
St. Anne's, Clarendon Hotel,	+	1 50	
*St. Hilaire, Iroquois House,	+	2 00	
St. Hyacinthe, Montreal House,	+	1 50	5,320
“ British American	-	1 50	“
St. Johns, St. Johns Hotel,	+	2 00	3,280
“ United States Hotel,	-	1 50	“
Three Rivers, British American			
“ Hotel,	+	1 50 & 2 00	9,296
“ St. James Hotel,	+	1 50 & 2 00	“
*Tadousac, Tadousac Hotel,	+	2 00 & 2 50	
Vaudreuil, Clifton House,	+	1 50	
Waterloo, Brooks House,	+	1 50	1,420
*Waterville, Page's Hotel,	+	2 00	
West Farnham, American House,	+	1 50	800
Windsor, Windsor House,	+	1 50	350

## PROVINCE OF NEW BRUNSWICK.

Apoahqui, Apoahqui Hotel,	+	1 50	325
Carlton, Tama House,	+	1 00	2,000
Dorchester, American Hotel,	+	1 50	1,300
Fredericton, Barker House,	+	2 00	6,500
“ Queen's Hotel,	+	2 00	“
“ Brayley House,	=	1 25	“
Fredericton Junction, Avon House,	+	1 00	
Hampton, Victoria Hotel,	+	1 50	400
McAdam Junction, Junction House,	+	1 50	150
Moncton, Weldon Hotel,	+	1 50	1,275
“ King's Hotel,	+	1 50	“
Petitcodiac, Mansard Hotel,	+	1 50	325
Riverside, Grand View Hotel,	+	2 00	
Sackville, Brunswick Hotel,	+	2 00	625
“ Brooks' Hotel,	-	1 50	“
“ Weldon Hotel,	-	1 50	“



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Shediac, Weldon House,	+	1 50	500
“ Kirk House,	-	1 50	“
St. Andrews, Argyle House,	+	1 50	2,000
St. John, DUFFERIN HOTFL.	+	2 50 & 3	35,000
“ Royal Hotel,	-	2 00	“
“ Park Hotel,	-	2 00 & 1 50	“
St. Stephens, Watson House,	+	1 25	3,200
Sussex, Olive House,	+	2 00	1,026
Woodstock, American Hotel,	+	1 50	3,000
“ Exchange Hotel,	-	1 25	“

### PROVINCE OF NOVA SCOTIA

Annapolis, Dominion Hotel,	+	1 50	1,800
Antigonish, Cunningham House,	+	1 50	1,300
Amherst, Lamey Hotel,	+	1 50	4,000
Bedford, Bellevue House,	+	1 50	300
Bridgetown, Intercolonial Hotel,	+	1 25	1,200
Digby, Royal Hotel,	+	1 50	750
Halifax, HALIFAX HOUSE,	+	2 00	30,000
“ International Hotel,	-	2 00	“
“ Lovett House,	-	1 50	“
Kentville, Webster House,	+	1 25	1,050
Liverpool, Mansion Hotel,	+	1 50	500
“ Arcadia Hotel,	-	1 50	“
New Glasgow, The Lorne House,	+	1 50	1,800
Pictou, St. Lawrence Hall,	+	1 50	1,000
Sherbrooke, Sherbrooke Hotel,	+	1 50	800
Schubenacadia, Internation'l Hotel,	+	1 50	300
Truro, Prince of Wales Hotel,	+	1 50	3,670
“ Victoria Hotel,	-	1 50	“
Wollville, Arcadia Hotel,	+	1 50	900
Windsor, Clifton House,	+	1 50	3,000
Yarmouth, The Lorne House,	+	1 50	8,000

### PRINCE EDWARD'S ISLAND.

Charlottetown, Rankin House,	+	2 00	5,600
“ REVERE HOUSE,	+	1 50 & 2	“
*Somerside, Island Park Hotel,	+	2 50 & 2	“
“ Clifton House,	-	1 50	“

### CAPE BRETON ISLAND.

Sydney, Archibald's Hotel,	+	2 00	2,100
“ International Hotel,	+	2 00	“

## PRINCE EDWARD ISLAND RAILWAY.

STATIONS.		Miles	STATIONS.		Miles
Georgetown .....		0	Bradalbane .....		64
Brudenell .....		3	County Line.....		67
Cardigan.....		6	Freetown .....		70
Perth.....		10	Blue Shank.....		74
Baldwins .....		14	Kensington.....		76
Peakes.....		17	Barbara Weit.....		78
Pisquid .....		21	New Annan.....		80
Mt. Stewart Junction..		24	Travellers' Rest.....		81
Tracadie .....		29	Summerside.....		84
Bedford.....		32	St. Eleanors.....		86
Suffolk.....		34	Miscouche.....		89
York.....		37	St. Nicholas .....		93
Union.....		38	Wellington.....		96
Brackley Point.....		40	Richmond.....		100
Royalty Junction.....		40	Northam .....		103
Cemetery .....		42	Port Hill.....		106
St. Dunstans .....		44	Ellerslie .....		108
Charlottetown.....		46	Conway.....		112
St. Dunstans .....		44	Portage.....		115
Cemetery .....		42	Brae .....		121
Royalty Junction .....		40	O'Leary .....		124
Winsloe .....		41	Mill River.....		126
Milton .....		45	Bloomfield .....		130
Loyalist.....		46	Elmsdale .....		135
Colville .....		49	Alberton .....		139
North Wiltshire .....		52	Montrose .....		143
Hunter River .....		56	Kildare .....		145
Clyde.....		58	DeBlois.....		148
Fredericton.....		60	Harpers .....		150
Elliotts .....		62	Tignish.....		152

## SOURIS BRANCH.

STATIONS.		Miles	STATIONS.		Miles
Mount Stewart.....		0	St. Peters.....		16
St. Andrews.....		1	Rollo Bay .....		25
Douglas .....		3	Harmony .....		33
Dundee.....		6	Souris .....		38
Morell.....		9			

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## NEW BRUNSWICK RAILWAY.

STATIONS.	Miles	STATIONS.	Miles
Gibson .....	0	Woodstock Junc.....	52
St. Mary.....	1	Havelock .....	56
Douglas .....	3	Hartland .....	61
Spring Hill.....	5	Peel.....	65
Rockland .....	10	Florenceville .....	71
Keswick .....	12	Kent .....	74
Cardigan .....	16	Bath .....	77
Luwrence.....	17	Bumfreau.....	81
Zealand .....	19	Upper Kent.....	86
Stone Ridge.....	22	Muniac .....	89
Burnside .....	25	Perth.....	97
Upper Keswick.....	28	Andover .....	98
Burt Lake .....	32	Aroostook.....	103
Hainsville .....	36	Aroostook .....	0
Millville .....	38	Limestone .....	8
Woodstock Road.....	40	Grand Falls.....	18
Nackawick .....	43	St. Leonard's.....	31
Falls Brook .....	48	Green River.....	48
Woodstock Junc.....	52	St. Basil.....	52
Woodstock Junc.....	0	Edmundston .....	57
Newburg .....	5	Aroostook.....	104
Riverside .....	7	Aroostook Falls .....	106
Northampton.....	9	Fort Fairfield .....	110
Woodstock Junc.....	11	East Lyndon.....	117
		Caribou.....	122

## HALIFAX AND CAPE BRETON RAILWAY.

STATIONS.	Miles	STATIONS.	Miles
New Glasgow .....	0	Taylor's Road.....	48
Glenfalloch .....	5½	Pomquet.....	51
Merigomish .....	9¾	Heatherton.....	53½
French River.....	13¾	Afton .....	57
Piedmont .....	18	Tracadie.....	61
Avondale .....	22	Girroirs.....	62½
Barney's River.....	23½	Little Tracadie.....	65½
Murshy Hope .....	27	Harbour au Bouche.	69½
James River .....	31½	Cape Poreupine .....	73½
Brierly Brook .....	35½	Strait of Canso.....	78½
Antigonish .....	41	Wylde's Cove .....	79½
South River.....	46		



**WINDSOR & ANNAPOLIS RAILWAY.**

STATIONS.	Miles	STATIONS.	Miles
Halifax.....	0	Grand Pre .....	61
Richmond .....	2	Wolfville.....	64
Four Mile House...	4	Kentville.....	71
Bedford.....	9	Coldbrook .....	76
Rocky Lake.....	12	Waterville.....	80
Windsor Junction.....	14	Berwick.....	83
Beaver Bank.....	17	Aylesford.....	88
Mount Uniacke.....	27	Kingston.....	95
Stillwater.....	34	Wilmot.....	98
Ellershouse.....	37	Middleton .....	102
Newport.....	40	Lawrencetown .....	108
Windsor.....	46	Bridgetown.....	116
Hantsport.....	53	Roundhill.....	124
Avonport.....	58	Annapolis.....	130
Horton Landing.....	60	St. John.....	190

**EUROPEAN AND NORTH AMERICAN RAILWAY.**

STATIONS.	Miles	STATIONS.	Miles
St. Stephen .....	0	McAdam June.....	35
Maxwell's.....	5	Canterbury.....	57
Watt June.....	19	Debec June.....	75
St. Andrews .....	.....	Debec June.....	.....
Hewitts.....	19	Greenville.....	4
Dumbarton.....	24	Houlton.....	8
Watt June.....	28	Debec June.....	75
Watt June.....	19	Hodgdon.....	84
Lawrence.....	21	Woodstock.....	86
Bangor.....	0	Lincoln.....	45
Exchange Street.....	$\frac{1}{2}$	Lincoln Centre.....	46
Veazie.....	4	South Winn.....	51
Basin Mills.....	8	Winn.....	56
Orono.....	8	Mattaw'mk'g.....	58
Webster.....	9	Kingman.....	66
Great Works.....	12	Wytopitlock.....	76
Oldtown.....	$12\frac{1}{2}$	Baneroft.....	79
Milford.....	13	Danforth.....	88
Costigan.....	18	Eaton.....	93
Greenbush.....	23	Forest.....	98
Olamon.....	27	Tomah.....	102
Passadumkeag.....	31	Lambert Lake.....	109
Enfield.....	36	Vanceboro'.....	114

STATIONS.	Miles
.....	52
.....	56
.....	61
.....	65
.....	71
.....	74
.....	77
.....	81
.....	86
.....	89
.....	97
.....	98
.....	103
.....	0
.....	8
.....	18
.....	31
.....	48
.....	52
.....	57
.....	104
.....	106
.....	110
.....	117
.....	122

STATIONS.	Miles
.....	48
.....	51
.....	$53\frac{1}{4}$
.....	57
.....	61
.....	$62\frac{1}{2}$
.....	$65\frac{1}{2}$
.....	$69\frac{1}{4}$
.....	$73\frac{1}{4}$
.....	$78\frac{1}{4}$
.....	$79\frac{1}{4}$

## INTERCOLONIAL RAILWAY.

### POINT LEVI AND MONCTON.

STATIONS.	Miles	STATIONS.	Miles
Montreal.....	0	Bic.....	180
Point Levi.....	172	Rimouski.....	190
Point Levi (op. Que.)	0	St. Luce.....	200
Hadlow.....	1	St. Flavie.....	208
Chaudiere Curve.....	7	St. Octave.....	217
St. Jean Chrysostome.	11	Tartague.....	227
St. Henry.....	15	Sayabec.....	238
St. Charles.....	23	Cedar Hall.....	244
St. Michel.....	29	Amqui.....	253
St. Valier.....	33	Causapséal.....	269
St. Francois.....	37	Assametsquaghan....	280
St. Pierre.....	40	Mill Stream.....	291
St. Thomas.....	47	Metapediac.....	301
Cap St. Ignace.....	51	Campbellton.....	314
L'Anse a Gile.....	57	Dalhousie.....	322
L'Islet.....	61	Charlo.....	332
Trois Saumons.....	64	New Mills.....	338
St. Jean Port Joli....	69	Jacquet River.....	348
Elgin Road.....	73	Belledune.....	357
St. Roche.....	76	Petite Roche.....	365
Ste. Anne.....	84	Bathurst.....	377
Riviere Ouelle.....	90	Red Pine.....	390
St. Denis.....	96	Bartibogue.....	400
St. Paschal.....	99	Beaver Brook.....	411
Ste. Helene.....	105	Newcastle.....	421
St. Andre.....	108	Chatham Junction....	427
St. Alexandre.....	113	Barnaby River.....	430
Lake Road.....	119	Carleton.....	442
Riviere du Loup.....	125	Ferris.....	461
Cacouna.....	131	Weldford.....	462
St. Arsene.....	133	Coal Branch.....	471
Isle Verte.....	141	Canaan.....	480
Trois Pistoles.....	152	Berry's Mills.....	491
St. Simon.....	161	Moncton.....	499
St. Fabien.....	171		

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## INTERCOLONIAL RAILWAY.

### HALIFAX TO ST. JOHN.

STATIONS.	Miles	STATIONS.	Miles
Halifax .....	0	Anherst .....	139
Bedford .....	9	Aulac .....	145
Windsor Junc.....	14	Sackville .....	149
Wellington.....	21	Dorchester.....	160
Enfield .....	28	Memramcook.....	168
Elmsdale .....	30	Painsec Junc.....	180
Milford .....	37	Moneton .....	187
Shubenacadie .....	40	Salisbury .....	200
Stewiacke .....	45	Petiteodiac .....	210
Brookfield .....	54	Aungancee.....	216
Truro .....	62	Penobscquis .....	225
Debert .....	74	Sussex .....	232
Londonderry .....	79	Apohaqui .....	237
Wentworth .....	92	Norton .....	243
Greenville .....	97	Bloomfield .....	249
Thompson .....	105	Passekeag .....	250
Oxford .....	109	Hampton .....	254
River Phillip.....	111	Nauwigewauk.....	259
Spring Hill.....	122	Rothsay .....	267
Athol .....	127	Cold Brook .....	273
Maccan .....	131	St. John .....	276

### PICTOU BRANCH.

STATIONS.	Miles	STATIONS.	Miles
Truro .....	0	Hopewell .....	35
Valley.....	4	Stellarton.....	40
Union .....	9	New Glasgow .....	45
Riversdale .....	13	Pictou Landing .....	51
West River .....	20	Pictou .....	52
Glengarry .....	29		

### POINT DU CHENE BRANCH (Intercolonial Ry.)

STATIONS.	Miles	STATIONS.	Miles
Point du Chene.....	0	Dorchester Road.....	6
Shediac.....	2	Painsec.....	11

## GRAND TRUNK RAILWAY.

### PORTLAND TO QUEBEC AND MONTREAL.

STATIONS.	Miles	STATIONS.	Miles
Portland.....	0	North Stratford.....	134
P. & R. Junction.....	1½	Wenlock.....	142
Falmouth.....	5	Island Pond.....	149
Cumberland.....	9	Summit.....	153
Yarmouth.....	11	Lake.....	160
Yarmouth Junction..	12	Norton Mills.....	166
North Yarmouth.....	15	Dixville.....	169
Pownal.....	18	Coaticooke.....	175
New Gloucester.....	22	Richby.....	180
Danville Junction.....	27	Compton.....	183
Lewiston Junction.....	29	Waterville.....	186
Auburn.....	34½	Lennoxville.....	193
Lewiston.....	35	Sherbrooke.....	196
Empire Road.....	33	Brompton Falls.....	208
Mechanic Falls.....	36	Windsor Mills.....	211
Oxford.....	41	Richmond.....	221
South Paris.....	47	Danville.....	233
West Paris.....	55	Kingsey.....	237
Bryant's Pond.....	62	Warwick.....	245
Locke's Mills.....	65	Arthabaska.....	252
Bethel.....	70	Stanford.....	261
W. Bethel.....	74	Somerset.....	267
Gilead.....	80	St. Julie.....	275
Shelburne.....	86	Lyster.....	280
Gorham.....	91	Methot's Mills.....	287
Berlin Falls.....	98	St. Agapit.....	296
Milan.....	103	Craig's Road.....	301
W. Milan.....	109	Chaudiere Curve.....	308
Stark W. S.....	114	Quebec (Point Levi) ..	317
Stark.....	117	Richmond.....	221
Groveton.....	122	St. Hyacinthe.....	262
Groveton Junction.....	123	St. Lambert.....	292
Stratford Hill.....	126	Montreal.....	297
Beatties.....	130		

### ARTHABASKA AND THREE RIVERS.

STATIONS.	Miles	STATIONS.	Miles
Arthabaska Junc.....	0	St. Celestin.....	25
Walker's Cutting.....	4	St. Gregoire.....	31
Bulstrode.....	11	Doucet's Landing, } Op. Three Rivers. } }	35
Aston.....	18		

## GRAND TRUNK RAILWAY.

## MONTREAL AND QUEBEC.

STATIONS.	Miles	STATIONS.	Miles
Montreal.....	0	Richmond.....	76
St. Lambert.....	7	Danville.....	88
St. Hubert.....	10	Kingsey.....	92
St. Bruno.....	15	Warwick.....	100
Beloeil.....	21	Arthabaska.....	108
St. Hilaire.....	22	Stanford.....	117
St. Madeline.....	28	Somerset.....	123
St. Hyacinthe.....	35	St. Julie.....	131
St. Rosalie.....	37	Lyster.....	135
Britannia Mills.....	42	Methot's Mills.....	143
St. Liboire.....	45	St. Agapit.....	152
Upton.....	48	Craig's Road.....	157
Acton.....	54	Chaudiere.....	163
Danby.....	62	Chaudiere Curve.....	164
South Durham.....	66	Point Levi (Quebec).....	172
Lisgar.....	69		

## MONTREAL, ST. JOHNS AND ROUSE'S POINT.

STATIONS.	Miles	STATIONS.	Miles
Montreal.....	0	Hemmingford.....	46 $\frac{3}{4}$
St. Lambert.....	6 $\frac{1}{2}$	Province Line.....	49 $\frac{1}{4}$
Brousseau's.....	12	Moore's Junc. ....	52 $\frac{1}{4}$
Laprairie.....	14 $\frac{1}{4}$	Lacadie.....	20 $\frac{1}{4}$
St. Constant.....	19 $\frac{3}{4}$	St. Johns.....	27
St. Isidore.....	23 $\frac{3}{4}$	Grand Ligne.....	33 $\frac{1}{4}$
St. Remi.....	29	Stottsville.....	39 $\frac{1}{4}$
St. Michel.....	33 $\frac{3}{4}$	Lacolle.....	43 $\frac{3}{4}$
Hughes.....	36 $\frac{3}{4}$	Rouse's Point.....	50
Johnsons.....	40 $\frac{3}{4}$		

## LACHINE LINE.

Montreal to Lachine ..... 8 miles.

WAY.

MONTREAL.

ONS. Miles

ord.....	134
.....	142
.....	149
.....	153
.....	160
.....	166
.....	169
.....	175
.....	180
.....	183
.....	186
.....	193
.....	196
s.....	208
.....	211
.....	221
.....	233
.....	237
.....	245
.....	252
.....	261
.....	267
.....	275
.....	280
.....	287
.....	296
.....	301
.....	308
vi).....	317
.....	221
.....	262
.....	292
.....	297

S.

Miles

.....	25
.....	31
}.....	35

## GRAND TRUNK RAILWAY.

### TORONTO AND MONTREAL.

STATIONS.	Miles	STATIONS.	Miles
Montreal .....	0	Lansdown .....	147
Lachine Junction.....	2	Gananoque .....	155
Lachine Bank.....	7 $\frac{1}{2}$	Ballantyne's .....	162
Dorval.....	10	Rideau .....	169
Valoisville .....	12 $\frac{1}{2}$	Kingston.....	172
Pointe Claire.....	14 $\frac{1}{2}$	Collins Bay .....	180
Beaconsfield .....	15 $\frac{1}{2}$	Earnestown .....	187
Ste. Anne .....	21	Fredericksburg .....	194
Vaudreuil .....	24	Napanee.....	198
St. Dominique .....	31	Tyendinaga.....	206
Coteau Landing.....	37 $\frac{1}{2}$	Shannonville .....	213
River Baudette.....	43	Belleville .....	220
Bainsville .....	48	Sidney .....	227
Lancaster.....	54	Trenton .....	232
Summerstown .....	59	Smithfield .....	238
Cornwall.....	67	Brighton.....	241
Mille Roches.....	72	Colborne.....	249
Wales .....	77	Grafton.....	256
Farran's Point .....	81	Cobourg .....	264
Aultsville.....	83	Port Hope .....	270
Morrisburg.....	92	Newtonville .....	279
Iroquois .....	99	Newcastle .....	286
Edwardsburg .....	104	Bowmanville.....	290
Prescott .....	112	Oshawa.....	299
Ottawa .....	164	Whitby.....	303
Gladstone.....	115	Duffin's Creek.....	310
Maitland .....	120	Port Union.....	316
Brockville .....	125	Scarboro Junction .....	322
Lyn .....	129	York .....	327 $\frac{1}{2}$
Mallorytown .....	138	Toronto.....	333

### PRINCE EDWARD COUNTY RAILWAY.

STATIONS.	Miles	STATIONS.	Miles
Trenton Junction .....	0	Wellington .....	22
Trenton.....	1	Bloomfield .....	28
Consecon .....	11	Picton.....	32
Hillier.....	16		

**GRAND TRUNK RAILWAY.****Toronto and Detroit.**

S.	Miles
.....	147
.....	155
.....	162
.....	169
.....	172
.....	180
.....	187
.....	194
.....	198
.....	206
.....	213
.....	220
.....	227
.....	232
.....	238
.....	241
.....	249
.....	256
.....	264
.....	270
.....	279
.....	286
.....	290
.....	299
.....	303
.....	310
.....	316
.....	322
.....	327½
.....	333

STATIONS.	Miles	STATIONS.	Miles
Toronto.....	0	Mordon's Crossing.....	111
Carlton.....	5	London.....	121
Weston.....	8	Stratford.....	88
Malton.....	15	St. Pauls.....	93
Brampton.....	21	St. Marys.....	99
Norval.....	27	Granton.....	108
Georgetown.....	29	Lucan.....	114
Limehouse.....	32	Ailsa Craig.....	121
Acton West.....	35	Park Hill.....	128
Rockwood.....	41	Widder.....	137
Guelph.....	48	Forrest.....	146
Mosborough.....	53½	Camlachie.....	155
Breslau.....	58	Blackwell.....	163
Berlin.....	62½	Sarnia (Pt. Edward).....	168
Waterloo.....	64	Port Huron.....	169
Berlin.....	62½	C. & G. T. Junc.....	184
Doon.....	70	Smith's Creek.....	188
Blair.....	71½	Ridgeway.....	192
Galt.....	76	New Haven.....	198
Petersburg.....	69	Chesterfield.....	203
Baden.....	72	Mount Clemens.....	208
Hamburg.....	75	Fraser.....	213
Shakespeare.....	82	Milwaukee Junc.....	226
Stratford.....	88	Woodward Avenuo.....	226½
Stratford.....	88	Detroit Junction.....	228½
St. Pauls.....	93	Detroit.....	231
St. Marys.....	99	Chicago.....	515

**PORT DOVER & LAKE HURON AND STRATFORD & HURON RAILWAYS.**

STATIONS.	Miles	STATIONS.	Miles
Listowel.....	0	Norwich.....	63
Millbank.....	11	Otterville.....	67
Milverton.....	14	Hawtreys.....	71
Stratford.....	28	Canada Southern Jc.....	72
Woodstock.....	51	Simeco.....	83
Burgessville.....	60	Port Dover.....	91

AY.	Miles
.....	22
.....	28
.....	32

## GRAND TRUNK RAILWAY.

### Buffalo and Goderich to Detroit.

STATIONS.	Miles	STATIONS.	Miles
Buffalo.....	0	Stratford.....	115
Fort Erie.....	2	St. Paul's.....	120½
Bertie.....	9	St. Mary's.....	125
Port Colborne.....	19	Granton.....	126
Wainfleet.....	25	Lucan.....	141
Feeder.....	32	Ailsa Craig.....	147
Dunville.....	38	Park Hill.....	155
Canfield.....	46	Widder.....	164
Cooks.....	51	Forrest.....	173
York.....	52	Camlachie.....	182
Caledonia.....	59	Blackwell.....	190
Onondaga.....	68	Sarnia (Pt. Edward)..	195
Brantford.....	76	Pt. Huron (Ft Gratiot)	196
Paris.....	84	C. and G. T. June....	200
Drumbo.....	92	Smit'sh Creek.....	208
Bright.....	97	Ridgeway.....	219
Tavistock.....	107	New Haven.....	222
Stratford.....	115	Chesterfield.....	226
Sebringville.....	120	Mount Clemens.....	233
Mitchell.....	128	Fraser.....	239
Dublin.....	133	Milwaukee Junction..	250
Seaforth.....	139	Woodward Avenue....	250
Clinton.....	148	Detroit Junction.....	255
Goderich.....	160	Detroit.....	258

### KINGSTON & PEMBROKE RAILWAY.

STATIONS.	Miles	STATIONS.	Miles
Kingston.....	0	Bedford.....	30
Grand Trunk June ..	2	Hinchinbrooke.....	32
Glenvale.....	10	Parham.....	39
Murvale.....	14	Olden.....	43
Harrowsmith.....	19	SharbotLake.....	47
Hartington.....	22	Oso.....	51
Verona.....	25	Mississippi.....	61



**CHICAGO & GRAND TRUNK RAILWAY.**

STATIONS.	Miles	STATIONS.	Miles
Port Huron.....	0	Scotts .....	175½
Fort Gratiot.....	0	Vicksburg.....	183½
Grand Trunk Junc.....	3½	Schoolcraft.....	188½
Sanborn.....	10	Marcellus.....	199½
Emmet .....	17½	Wakelee .....	204
Capac .....	26½	Penn .....	208
Imlay City.....	33½	Cassopolis.....	212¾
Attica .....	38	Edwardsburg.....	221½
D. & B. C. Junction..	45½	Mishawaka .....	231½
Lapeer.....	46	South Bend.....	234¾
Elba .....	52½	Olivers.....	235¾
Davison .....	56½	Crum's Point.....	243¾
Flint.....	65½	Stillwell .....	255
Dawson.....	71½	Kingsbury .....	260½
Hamilton.....	74½	Wellsboro' .....	264½
Durand .....	82½	Union Mills .....	265½
Bancroft. ....	87½	Haskells.....	271½
Morrice.....	93½	Valparaiso.....	279½
Perry .....	95½	P. F. W. & C. Junc..	283½
Shaftsbury.....	100	Sedley.....	285
Chicago Junction.....	112¾	Redesdale f.....	295¾
Lansing .....	114	Joliet Crossing .....	299½
Potterville.....	127	Maynard .....	303¾
Charlotte .....	134	Thornton Junction....	310
Olivet .....	141½	South Lawn.....	312
Bellevue.....	146½	C. R. I. & P. Crossing..	315½
Nichols .....	153½	Blue Island.....	315
Battle Creek.....	159¾	Chicago .....	330½
Climax .....	170¾		

**ST. LAWRENCE & OTTAWA RAILWAY.**

STATIONS.	Miles	STATIONS.	Miles
Prescott .....	0	Sabourin's Siding.....	26½
Prescott Junc Switch.	1½	Osgoode .....	31
Prescott Junction.....	2	Manotick.....	39
Spencerville.....	9	Gloucester .....	43
Oxford.....	16½	Chaudiere Junction...	47
Kemptville. ....	22½	Ottawa.....	54

Stations	Miles
.....	115
.....	120½
.....	125
.....	126
.....	141
.....	147
.....	155
.....	164
.....	173
.....	182
.....	190
.....	195
.....	196
.....	200
.....	208
.....	219
.....	222
.....	226
.....	233
.....	239
.....	250
.....	250
.....	255
.....	258

Stations	Miles
.....	30
.....	32
.....	39
.....	43
.....	47
.....	51
.....	61

### QUEBEC CENTRAL RAILWAY.

STATIONS.	Miles	STATIONS.	Miles
Sherbrooke.....	0	Tring .....	87
Lennoxville.....	4	St. Frederic.....	91
Ascot .....	10	Beauce Junction.....	100
Westbury .....	14	St. Joseph .....	105
Basin.....	19	Beauce Junction.....	100
Dydswell.....	27	Hamanne .....	101
Weedon .....	36	St. Mary.....	106
Lake Weedon .....	41	Scotts .....	110
Garthby.....	47	St. Henediuc.....	117
D'Israeli.....	52	St. Anselme.....	122
Coleraine .....	57	St. Gervais.....	125
Black Lake.....	63	St. Henry Village.....	129
Thetford Mines.....	67	St. Henry Junction ...	132
Robertson.....	72	Levis.....	139
Broughton .....	78		

### CANADIAN PACIFIC RAILWAY.—Eastern Div.

STATIONS.	Miles	STATIONS.	Miles
Brockville.....	0	Storv .....	25
Grand Trunk Junc.....	1	Smith's Falls.....	28
Fairfield .....	5	Smith's Falls.....	0
Clarks.....	7	Pike Falls.....	6
Bellamys.....	10	Perth .....	12
Jellys .....	12	Welsh's.....	31
Bells.....	13	Franktown .....	37
Wolford .....	16	Beckwith .....	41
Irish Creek.....	21	Carleton Place Junc...	45
Ottawa .....	0	Castleford .....	63
Skeds .....	2	Russells .....	68
Britannia .....	5	Renfrew .....	70
Bell's Corners .....	8	Haleys .....	79
Stittsville .....	15	Cobden .....	86
Ashton .....	23	Grahams .....	95
Appleton .....	26	Pembroke.....	104½
Carleton Place .....	28	Petawawa .....	115½
Almonte .....	35	Chalk River.....	125½
Sneddens .....	38	Westons .....	131½
Pakenham .....	44	Pt. Alexander .....	137½
Arnprior.....	52	Moor's Lake .....	144½
Braeside.....	55	Mackies .....	152
Sand Point.....	57		

## SOUTH-EASTERN RAILWAY.

## MAIN LINE.

STATIONS.	Miles	STATIONS.	Miles
Montreal .....	0	Sweetsburg.....	51
St. Lambert.....	5	West Brome.....	56
Chambly Basin.....	16	Sutton Junction.....	59
Chambly Canton.....	17	Sutton Flat.....	64
Richelieu .....	18	Abercorn .....	67
Marieville .....	19	Richford .....	72
St. Angelie .....	23	East Richford .....	75
St. Bridget.....	27	Glen Sutton.....	81
West Farnham .....	31	Mansonville .....	84
Farndon .....	37	North Troy.....	91
Brigham.....	41	Newport Centre .....	98
East Farnham.....	46	Newport.....	105
Cowansville .....	49		

## NORTHERN DIVISION.

Sutton Junction.....	0	Wickham .....	51
Brome Corner .....	4	Drummondville.....	60
Knowlton .....	7	St. Germain.....	64
Foster .....	12	Lavallee's Corners..	69
Waterloo.....	16	St. Guillaume .....	75
Warden .....	19	St. David.....	82
Savage's Mills.....	25	Yamaska .....	86
South Roxton .....	29	St. Robert.....	90
Roxton Falls .....	36	Sorel.....	96
Acton .....	42		

## INTERNATIONAL RAILWAY.

STATIONS.	Miles	STATIONS.	Miles
Sherbrooke.....	0	Gould .....	38
Lennoxville .....	3	Scottstown .....	44
Johnville.....	10	Marsden .....	54
Bulwer .....	13	Spring Hill.....	60½
Birchton.....	16½	Sandy Bay.....	66
Cookshire.....	21	Lake Megantic.....	69
Robinson .....	30		

Miles
87
91
100
105
100
101
106
110
117
122
125
129
132
139

rn Div.

Miles
25
28
0
6
12
31
37
41
45
63
68
70
79
86
95
104½
115½
125½
131½
137½
144½
152

## QUEBEC, MONTREAL, OTTAWA & OCCIDENTAL R'Y.

### EASTERN DIVISION.

STATIONS.	Miles	STATIONS.	Miles
Quebec .....	0	Maskinonge .....	101
Lorette .....	7	St. Barthelemi .....	107
Belair .....	13	St. Cuthbert .....	111
St. Jean de Neville....	25	Berthier Junction .....	115
St. Bazile .....	29	Lanoraie (Joliette Je) .....	123
Portneuf .....	34	La Valtrie Road .....	129
Dechambault .....	38	L'Assomption Road .....	132
Lachevrotiere .....	42	L'Epiphanie .....	136
Grondines .....	45	St Henri de Mascouche .....	144
Ste. Anne le Perade ...	52	Terrebonne .....	148
Batiscan .....	57	St. Vincent de Paul .....	154
Champlain .....	64	St. Martin Junction .....	159
Piles Branch .....	74	Mile End .....	166
Three Rivers .....	77	Hochelaga .....	170
Pointe du Lac .....	85	Hull .....	266
Yamachicho .....	92	Ottawa .....	268
Louiseville .....	97		

### WESTERN DIVISION

Hochelaga .....	0	Pointe au Chene .....	63
Mile End .....	3	Montebello .....	73
Bordeaux .....	8	Papineauville .....	77
St. Martin Junc. ....	11	N. Nation Mills .....	82
Ste. Rose .....	15	Thurso .....	89
Ste. Therese .....	18	Rcekland .....	93
St. Augustin .....	26	Buckingham .....	98
Ste. Scholastique .....	31	L'Ange Gardien .....	102
St. Hermas .....	36	East Templeton .....	108
Lachute .....	43	Gatineau .....	112
St. Philippe .....	47	Hull .....	117
Grenville .....	56	Ottawa .....	119
Calumet .....	58		

### ST. JEROME BRANCH.

Hochelaga .....	0	St. Martin Junc. ....	13
Mile End .....	3	Ste. Rose .....	15
St. Laurent .....	5	Ste. Therese .....	18
Rivieres des Praires ..	8	St. Janvier .....	24
St. Martin .....	12	St. Jerome .....	31

### QUEBEC, MONTREAL, OTTAWA & OCCIDENTAL R'Y.

#### LAURENTIAN RAILWAY.

#### PILES BRANCH RAILWAY.

	Miles
.....	101
.....	107
.....	111
.....	115
..... (e Jc)	123
.....	129
..... ad ..	132
.....	136
..... che	144
.....	148
..... ul...	154
..... n ...	159
.....	166
.....	170
.....	266
.....	268
.....	63
.....	73
.....	77
.....	82
.....	89
.....	93
.....	98
.....	102
.....	108
.....	112
.....	117
.....	119

LAURENTIAN RAILWAY.		PILES BRANCH RAILWAY.	
STATIONS.	Miles	STATIONS.	Miles
Hochelaga .....	0	Three Rivers.....	0
Ste. Therese .....	18	Piles Branch Junc....	2
Mascouche.....	23	St. Maurice .....	9
Ste. Anne.....	26	Lac a la Tortue .....	21
Les Plaines .....	29	Grand Piles.....	29
St. Lin .....	33		

### TORONTO, GREY & BRUCE R'Y.

STATIONS.	Miles	STATIONS.	Miles
Toronto.....	0	Mount Forest.....	87
Carleton .....	5	Harriston .....	92
Weston .....	9	Fordwich .....	97
Woodbridge.....	16	Gorrie Wroxeter.....	109
Kleinburg .....	21	Teeswater. ....	122
Bolton .....	26	Orangeville Junction..	52
Mone Road.....	32	Shellburne.....	64
Charleston .....	41	Dundalk.....	76
Alton.....	44	Proton.....	81
Orangeville.....	49	Flesherton .....	86
Orangeville Junction..	52	Markdale .....	93
Amsrath .....	56	Berkeley .....	98
Waldemar.....	58	Williamsford .....	102
Arthur.....	72	Chatsworth.....	109
Kenilworth.....	79	Owen Sound.....	122

### CENTRAL VERMONT RAILWAY.

STATIONS.	Miles	STATIONS.	Miles
Montreal .....	0	St. Armand .....	52
St. Johns.....	27	Highgate Springs...	57
St. Alexander .....	36	EastSwanton .....	61
Des Rivieres. ....	43	St. Albans.....	70
Stanbridge.....	45		

## CREDIT VALLEY R'Y.

STATIONS.	Miles	STATIONS.	Miles
Toronto.....	0	Galt.....	57
Parkdale .....	2	Ayr.....	68
Carlton .....	5	Drumbo (G. T. Ry.)...	74
Lambton.....	7	Blandford.....	79
Cooksville .....	14	Innorkip.....	82
Streetsville .....	20	Woodstock .....	88
Streetsville Junction .....	22	(P. D. & L. A. Ry.)	
Milton (H. & N.W. R.) .....	32	Beachville .....	92
Campbellville.....	39	Ingersoll .....	97
Schaw (Brockvilld Rd) .....	45		

ORANGEVILLE BRANCH.—Streetsville to Orangeville 34 m.

## TORONTO &amp; NIPISSING R'Y.

STATIONS.	Miles	STATIONS.	Miles
Toronto.....	0	Uxbridge .....	41
Searboro Junction .....	9	Marsh Hill.....	45
Ajincourt .....	14	Wick .....	49
Millikens .....	17	Sunderland .....	53
Unionville .....	20	Manilla Crossing .....	55
Markham.....	23	Cannington .....	59
Stouffville .....	29	Woodville.....	63
Stouffville.....	29	Midland Junction.....	65
Ballantrae .....	35	Argyle .....	67
Vivian .....	38	Eldon .....	71
Mount Albert .....	42	Portage Road .....	74
Revenshore .....	48	Kirkfield.....	76
Sutton .....	53	Victoria Road.....	79
Jackson Point.....	56	Corson's Siding.....	85
Goodwood .....	34	Coboconk .....	88

## GREAT WESTERN RAILWAY.—Toronto Line.

STATIONS.	Miles	STATIONS.	Miles
Hamilton .....	0	Port Credit.....	25
Waterdown .....	4	Etobicoke .....	28
Burlington.....	7	Mimico .....	32
Bronte.....	13	High Park.....	34
Oakville .....	17	Toronto .....	39

## GREAT WESTERN R'Y.

STATIONS.	Miles	STATIONS.	Miles
Buffalo .....	0	Delhi.....	81
Stevensville.....	7	Courtland .....	88
Humberstone.....	13	Tilsonburg.....	92
Welland Junction.....	16	Tilsonburg Junction...	93
Marshville.....	24	Corinth.....	9
Monten.....	31	Aylmer.....	107
Diltz.....	33	New Sarum.....	112
Darling Road.....	40	St. Thomas.....	117
Canfield Junction.....	41	Paynes.....	122
Cayuga.....	48	Bairds.....	126
Nelles' Corners.....	53	Lawrence.....	129
Jarvis.....	61	Middlemiss.....	134
Renton.....	67	Ekfrid.....	139
Simcoe.....	72	Glencoe.....	145
Nixon.....	73		
Niagara Falls.....	0	Ingersoll.....	100
Merriton.....	9	Dorchester.....	109
St. Catharines.....	11	London.....	119
Jordan.....	17	Kemoka.....	129
Beamsville .....	22	Mount Brydges.....	134
Grimsby.....	26	Longwood.....	140
Winona.....	31	Appin.....	145
Hamilton.....	43	Glencoe.....	149
Dundas.....	49	Newbury.....	155
Copetown.....	54	Bothwell.....	161
Lynden.....	59	Thamesville.....	168
Harrisburg.....	62	Lewisville.....	174
St. George.....	64	Chatham.....	183
Paris.....	72	Jeannette's Creek.....	197
Princeton.....	79	Stoney Point.....	203
Gobles.....	81	Belle River.....	212
Eastwood.....	86	Tecumseh.....	219
Woodstock.....	90	Windsor.....	222
Beachville.....	95		
Palmerston.....	0	Bluevale.....	34
Gowanstown.....	5	Wingham.....	38
Listowel.....	9	Whitechurch.....	
Newry.....	15	Lucknow.....	50
Henfryn.....		Ripley.....	53
Ethel.....	22	Kincardine.....	66
Brussel.....	27		

Miles

57

68

74

79

82

88

92

97

Mile 34 m.

Miles

41

45

49

53

55

59

63

65

67

71

74

76

79

85

88

Miles

25

28

32

34

39

## GREAT WESTERN R'Y.

STATIONS.	Miles	STATIONS.	Miles
Brantford .....	0	Palmerston .....	69
Harrisburg .....	0	Harriston .....	75
Branchton .....	6	Clifford .....	81
Galt .....	11	Mildmay .....	90
Preston .....	16	Walkerton .....	96
Hespeler .....	19	Dunkeld .....	101
Guelp .....	27	Cargill .....	103
Elora .....	40	Pinkerton .....	105
Fergus .....	43	Paisley .....	111
Alma .....	49	Turners .....	118
Goldstone .....	51	Port Elgin .....	124
Drayton .....	58	Southampton .....	129
Moorefield .....	62		
London .....	0	Kippen .....	39
Hyde Park Junc .....	4	Brucefield .....	43
Ilderton .....	11	Clinton .....	50
Brecon .....	15	Londesborough .....	56
Clandeboye .....	20	Blyth .....	60
Centralia .....	26	Belgrave .....	67
Exeter .....	31	Wingham .....	74
Hensall .....	37		
London .....	0	Wanstead .....	41
Komoka .....	10	Wyoming .....	45
Strathroy .....	20	Petrolia .....	51
Kerwood .....	26	Mandaumin .....	51
Watford .....	33	Sarnia .....	61
Port Stanley .....	0	Glanworth .....	14
White's .....	4	Westminster .....	18
St. Thomas .....	8	London .....	23
Yarmouth .....	10		

## BRANTFORD, NORFOLK &amp; PORT BURWELL R'Y.

STATIONS	Miles	STATIONS.	Miles
Tilsonburg Junc.....	0	Harley .....	19
Tilsonburg.....	3	Burford.....	23
Springfield.....	6	Mt. Vernon.....	25
P. D. & L. H. Cross'g ..	11	Mt. Pleasant.....	28
Norwich .....	12	Brantford .....	35
Hatchley .....	17	Harrisburg .....	43



## Midland, Port Perry &amp; Lindsay Ry.

Miles

..... 69  
 ..... 75  
 ..... 81  
 ..... 90  
 ..... 96  
 ..... 101  
 ..... 103  
 ..... 105  
 ..... 111  
 ..... 118  
 ..... 124  
 ..... 129

..... 39  
 ..... 43  
 ..... 50  
 ..... 56  
 ..... 60  
 ..... 67  
 ..... 74

..... 41  
 ..... 45  
 ..... 51  
 ..... 51  
 ..... 61  
 ..... 14  
 ..... 18  
 ..... 23

L. R'Y.

Miles

..... 19  
 ..... 23  
 ..... 25  
 ..... 28  
 ..... 35  
 ..... 43

STATIONS.	Miles	STATIONS.	Miles
Port Hope.....	0	Fraserville.....	23
Quyns.....	5	Peterborough.....	31
Perrytown.....	8	Auburn Mills.....	33
Garden Hill.....	9	Nassau Mills.....	35
Summit.....	14	Lakefield.....	40
Millbrook.....	18		
Port Hope.....	0	Gamebridge.....	69
Quyns.....	5	Brechin.....	73
Perrytown.....	8	Schepeler.....	76
Garden Hill.....	9	Uptergrove.....	80
Summit.....	14	Athorley.....	83
Millbrook.....	18	Couchiching.....	84
Bethany.....	24	Orillia.....	86
Brunswick.....	26	Silver Creek.....	90
Franklin.....	28	Uhthoff.....	94
Omenece.....	33	Sattorthwaite.....	97
Coaboro.....	37	Coldwater.....	101
Lindsay.....	43	Fesserton.....	104
Victoria Ry. and W. & P. P. & L. Junc.....	44	Waubaushene.....	106
Cambray.....	48	Sturgeon Bay.....	108
Oakwood.....	53	Victoria Bay.....	112
Woodville.....	57	Old Fort.....	116
Beaverton.....	65	Midland.....	120
Lindsay.....	0	Kinmount.....	33
Midland Ry. Junc.....	1	Minden Station.....	43
Halls.....	11	Ingoldsby.....	47
Fenelon Falls.....	14	Dysart.....	49
Fells.....	19	Goulds.....	54
Retties.....	24	Haliburton.....	56
Lindsay.....	0	Prince Albert.....	28
Ops.....	3	Manchester.....	30
Mariposa.....	7	Summit.....	32
Manilla.....	13	Myrtle.....	35
Sonya.....	17	Brooklin.....	39
Seagrave.....	19	Whitby.....	44
Port Perry.....	26	Whitby Junc.....	45

## Northern &amp; Northwestern Ry.

STATIONS.	Miles	STATIONS.	Miles
Port Dover.....	0	Salmonville.....	81
Jarvis.....	11	Cheltenham.....	83
Garnett.....	14	Sligo.....	86
Hagersville.....	16	Caledon East.....	93
Ballsville.....	24	Centreville.....	96
Caledonia.....	29	Palgrave.....	99
Glanford.....	34	Tottenham.....	105
Rymal.....	40	Beeton.....	110
Hamilton.....	40	Thompsenville.....	114
Burlington Beach.....	48	Alliston.....	116
Burlington.....	50	Everett.....	120
G. W. C. Crossing.....	51	Tioga.....	123
St. Anns.....	57	Lisle.....	126
Zimmerman.....	59	Glencairn.....	129
Milton.....	65	Avening.....	132
Manswood.....	68	Creemore.....	134
Stewarton.....	74	Glen Huron.....	139
Georgetown.....	76	Duntroon.....	143
Glenwilliams.....	78	Nottawa.....	147
		Collingwood.....	151
Toronto.....	0	Craigvale.....	57
Parkdale.....	2	Allandale.....	63
Davenport.....	5	Celwell.....	68
Weston.....	8	Utopia.....	71
Thornhill.....	14	Angus.....	73
Richmond Hill.....	18	Brentwood.....	76
King.....	22	New Lowell.....	78
Aurora.....	30	Stayner.....	85
Newmarket.....	34	Batteaux.....	91
Holland Landing.....	38	Oollingwood.....	94
Bradford.....	41	Craigeleith.....	100
Scanlons.....	44	Thornbury.....	107
Gilford.....	49	Meaford.....	115
Lefroy.....	52		
Allandale.....	0	Atherley.....	26
Barrie.....	1	Longford.....	31
Gowan.....	6	Washago.....	36
Oro.....	11	Severn.....	39
Hawkstone.....	15	Lethbridge.....	45
Carthew.....	17	Gravenhurst.....	51
Orillia.....	23	Muskoka Wharf.....	

**Northern & Northwestern Railway.**

STATIONS.	Miles	STATIONS.	Miles
Allendale ..	0	Elmvale.....	22
Colwell .....	8	Saurin.....	26
Minesing.....	13	Wyevale.....	33
Hendrie .....	15	Penetang.....	39
Phelpston.....	19		
Beeton .....	0	Victoria .....	19
Cookstown .....	9	Allandale.....	25
Thornton .....	14		

**Canada Southern Railway.**

STATIONS.	Miles	STATIONS	Miles
Victoria.....	0	St. Thomas.....	118
Niagara Junction.....	2	St. Clair Junction.....	122
Stevensville.....	7	Iona.....	132
Welland .....	17	Dutton.....	137
Perry.....	26	Bismarek .....	144
Attercliffe.....	35	Rodney .....	148
Canfield .....	42	Taylor.....	152
Hagersville .....	58	Highgate .....	156
Townsend .....	64	Ridgetown.....	162
Villa Nova.....	66	Harwich .....	168
Waterford .....	71	Charing Cross.....	175
Windham .....	78	Buxton.....	181
Port Dover Junction..	83	Fletcher.....	186
Hawtrey.....	84	Tilbury.....	192
Cornell .....	88	Comber.....	199
Tilsonburg.....	94	Woodslee.....	208
Brownsville .....	99	Essex Centre.....	213
Springfield.....	105	Colchester .....	221
Kingsmill .....	110	Amherstburg.....	229
Niagara.....	0	Chippewa.....	17
Queenston .....	7	Black Creek .....	23
Suspension Bridge.....	13	Niagara Junction.....	28
Niagara Falls.....	14	Victoria .....	30

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## Canada Southern Railway.

STATIONS.	Miles	STATIONS	Miles
Toledo .....	0	Slocum Junction.....	38
Alexis .....	6	Grosse Isle.....	41
Vienna .....	10	Trenton .....	39
La Salle .....	15	Wyandotte.....	43
Monroe .....	20	Ecorces.....	46
Stony Creek .....	25	M. C. Junction .....	53
Newport .....	28	Detroit .....	55
Rockwood .....	32	Ekfrid.....	25
St. Thomas.....	0	Alvinston .....	35
St. Clair Junc.....	4	Inwood .....	41
Air Line Crossing.....	5	Oil City.....	48
Southwold .....	9	Petrolia .....	58
Delaware .....	13	Brigden .....	57
Melbourne .....	19	Courtwright.....	66
G. W. Crossing.....	22		

## WELLAND RAILWAY.

STATIONS.	Miles	STATIONS	Miles
Port Dalhousie .....	0	Port Robinson .....	13
St. Catharines .....	3	Welland .....	17
Merritton .....	5	C. S. R. Junc.....	18
Thorold .....	8	Loop Line Junc.. ..	20
Allanburgh .....	10	Humberstone.....	24
Allanburgh Junc.....	11	Port Colborne .....	25

## CITY OF MONTREAL.

The city of Montreal is the largest and most populous city in British North America. It was founded by M. de Maisonneuve, in 1642, on the site of an Indian village named Hochelaga, and dedicated to the Virgin Mary as its patroness and protectress, and for a long time before the name of *Ville-Marie*. It is laid in the form of a parallelogram, and contains some two hundred streets, with a population of 145,000.

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

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

## PLACES OF INTEREST.



WINDSOR HOTEL.

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

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

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OTTAWA HOTEL.

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

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

The Merchants' Exchange, situated on St. Sacrement street.

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

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

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

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

At 195½ St. James street visitors will find Mr. Parks' Photographic Studio. Mr. Parks has a deserved reputation for excellence of workmanship, to which the number of medals he has gained at the principal exhibitions in Canada will testify. Portraits are carefully taken, and his prices are moderate. Visitors desiring a souvenir of

Canada could not do better than choose from his beautiful collection of stereoscopic views, etc., which is the largest and finest collection in the city.

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

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

Young Men's Christian Association Building, Victoria Square.

Barron's Block, St. James street.

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

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

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

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

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

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

Viger Square, near the Champ de Mars, is beautifully laid out into a garden, with conservatory, fountains, &c.

Place d'Armes is a handsome Square, between Notre Dame and St. James streets, opposite the French Cathedral. It is surrounded by a neat iron railing, and tastefully laid out and planted with shade trees; in the centre is a fountain.

At R. Sharpley & Sons, 282 and 284 Notre Dame street,



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will be found the largest assortment of jewellery, fancy goods, etc., in the Dominion.

**Victoria Bridge.**—The cost of this gigantic structure was originally estimated at £1,450,000, but this sum has since been reduced, and the present calculation of its cost is about £1,250,000. In it 250,000 tons of stone and 7,500 tons of iron have been used. The iron superstructure is supported by 24 piers and 2 abutments. The centre span is 330 feet; there are 12 spans each side of the centre of 242 feet each. The extreme length, including abutments, is 7,000 feet. The height above summer water level in the centre opening is 60 feet, descending to either end at the rate of 1 in 130. The extent of the masonry is 3,000,000 of cubic feet. The weight of iron in the tubes is 8,000 tons. The dimensions of the tubes through which the trains pass in the middle span, 22 feet high, 16 feet wide; at the extreme ends, 19 feet high and 16 wide. Total length from the river bank 10,284 feet, or about 50 yards less than two English miles.

The Lachine Canal is among the public works particularly worthy of note, and of which the city may well feel proud. The head of water on this canal has been rendered available for the creation of water power, applied most successfully to the movements of very extensive machinery over a large extent of ground. Among the works here are foundries, engine and boiler shops, ship yards and marine works, saw mills, sash, blind and door factories, flour mills, cotton mills, edge tool factories, &c., &c.

As a place of beauty and pleasure, the ride from the city around Mount Royal will attract the traveller at all times. The distance is 9 miles, commanding one of the finest views of beautiful landscape to be found in North America, and in returning to the city, a view of the St. Lawrence and of Montreal, comprehensive and extended, that well repays time and expense.

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

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

The last new, and already very fashionable drive, is to the top of Mount Royal, to our new and beautiful Mountain Park; the road leads from Upper Bleury street, and by a succession of easy grades, winding through beautiful



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

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

**RAILROAD AND STEAMBOAT OFFICES:**—South-Eastern Railway and Montreal and Boston Air Line, for Lake Memphromagog, White Mountains and all points in New England States. Depot, Bonaventure street; Offices, 202 St. James street.

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

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

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

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

Great Western Railway of Canada, for all points West. Office, 177 St. James street.

**ONTARIO LINE OF STEAMERS:**—For Toronto, Kingston, Hamilton, &c., 133 St. James street. Steamers leave Canal Basin every morning at 9 o'clock.

**QUEBEC STEAMBOAT OFFICE:**—228 St. Paul street. Steamers leave Jacques Cartier Wharf every evening, Sundays excepted.

Restaurant recommended:—**TERRAPIN RESTAURANT**, 287 and 289 Notre Dame street.

Travellers going West via Grand Trunk Railway will find the troublesome lunch no longer needed, as Mr. L.

Delmonico Longhi, a first-class caterer, is now manager of the eating houses and the dining cars, where first-class meals are served at reasonable rates.

## HOTELS.

	RATE PER DAY.
THE WINDSOR .....	+ \$3 00 to 4 00
OTTAWA HOTEL .....	+ 2 50 to 3 00
ST. LAWRENCE HALL .....	+ 2 50 to 3 00
RICHELIEU HOTEL .....	— 2 00 to 3 00
Albion Hotel .....	— 1 50 to 2 00
Canada Hotel .....	= 1 00 to 1 50
NEW YORK HOTEL, Beaver Hall Hill, =	1 00 to 1 50

## MONTREAL CAB TARIFF.

DISTANCE.	No. of persons.	1 horse vehicle.	2 horse vehicle.
From any place to any others, provided the time occupied does not exceed 20 minutes.	1 or 2	\$0.25	\$0.50
	3 or 4	0.50	0.95

When time exceeds above mentioned for distance, hour rates to be charged.

From any place to any other, and back, provided the time occupied do not exceed 30 minutes.....	1 or 2	0.40	0.65
	3 or 4	0.60	0.75

## BY THE HOUR.

One hour.....	1 or 2	0.75	1.00
	3 or 4	1.00	1.25
Every subsequent hour.....	1 or 2	0.60	1.00
	3 or 4	0.75	1.25

REMARKS — For each trunk or box carried in any vehicle —10c.

Fractions of hours to be charged at hour rates; not less than one quarter of an hour shall be charged when the time exceeds an hour.

Tariff by the hour to apply to all rides extending beyond the city limits where the engagement is commenced and concluded within the city.

Fifty per cent. to be added to the tariff rate of rides from midnight to four a.m.

The business cards inserted in this book represent none but first-class establishments, of the best standing, and of whose reputation there is no doubt. These cards are not advertisements, but are published solely for the guidance and convenience of the travelling public, who are advised that fair dealing is characteristic of each house named.

**ELITE BUSINESS DIRECTORY OF MONTREAL—RETAIL.**

*Artists' and Painters' Supplies.*

McArthur & Co., 431 Notre Dame street.

*Art Dealers.*

WILLIAM SCOTT, 363 Notre Dame street.

A. J. Pell, 345 Notre Dame street.

*Books, Periodicals and Newspapers.*

JOHN FISHER & CO., opposite old Post Office.

*Booksellers, Stationers and Fancy Goods.*

DAWSON BROTHERS, 159 and 161 St. James street.

WM. DRYSDALE & CO., 232 St. James street.

G. W. Clarke, 238 and 240 St. James street.

J. T. Henderson, 139 St. Peter street.

*Booksellers, Stationers and Bookbinders.*

John M. O'Loughlin, 243 St. James street.

William Hood & Co., 415 Notre Dame street.

*Subscription Booksellers.*

John Hood & Co., 112 St. Peter street.

*Boots and Shoes.*

J. & T. BELL, 273 Notre Dame street.

A. Douglas, 417 Notre Dame street.

C. Schofield & Co., 248 Notre Dame street.

*Confectioner and Dining Hall.*

CHAS. ALEXANDER, 391 Notre Dame street.

*Chemists.*

THE MEDICAL HALL, 129 St. James street.

Victoria Drug Hall, Victoria Square.

Richard Birks, 207 McGill street.

J. A. HARTE, 400 Notre Dame street.

*Cigars and Tobacco.*

PHELEN BROS., Ottawa Hotel.

Philip Henry, 134 St. James street.

Parlor Cigar Store, R. Deloraine, 8 St. Radegonde street.

manager  
where first-

PER DAY.  
00 to 4 00  
50 to 3 00  
50 to 3 00  
00 to 3 00  
50 to 2 00  
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*Carpet Store.*

MERRILL'S CARPET STORE, 274 Notre Dame street.

*Clothing and Outfitting Warehouse.*

Daniel McEntyre & Sons, 211 McGill street.

*Crockery, China, &c.*

A. T. Wiley & Co., 425 Notre Dame street.

*Dry Goods, Silks, Laces, &c.*

HENRY MORGAN & CO., 251 to 257 St. James street.  
S. CARSLY. 393, 395, 397 and 399 Notre Dame street.  
THOMAS MUSSEN, 257 and 259 Notre Dame street.  
JOHN MURPHY & CO., 403 and 405 Notre Dame street.

*Engravers.*

G. BISHOP & CO., 169 St. James street.

*Exchange Brokers and Bankers.*

W. WEIR, cor. St. Francois Xavier and Notre Dame sts.  
Correspondence, London, Glyn, Mills, Currie & Co.

" New York, Nat. Bank of the Republic.

" Paris, Credit Lyonnais.

W. H. Weir & Co., 128 St. James street.

J. B. Picken & Co., 124 St. James street.

*Grocers.*

ALEX. MCGIBBON & CO., 221 St. James street.  
DUFRESNE & MONGENAIS, 221 Notre Dame street.

*Hardware, House Furnishing, Cutlery, &c.*

L. J. A. SURVEYER, 188 Notre Dame street.  
Jas. Brown & Bro., 219 St. James street.

*Hatters and Furriers.*

A. BRAHADI, 249 Notre Dame street.  
C. J. REYNOLDS, 427 Notre Dame street.  
John Henderson & Co., 283 Notre Dame street.  
Lanthier & Co., 271 Notre Dame street.

*Hair Dressers and Wig Makers.*

J. PALMER & SONS, 357 Notre Dame street.  
T. Cloutier & Co., 234 Notre Dame street.

*Indian Goods.*

Montreal Indian Store, 262 Notre Dame street.  
G. W. Clarke, 238 and 240 St. James street.

*Jewellers.*

RICE SHARPLEY & SONS, 282 and 284 Notre Dame st.  
 SAVAGE & LYMAN [Est. 1818], 219 St. James street.  
 E. & A. EAVES, 291 Notre Dame street.  
 Henry Birks & Co., 222 St. James street.  
 M. Cochenhaler, 157 St. James street.

*Laces and Fancy Goods.*

W. McDUNNOUGH [Est. 1849], 225 St. James street.

*Laundry Co.*

Montreal Steam Laundry Co., 774 Craig street.

*Librarians and Booksellers (French.)*

Gernaey & Hamelin, 252 Notre Dame street.  
 Fabre & Gravel, 219 Notre Dame street.

*Liquors and Wines.*

Alex. McGibbon, 221 St. James street.  
 Dufresne & Mongenais, 221 Notre Dame street.

*Merchant Tailors.*

GIBB & CO., (established 1775,) 148 St. James street.  
 J. D. ANDERSON, 206 St. James street.  
 L. Morris, 212 St. James street.  
 Robt. Seath & Sons, 441 Notre Dame street.  
 J. & E. McEntyre, 277 Notre Dame street.

*Men's Furnishing Goods.*

R. J. TOOKE, 177 St. James street.  
 GIBB & CO., (established 1775,) 148 St. James street.  
 Claggett & Co., 245 St. James street.  
 Wm. Hood, corner St. Peter and Notre Dame streets.  
 A. W. CRAIG & CO., cor. St. James & St. Frs. Xavier sts.

*Optician.*

HEARN & HARRISON, 242 and 244 Notre Dame street.

*Pianos and Music Dealers.*

NEW YORK PIANO CO., 226 and 228 St. James street.  
 A. & S. NORDHEIMER, 211 St. James street.  
 L. E. N. PRATTE, 280 Notre Dame street.  
 LAVIGNE & LAJOIE, 265 Notre Dame street.  
 DEZOUCHE & CO., 233 St. James street.

*Perfumery and Fancy Goods.*

J. PALMER & SONS, 357 Notre Dame street.

*Paper Bags, Flour Sacks, Tags, &c.*

J. C. Wilson & Co., 584 and 586 Craig street.

*Paper Boxes, Collars, Cuffs, &c.*

Rice, Miller & Co., 592 and 594 Craig street.

*Photographers.*

NOTMAN & SANDHAM, 17 and 19 Bleury street.

J. G. PARKS, 105½ St. James street.

*Ranges (for Hotels.)*

BURNS & GORMLEY, 675 Craig street.

GEO. R. PROWSE, 224 St. James street.

*Railway Ticket Broker.*

Leichtenhein's Ticket Agency, 120 St. Francois Xavier st.

*Stationers, Lithographers, &c.*

Akerman, Fortier & Co., 256 and 258 Notre Dame street.

*Shirt and Collar Manufacturers.*

W. Pringle, 46 St. Radegonde street.

Dandurand, Roy & Co., 19 Beaver Hall Hill.

HARRISON A. DEMERS & CO., the only \$1.85 Shirt  
Makers, 302 Notre Dame street.

*Sporting Goods.*

T. Costen & Co., 133 St. James street.

A. Bonneville, 293 Notre Dame street.

*Silks, Mantles, Kid Gloves, &c.*

Claggett & Co., 245 Notre Dame street.

**CITY OF QUEBEC.**

Quebec, by its historie fame and its unequalled scenery, is no ordinary or common-place city, for though, like other large communities, it carries on trade, commerce and manufactures; cultivates arts, science and literature; abounds in charities, and professes special regard to the amenities of social life, it claims particular attention as being a strikingly unique old place, the stronghold of Canada, and, in fact, the key of the Province. Viewed from any of its approaches, it impresses the stranger with the conviction of strength and permanency. The reader of American history, on entering its gates or wandering over its squares, ramparts and battle fields, puts himself at once in communion with the illustrious dead. The achievements of daring mariners, the labors of self-sacrificing missionaries of the Cross, and the conflicts of military heroes, who bled and died in the assault and defence of its walls, are here re-read with ten-fold interest. Then the lover of nature in her grandest and most rugged, as in her gentler and most smiling forms, will find in and around it an affluence of sublime and beautiful objects. The man of science, too, may be equally gratified, for here the great forces of nature and secret alchemy may be studied with advantage. Quebec can never be a tame or insipid place, and with moderate opportunities for advancement, it must become one of the greatest cities of the New World in respect of learning, arts, commerce and manufactures.

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

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

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

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

Above the spot where General Montgomery was killed is now the inclined space, running to the top of the bank;

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

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

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

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

Castle St. Louis, properly the first building in Quebec, the corner stone of which was laid by Champlain on the 6th of May, 1624, was destroyed by fire on the 23rd of January, 1834. By the orders of Lord Durham, the site of the castle was cleared of the ruins that covered it, levelled and covered with wood, and an iron railing placed on the edge of the precipice, making a very delightful promenade. The view from it commands the Lower Town, the St. Lawrence as far down as the Islands of Orleans, the harbour with its ships, and Point Levi on the opposite side of the river.

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

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## MEMORABILIA.

Jacques Cartier landed on the banks of the St. Charles,	Sept. 14, 1535
Quebec founded by Samuel de Champlain -	July 3, 1608
Fort St. Louis built at Quebec - - - - -	1620
Quebec surrendered to Admiral Kirk - - - - -	1629
Quebec returned to the French - - - - -	1632
Death of Champlain, the first Governor -	Dec. 25, 1635
Settlement formed at Sillery - - - - -	1637
A Royal Government formed at Quebec - - - -	1663
Quebec unsuccessfully besieged by Admiral Phipps,	1690
Governor de Frontenac dies - - - - -	Nov. 28, 1698
Battle of the Plains of Abraham - - - - -	Sept. 13, 1759
Capitulation of Quebec - - - - -	Sept. 18, 1759
Battle of St. Foy—a French Victory - - - -	April 28, 1760
Canada ceded by treaty to England - - - - -	1763
Blockade of Quebec by Generals Montgomery and Arnold - - - - -	Nov. 10, 1775
Death of Montgomery - - - - -	Dec. 31, 1775
Retreat of Americans from Quebec - - - - -	May 6, 1776
Division of Canada into Upper and Lower Canada -	1791
Rebellion in Canada - - - - -	1837
Second insurrection - - - - -	1838
Union of the two Provinces in one - - - - -	1840
Dominion of Canada formed - - - - -	July 1, 1867
Departure of English troops - - - - -	1870

**QUEBEC CAB TARIFF.**  
**TARIFF OF CARTERS OF LIGHT VEHICLES.**

CARRIAGES FOR HIRE.	TARIFF FOR HACKNEY CARRIAGES.					
	Two horse Vehicles.		One horse vehicle.			
			Waggon.		Calash.	
	One or two persons.	Three or four persons.	One or two persons.	Three or four persons.	One person.	Two persons.
From any place to any other place within the city limits .....	\$1 00	\$1 50	\$0 50	\$0 75	\$0 25	\$0 40
If to go and return, add 50 per cent. to the above rates. When the drive exceeds the hour, hour rates to be charged.						
<b>BY THE HOUR.</b>						
For the first hour.....	1 00	1 50	0 75	1 00	0 50	0 60
Each additional hour	0 75	1 00	0 50	0 75	0 40	0 50

Provided, however, the rate per day of 24 hours shall not in any case exceed five dollars for a calash, seven dollars fifty cents for a waggon, or ten dollars for a carriage drawn by two horses.—Fractions of hours to be charged at *pro rata* hour rates, but not less than one-quarter of an hour shall be charged when the time exceeds the hour.—Fifty per cent. to be added to the tariff rates from midnight to 4 a.m.—Tariff by the hour to apply to all drives extending beyond city limits when engagement is commenced and concluded within the city. Baggage—Each trunk or box carried in any vehicle, 5c., but no charge for travelling bags or valises which passengers can carry by the hand.

ELITE BUSINESS DIRECTORY OF QUEBEC—RETAIL.

*Chemists.*

RODERICK McLEOD, 16 Fabrique street.  
LaRoche & Co., opposite Post Office.

*Confectioner.*

W. McWILLIAM, 116 St. John street and 50 Fabrique st.

*Dry Goods.*

GLOVER, FRY & CO., 20 Fabrique street.

*Grocer and Wine Dealer.*

ADAM WATTERS, 11 and 13 St. John street.

*Hatters and Furriers.*

G. R. Renfrew & Co., 35 Buade street.

*Jewellery and Fancy Goods.*

G. SEIFERT, 12 Fabrique street.

*Music and Musical Instruments.*

Robert Morgan, 28 Fabrique street.

*Photographer, Photographic Views and Indian Curiosities.*

Vallee's, 39 St. John street.

*Tailors and Gents' Fur Goods.*

J. DARLINGTON & SON, opposite Post Office.  
MORGAN & CO., 34 Fabrique street.

RIAGES.

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Calash.

Two persons.

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**CITY OF TORONTO.**

the capital city of Ontario, is situated on an arm of Lake Ontario, thirty-six miles from the mouth of Niagara River. The city was formerly called Little York. The first survey was made in 1793. Toronto Bay is a beautiful inlet, separated from the main body of Lake Ontario, except at its entrance, by a long, narrow, sandy beach. The south-western extremity is called Gibraltar Point. The population, in 1817, was 1,200, but at the present time it amounts to 86,445. With a similar progress for a few years to come, the population of this city will be second to none in the Dominion. Among the principal buildings are a University and a Cathedral. One of the ecclesiastical edifices deserves especial notice—the Church of the Holy Trinity, a handsome structure, erected by a donation of five thousand pounds from some liberal person in England, on condition that the seats should be free. The Elgin Association, for improving the condition of the colored population, is among the most useful institutions of the place. The Grand Trunk Railway of Canada passes through Toronto. Nature has bestowed fine rivers and vast lakes, which have already been made fully subservient to commerce; but how wonderfully will commerce be advanced by the linking of these lakes and rivers by means of railways! Thus will be constituted one great unbroken medium of speedy communication from the Far West of America to the shores of the Atlantic.

**CAB TARIFF.****CITY DIVISIONS FOR CAB TARIFF.**

**1st DIVISION.**—That portion of the city bounded by the waters of the Bay on the south, Brock street on the west, College street, College Avenue and Carlton street on the north, and Parliament street on the west; and the station and grounds of the Northern Railway Co., and the west side of Brock street, the north side of College street, College Avenue and Carlton street, and the east side of Parliament street, shall be included in this Division.

**2ND DIVISION.**—That portion of the city lying outside of the limits of the 1st Division.

## CAB TARIFF.—CONTINUED.

SERVICE.	One person.	Two persons.	Three persons.	Each additional person.	By hour.
1ST DIVISION. Single horse Cab.					
From one place to another within the limits of the Division, with right to return to place of starting within 5 minutes .....	20	30	40	10	75
Two horse Cab, do do	25	40	55	15	1 00
2ND DIVISION. Single horse Cab.					
From any place in the 2nd Division to or from any place in the 1st Division.....	30	42	54	12	1st hour, 60c, subsequent hour 50.
Two horse Cab, do do	50	70	85	15	1st hour, \$1, each subsequent hour 75.

Half-fare allowed on return if detention exceeds 10 minutes, and full fare if detention exceeds 15 minutes. From 1st May to 31st October, from 10 p.m. to 12 p.m. the charge is one-half more than above tariff, and after midnight to 6 a.m. double above tariff; and from 1st November to 30th April, from 9 p.m. to 12 p.m., and after midnight to 6 a.m., the same additional charges. Children over 8 and under 12 years, half-price. One trunk and articles that may be placed inside the cab, free; each article placed outside, 5 cents.

## ELITE BUSINESS DIRECTORY OF TORONTO—RETAIL.

*Chemists and Druggists.*

E. Hooper & Co., 43 King street.

*Clothing.*

R. Walker & Son, (the Golden Lion.)

*Dry Goods, Silks, Shawls, &c.*

R. Walker & Sons, (the Golden Lion.)

W. A. Murray, 17 to 23 King street.

*Furniture.*

R. Hay & Co., 19 King street.

*Grocers.*

Fulton, Michie & Co., 7 King street.

*Jewellers and Silver Ware.*

Robinson & Bros., (Sheffield House), 15 King street west.

*Ladies' Outfitter.*

J. M. Treble, 53 King street west.

*Men's Furnishing Goods.*

R. Walker & Sons, (the Golden Lion.)

J. M. Treble, 53 King street west.

*Mourning Goods.*

W. A. Murray & Co., 17 to 23 King street.

*Merchant Tailors.*

Stovel & Armstrong, 69 King street west.

*Photographers.*

Notman & Fraser, 39, 41 and 43 King street east, next to Golden Lion.

*Trunks and Travelling Bags.*

Henry C. Clark, 105 King street west.

### OTTAWA.

Although not on the direct route of St. Lawrence River tourists, many consider it desirable to visit the political capital of the Dominion. The city is without doubt well worth seeing, and there is no trouble in reaching it. Travellers, when at Montreal, can select either the Grand Trunk or Q. M. O. & O. Railroads, or take the Ottawa River Navigation Company's beautiful boats (which, on return, run the Lachine Rapids), each route being extremely interesting.

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

### HAMILTON.

is beautifully situated at the western extremity of Burlington Bay, near the shore of Lake Ontario. The construction of the Desjardin Canal and the Great Western Railroad, probably the best managed railroad in the Province, have greatly promoted its prosperity. The streets are well laid out, and many of the houses are built of stone. Its principal places of interest are the Court House, Town Hall, Theatre, Mechanics' Institute, and other public buildings and places of worship for the principal denominations. It is a place of great commercial importance, and has every prospect of becoming a great city. Steamboats ply regularly to and from all lake and river ports, and every facility is afforded for in-

land communication by railroad and telegraph. We must say a few more words about the Great Western Railroad, which has its head offices at this place. The road runs from Detroit to Toronto and Suspension Bridge, passing through London and Hamilton, and is equal to any railroad in the Province or United States, forming the quickest route from the East to the West, or from the West to the East, connecting with the New York Central at Suspension Bridge, and with the Michigan Central, Michigan Southern and Detroit & Milwaukee railroads at Detroit.

### LONDON.

is finely situated at the junction of two branches of the River Thames, 114 miles by railroad west from Toronto. It is one of the most thriving inland cities of Canada West, and has extensive manufactures, and a considerable local trade. The Port Stanley railroad connects it with Lake Erie, and the Great Western railroad passes through it. The Grand Trunk is connected by a branch road. The principal hotel is the Decumcia House.

## TOWNS ON THE ST. LAWRENCE RIVER.

### LEWISTON.

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

### QUEENSTON

is a small village, situated nearly opposite to Lewiston and contains about 350 inhabitants. It is associated in history with the gallant defence made by the British on the adjacent heights in the war of 1812. The village is pleasantly situated, but has suffered from the same causes that have retarded the growth of Lewiston. The river here becomes more tranquil, the shores less broken and wild, and the change in the scenery affords a pleasing transition from the sublime to the beautiful.



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### BROCK'S MONUMENT.

The monument stands on the Heights of Queenston, from whence the village derives its name. The present structure occupies the site of the former one, which was blown up by some miscreant on the 17th of April, 1840. The whole edifice is 485 feet high; on the sub-base, which is 40 feet square and 30 feet high, are placed four lions, facing north, south, east and west; the base of the pedestal is  $21\frac{1}{2}$  feet square and 10 feet high; the pedestal itself is 16 feet square and 10 feet high, surmounted by a heavy cornice, ornamented with lions' heads and wreaths, in alto-relievo. In ascending from the top of the pedestal to the top of the base of the shaft, the form changes from square to round. The shaft is a fluted column of free-stone, 75 feet high and 10 feet in diameter, on which stands a Corinthian capital, 10 feet high, whereon is wrought, in relief, a statue of the Goddess of War. On this capital is the dome, 9 feet high, reached by 250 spiral steps from the base, on the inside. On the top of the dome is placed a colossal statue of Gen. Brock.

### FORT NIAGARA.

This Fort stands at the mouth of the Niagara River, on the American side. There are many interesting associations connected with the spot, as, during the earlier part of the past century, it was the scene of many severe conflicts between the Whites and Indians, and subsequently between the English and French. The names of the heroic La Salle, the courtly De Nonville and the gallant Prideaux will long retain a place in the history of this country. The village adjacent to the Fort is called Youngstown, in honor of its founder, the late John Young, Esq.

### NIAGARA

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

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**PORT HOPE**

Is situated sixty-five miles from Toronto. A small stream, which here falls into the lake, has formed a valley, in which the town is located. The harbor at the mouth of this stream is shallow, but safe and commodious. Port Hope is a pretty town; on the western side the hills rise gradually one above the other. The highest summit, called "Fort Orton," affords a fine prospect, and overlooks the country for a great distance. The village is incorporated. Population, 5,588.

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**COBOURG,**

seven miles below Port Hope, contains 6,000 inhabitants. It has seven churches, two banks, three grist mills, two foundries, and the largest cloth factory in the Province. It is also the seat of Victoria College and a Theological Institute. Midway between Port Hope and Cobourg is "Duck Island," on which a lighthouse is maintained by the Government. Do not forget to take a meal at the famous G.T.R. Dining Room while at this place.

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**KINGSTON.**

This place was called by the Indians "Cataracqui." A settlement was begun by the French, under De Courcelles, as early as 1672. The Fort, which was finished the next year, was called Fort Frontenac, in honor of the French Count of that name. This Fort was alternately in the possession of the French and the Indians, until it was destroyed by the expedition under Col. Bradstreet in 1758. In 1762 the place fell into the hands of the English, from whom it received its present name. Kingston was one of the most important military posts in Canada. It is one hundred and ten miles from Cobourg. Contains 14,092 inhabitants.

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

**OSWEGO**

is the next port after passing Charlottesville. It is a beautiful and flourishing town, and contains a population of about 15,000. It is the commercial centre of a fertile

and wealthy part of the country, and is the terminus of a railroad and a canal, connecting it with Syracuse and the New York Central Railway. The history of this place is associated with many hard battles, fought during the time of the Indian and French wars.

#### SACKETT'S HARBOUR

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

#### THE THOUSAND ISLANDS

are among the wonders of the St. Lawrence, situated about six miles below Kingston. There are, in fact, no less than 1,800 of these "emerald gems in the ring of the wave," of all sizes, from the islet a few yards square to miles in length. It is a famous spot for sporting; myriads of wild fowl of all descriptions may here be found; and angling is rather faliguing than otherwise, from the great quantity and size of the fish. These Islands, too, have been the scene of most exciting romance. From their great number, and the labyrinth-like channels among them, they afforded an admirable retreat for the insurgents in the last Canadian insurrection, and for the American sympathizers with them, who, under the questionable name of "patriots," sought only to embarrass the Government. Among these was one man who, from his daring and ability, became an object of anxious pursuit to the Canadian authorities; and he found a safe asylum in these watery intricacies through the devotedness and courage of his daughter, whose inimitable management of her canoe was such that, through hosts of pursuers, she baffled their efforts at capture, while she supplied him with provisions in these solitary retreats, rowing him from one place of concealment to another under shadow of the night. But, in truth, all the Islands, which are so numerously studded through the whole chain of those magnificent Lakes, abound with material for romance and poetry. For instance, in the Manitoulin Islands, in Lake Huron, the Indians believe that the *Manitou*, that is, the *Great Spirit* (and hence the name of the Islands), has

forbidden his children to seek for gold; and they will tell you that a certain point, where it is reported to exist in quantities, has never been visited by a disobedient Indian without his canoe being overwhelmed in a tempest.

#### CLAYTON.

This village is situated on the American side, opposite the Thousand Islands, and was formerly of considerable importance as a lumber station. Square timber and staves were here made up into large rafts, and floated down the St. Lawrence to Montreal and Quebec. These rafts are often very large, and as they require a great number of men to navigate them, the huts erected for their shelter give them, as they pass down the river, the appearance of small villages.

Many of the steamers and other craft that navigate Lake Ontario were built here, and during the past five years Clayton has become a great resort for pleasure-seekers; the fishing and shooting is the best in the St. Lawrence; the late Geo. Peabody, Esq., spent several weeks here each season when in this country for the last five years of his life, to enjoy the sports of fishing, shooting, bathing, etc.; other celebrities could be named also, who made their annual visit here. The beauty of the Islands and River at this place cannot be surpassed; there are also several good hotels that are filled with pleasure-seekers during the summer months.

#### ALEXANDRIA BAY

is the next port after leaving Clayton. It is built upon a massive pile of rocks, and its situation is romantic and highly picturesque. It is a place of resort for sportsmen. Some two or three miles below the village is a position from whence one hundred islands can be seen at one view. This place also is celebrated for its fishing and shooting. The beauty of the Islands in this vicinity for several miles up and down the river can hardly be imagined without a personal visit. There is a great quantity of fish killed here known as the Mascalonge; they are of large size, many of them weighing from forty to fifty, and often as high as seventy pounds; they are taken with trolling lines, and it requires a skilful angler to land one safely. Sportsmen consider the taking of one of those fish equal to salmon fishing. In the summer of 1872 President Grant and family and a party of their friends visited

Alexandria Bay as the guest of Mr. Geo. M. Pullman—who, by the way, owns one of the pleasantest islands of the group—and remained eight days. They expressed great satisfaction with their visit, and were delighted with the scenery around this point. Since that time Alexandria Bay has attained great prominence as one of the leading watering-places of this country, and two fine hotels have been built.

### BROCKVILLE

was named in honor of General Brock, who fell on Queenston Heights in the war of 1812. It is situated on the Canadian side of the St. Lawrence, and is one of the pleasantest villages in the Province. It is situated at the foot of the Thousand Islands, on an elevation of land which rises from the river in a succession of ridges. The town was laid out in 1802, and is now a place of considerable importance. The present population is 7,608. It is growing very rapidly, and is one of the most pleasant, healthy and thriving towns on this side of the river.

### OGDENSBURG.

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 of embracing Christianity. A settlement was begun in connection with this mission, and a fort, called "La Presentation," was built at the mouth of the Oswegatchie, on the west side. The remains of the walls of this fort are still to be seen. In October, 1749, it was attacked by a band of Indians from the Mohawks, who, although bravely repulsed, destroyed the palisades of the fort and two of the vessels belonging to the colony. The Abbé Piquet retired from the settlement soon after the defeat of Montcalm, and returned to France, where he died in 1781.

In describing the situation of the ground on the east side of the river, opposite to his fort, the Abbé, with his accustomed discrimination, remarked: "A beautiful town could hereafter be built here." This prediction has been fully verified, and the city of Ogdensburg now occupies this site. It has increased rapidly within the past few years, and will doubtless become a large manufacturing place. The Northern Railroad, which runs to Lake Champlain, a distance of 118 miles, and which connects

at Rouse's Point with the railroads to Boston and Montreal, has its terminus here. We may add that it continues to grow rapidly, and is one of the wealthiest cities for its size in the State of New York. The streets are wide, and lined with beautiful shade trees; some of the private residences are magnificent, and public buildings very fine. It is also a great resort during the summer season for pleasure-seekers, and, being the terminus of the Ogdensburg & Rome Railroad, it is one of the principal points for travellers to take the steamers down the Rapids for Montreal.

### PRESCOTT

is situated on the Canada side of the St. Lawrence, opposite Ogdensburg, and contains 2,999 inhabitants. Previous to the opening of the Rideau Canal between Kingston and Ottawa City (formerly Bytown), Prescott was a place of importance in the carrying-trade between Kingston and Montreal; but since that event its growth has been checked. Matters have, however, again changed, and for Prescott there are prospects of brighter days to come. Through the influence, energy and perseverance of the late Robt. Bell, Esq., of Ottawa City, a railroad was built, under almost insurmountable obstacles, which extends from Ottawa City to Prescott, and there connects the Ottawa River with the St. Lawrence. About a mile below the town of Prescott, at a place called "Windmill Point," are the ruins of an old stone windmill, in which, in 1837, the "Patriots," under Von Shultz, a Polish exile, established themselves, but from which they were driven with severe loss. Five miles below Prescott is Chimney Island, on which the remains of an old French fortification are to be seen. The first rapid of the St. Lawrence is at this island.

### THE GALOP RAPID.

The next town on the American side is Waddington; and in the river, over against it, is Ogden Island. On the Canada side is Morrisburg, formerly called West Williamsburg. It is called the Port of Morristown, and contains about 200 inhabitants. A short distance below Morristown, on the Canada side, is Chrysler's Farm, where, in 1837, a battle was fought between the English and Americans. The Americans were commanded by General Wil-

kinson, and were at that time descending the river to attack Montreal. The attempt was afterwards abandoned. Thirty miles below Ogdensburg is Louisville, from whence stages run to Messen Springs, distance seven miles.

#### LONG SAULT

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

#### DESCENT OF THE RAPIDS.

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

happens that a steamer strikes, and sinks, but a few minutes puts them safely in shoal water. The Richelieu & Ontario Navigation Company have never lost any lives by accidents of this kind in descending the Rapids.

## ST. LAWRENCE CANALS.

	Miles.	Locks.	L. Ft.
Galops Canal.....	2	2	8
Point Iroquois Canal.....	3	1	6
Rapid Platt Canal.....	4	2	11.6
Farren's Point Canal.....	$\frac{3}{4}$	1	4.
Cornwall Canal, Long Sault.....	$11\frac{1}{2}$	7	48.
Beauharnois Canal, Coteau.....			
Cedars, Split Rock, Cascade Rapids.....	$11\frac{1}{4}$	9	82.6
Lachine Canal, Lachine Rapids.....	$8\frac{1}{2}$	5	44.9
Fall on portions of the River between canals Lake Ontario to Montreal.....			17.
From Montreal to tide water, Three Rivers.....			12.9
	41	27	234.4

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

## CORNWALL.

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



## ST. REGIS

is an old Indian village, and lies a little below Cornwall, on the opposite side of the river. It contains a Catholic church, which was built about the year 1700. While the building was in progress, the Indians were told by their priest that a bell was indispensable in their house of worship, and they were ordered to collect furs sufficient to purchase one. The furs were collected, the money was sent to France, and the bell was bought and shipped for Canada; but the vessel which contained it was captured by an English cruiser, and taken into Salem, Mass. The bell was afterwards purchased for the church at Deerfield. The priest at St. Regis, having heard of its destination, excited the Indians to a general crusade for its recovery. They joined the expedition fitted out by the Governor against the New England colonists, and proceeded through the then trackless wilderness to Deerfield, which they attacked in the night. The inhabitants, unsuspecting of danger, were aroused from sleep only to meet the tomahawk and scalping-knife of the savages. Forty-seven were killed, and one hundred and twelve taken captive, among whom were Mr. Williams, the pastor, and his family. Mrs. Williams, being at the time feeble, and unable to travel with her husband and family, was killed by the Indians. Mr. Williams and part of his surviving family afterwards returned to Deerfield, but the others remained with the Indians, and became connected with the tribe. The Rev. Eleazar Williams, one of the supposed descendants from this family, has been mysteriously identified with the lost Dauphin of France. The Indians, after having completed their work of destruction, fastened the bell to a long pole, and carried it upon their shoulders, a distance of one hundred and fifty miles, to the place where Burlington now stands; they buried it there, and in the following spring removed it to the church of St. Regis.

## LAKE ST. FRANCIS.

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

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### COTEAU DU LAC

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

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

Seven milles below this commences the Cedar Rapid, which extends about three miles; then comes the Coteau, Cedar, Split Rock and Cascade Rapids, which terminate at the head of Lake St. Louis, where the dark waters of the Ottawa, by one of its mouths, joins the St. Lawrence. These Rapids, in miles, have a descent of 82½ feet.

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### CEDARS.

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

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### BEAUHARNOIS

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

## LACHINE.

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

## CAUGHNAWAGA,

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

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

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

## LAKE ST. PETER

is an expansion of the St. Lawrence, beginning about five miles below Sorel, and extending in length twenty-five miles, its greatest breadth being nine miles. There are

several islands at its western extremity. Port St. Francis is a small village situated on the south shore of Lake St. Peter, eighty-two miles below Montreal. It is a place of but little importance.

### THREE RIVERS

is situated at the confluence of the rivers St. Maurice and St. Lawrence, ninety miles below Montreal, and the same distance above Quebec. It is one of the oldest settled towns in Canada, having been founded in 1618. It is well laid out, and contains many good buildings, among which are the Court House, the Gaol, the Roman Catholic Church, the Ursuline Convent, the English and Wesleyan churches. The population of Three Rivers is 9,200.

### BATISCAN

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

In passing down the St. Lawrence from Montreal, the country upon its banks presents a sameness in its general scenery, until we approach the vicinity of Quebec. The villages and hamlets are decidedly French in character, generally made up of small buildings, the better class of which are painted white or whitewashed, with red roofs. Prominent in the distance appear the tile-covered spires of the Catholic churches, which are all constructed in that unique style of architecture so peculiar to that Church.

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

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## RIVER SAGUENAY.

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

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

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

It is a river one should see if only to know what dreadful aspects nature can assume in wild moods. Compared to it, the Dead Sea is blooming, and the wildest ravines cosy and smiling; it is wild and grand apparently in spite of itself.

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

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

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

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

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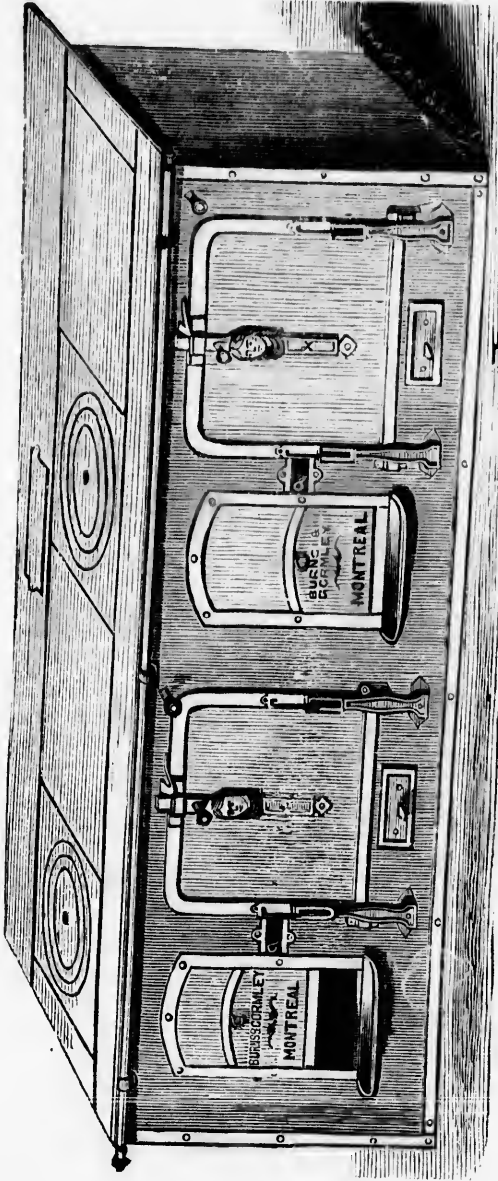
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